U.S. Department
of Homeland Security

United States
Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 Week: 03/21

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/.

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:
gregory.c.goetz2@uscg.mil, (757) 398-6220 and CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING
To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:
1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR MARYLAND - NATIONAL CAPITAL REGION at (410) 576-2525.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR VIRGINIA at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (910) 343-3882.

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2020 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2020 (53ed) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2019 (51st) Edition.

NAVIGATION INTERNET SITES

2021 Light List/ Weekly Updates.
https://www.navcen.uscg.gov/pdf/lightLists/weeklyUpdates/v2d05WeeklyChanges.pdf

Bridges Public Notice Website.
https://www.navcen.uscg.gov/

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

Coast Pilots, along with corrections are available at
https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html

D5 LNM Archived Back Issues
https://www.navcen.uscg.gov/

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

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

Weather
http://www.weather.gov

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

MD-NCR - Maryland-National Capital Region
LIB - Lighted Ice Buoy

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

******MD - VA – DC - POTOMAC RIVER AND ANACOSTIA RIVER – SECURITY ZONE******

As described in Title 33 Code of Federal Regulations (CFR) § 165.508, the Coast Guard will establish a security zone encompassing certain waters of the Potomac River and Anacostia River, and adjacent waters, to safeguard high-ranking public officials during the 59th Presidential Inauguration in Washington, DC. The regulations in 33 CFR 165.508 will be enforced from 8 a.m. on January 13, 2021, through 8 a.m. on January 25, 2021, for the zone identified in 33 CFR 165.508(a)(6). The 'security zone includes all navigable waters described in paragraphs (a)(l) through (a)(3). This zone includes:

(1) Security Zone 1 - all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by the Francis Scott Key (US-29) Bridge, at mile 113, and bounded to the south by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hain's Point at position 38°51'24.3" N, 077°01'l 9.8" W, including the waters of the Boundary Channel, Pentagon Lagoon, Georgetown Channel Tidal Basin, and Roaches Run;

(2) Security Zone 2 - all navigable waters of the Anacostia River, from shoreline to shoreline, bounded to the north by the John Philip Sousa (Pennsylvania Avenue) Bridge, at mile 2.9, and bounded to the south by a line drawn from the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'l 9.8" W, southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, including the waters of the Washington Channel; and

(3) Security Zone 3 - all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'2l .3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'l9.8" W, thence southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, and bounded to the south by the Woodrow Wilson Memorial (1-95/1-495) Bridge, at mile 103.8.

As specified in § 165.508 (b), during the enforcement period, entry into or remaining in the zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region. Public vessels and vessels already at berth at the time the security zone is implemented do not have to depart the security zone. All vessels underway within the security zone at the time it is implemented are to depart the zone at the time the security zone is implemented. To seek permission to transit the zone, the designated representative can be contacted by hailing "Patrol Commander" via Marine Band Radio, VHF-FM channel 16 (156.8 MHz). Coast Guard vessels enforcing this zone can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard may be assisted by other Federal, state or local law enforcement agencies in enforcing this zone. The COTP Maryland-National Capital Region can be contacted at telephone number (410) 576- 2693.

Chart 12289 LNM: 52/20

******U.S. COASTAL AND INTERNAL WATERS – U.S. FEDERAL AIDS TO NAVIGATION – DATUM SHIFT TO WGS 84******

The positions of Aids to Navigation contained in the U.S. Light List Volumes will be converted to WGS 84 to align with Datum used on Official U.S. Electronic Navigational Charts (ENC) issued by the U.S. Hydrographic Offices (NGA, NOAA, USACE). The positions were previously expressed in NAD 83 Datum to align with U.S. Hydrographic Office(s) paper charts. The 2021 Light List Volumes will contain the adjusted positions. No chart or Light List corrections will be published in the Local Notice to Mariners.

LNM: 49/20

NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION - U.S. COAST PILOT 3 - ATLANTIC COAST - SANDY HOOK, NJ TO CAPE HENRY VA

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 54th Edition, 2021, has been issued and is ready for free download and weekly updates at www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html.
Only Print-on-Demand (POD) bound copies are available for purchase; visit www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.
The 2021 Edition cancels the preceding 2020 Edition, and incorporates all previous corrections.

LNM: 51/20

NC – VA – MD – DE – NJ - ATLANTIC OCEAN - OFFSHORE STRUCTURE PATON MARKING GUIDANCE

For Private Aids to Navigation (PATON) applicants requesting Coast Guard permits to provide navigational markings on offshore structures in Fifth Coast Guard District waters, the following structure identification, lighting, sound signal, and Automated Identification System (AIS) capabilities are strongly recommended. Applicants should plan to apply for one Private Aid Permit per structure (to include all label, light(s), sound signals and AIS signals). Private AtoN Permit applications should submitted no sooner than 60 days prior to the need to activate a structure's final markings.
Additional specific recommendations include:
Tower Identification:
• Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible
• Letters and numbers labelled to as near to 3 meters high as possible
• Visible above any servicing platforms
• Visible throughout a 360-dgreee arc from the water's surface
• Visible at night through use of retro-reflective paint and lettering/numbering materials
• If feasible, also labelled below the servicing platform
Lighting:
• Located on all structures, preferably on the servicing platform, visible throughout a 360-dgreee arc from the water's surface
• Corner Towers/Significant Peripheral Structures (SPSs): Quick flashing yellow (QY) energized at a five nautical mile range
• Outer Boundary Towers: Yellow 2.5 sec (FL Y 2.5s) energized at three nautical mile range
• Interior Towers: Yellow 6 sec or yellow 10 sec (FL Y 6/FL Y 10) energized at a two nautical mile range
• All lights should be synchronized by their structure location within the field of structures
Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. These do not require permits, only Coast Guard notification for appropriate marine notices and broadcasts until the final structure marking is established.
Sound Signals:
• Should be located on all structures located at corners/SPSs
• Sound every 30 seconds (4s Blast, 26s off)
• Set to project at a range of 2NM
• Should not exceed 3NM spacing between perimeter structures
• Must be Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds
• Timed to energize for 45 minutes from last VHF activation
Automated Information System (AIS) Transponder Signals:
• Must be transmitted superimposed at all corner structures/SPSs
• Should be capable of transmitting signals to mark all locations of all structures throughout an established field
• Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation
PATON Application can be requested through email to: D05-SMB-CGD5Waterways@uscg.mil

Please forward questions or feedback in an e-mail to:
Jerry.R.Barnes@uscg.mil and Matthew.K.Creelman2@uscg.mil

Charts: 12200 12204 12211 12214 12221 12318 LNM: 36/20

******NOVEL CORONAVIRUS – MARINERS AND MARITIME COMMERCE - PART 1******

UPDATED. An outbreak of respiratory illness caused by a novel COVID-19 continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

Vessel Reporting Requirements:

Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported immediately to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports. In addition to Coast Guard reporting requirements, 42 CFR 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (CDC) any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: Cargo vessels and Cruise ships. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Further, 42 CFR 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs. See Headquarters MSIB 06-20, (or Sector Virginia MSIB 20-063) "Vessel Reporting Requirements for Illness or Death", for further information.

******NOVEL CORONAVIRUS – MARINERS AND MARITIME COMMERCE – PART 2******

Vessel Control Actions:

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), United Kingdom and Republic of Ireland.

Non-passenger Commercial Vessels: Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation "Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus", for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC. Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.

Passenger Vessels: On April 15, 2020, the CDC updated their existing No Sail Order. This Order will remain in effect until the Secretary of Health and Human Services' declaration that COVID-19 constitutes a public health emergency, the CDC Director rescinds or modifies the order based on specific public health or other considerations, or 100 days from the date publication in the Federal Register. This renewed order requires all cruise ship operators to provide "an appropriate, actionable and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships" prior to operating in waters subject to U.S. jurisdiction. In addition to the plan, there are further restrictions.

LNM: 17/20

******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.

https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales

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 VHF-FM 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 48156090 or email to rightwhale.msr@noaa.gov.

POC. Ms. Katie Moore, LANTAREA Living Marine Resources Program Manager,

LANT-35LE, katie.s.moore@uscg.mil, (757) 398-6504.

LNM: 44/20

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

Hazardous inlets. To heighten public awareness about the hazards that exist in and around the North Carolina, this information is provide to mariners. 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:
http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx
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's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

INTERFERENCE WITH AIDS TO NAVIGATION

14 USC 543. It shall be unlawful for any person, or public body, or instrumentality, excluding the armed forces, to remove, change the location of, obstruct, wilfully damage, make fast to, or interfere with any aid to navigation established, installed, operated, or maintained by the Coast Guard pursuant to section 541 of this title, or with any aid to navigation lawfully maintained under authority granted by the Coast Guard pursuant to section 542 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. COAST GUARD AUXILIARY – PUBLIC EDUCATION CLASSES – FIND BY ZIPCODE

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

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

Special protections are 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 (U-boats) located in waters off the NC 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. 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 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 U.S. 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: 703-313-5900, webmaster@navcen.uscg.mil or 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 (D5) - 001, 004, 008, 010, 012, 014 THRU 017, 019 THRU 022, 025-21.
Sector Delaware Bay (DB) - 004, 007, 010-21.
Sector Maryland-National Capital Region (MD-NCR) - 001, 002, 004, 006, 007, 008-21.
Sector Virginia (VA) - 015, 017, 019-21.
Sector North Carolina (NC) - 019, 018, 017, 016, 015, 014, 013, 012, 011, 010, 009, 007, 006, 005, 004, 001-21, 494, 472, 456, 450, 415, 409, 408, 404, 402, 401, 390, 375, 372, 364, 331, 276, 250, 229, 228, 212, 207, 204, 184, 178, 155, 134, 085-20.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
65	Steel Pier Wreck Lighted Buoy WR2	MISSING/TRLB	12316	010DB	52/20	
120	Five Fathom Bank Lighted Buoy F	RAC INOP/TEMP AIS MMSI 993672390	12214	NONEDB	27/19	
165	Delaware Lighted Buoy D	RAC INOP/TEMP AIS MMSI 993672393	12214	NONEDB	28/19	
168	NOAA Lighted Data Buoy 44009 (ODAS)	BUOY DMGD/LT EXT	12214	171DB	35/20	
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	RAC INOP	12222	156VA	32/20	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12	
590	Bodie Island Light	LT EXT	12204	250NC	28/20	
600	Oregon Inlet Approach Lighted Whistle Buoy OI	MSLD SIG	12204	456NC	47/20	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	11009	001D5	01/21	
775	Camp Lejeune Danger Zone Lighted Buoy H	MISSING	11542	309NC	31/20	
815	NOAA Lighted Data Buoy 41013 (ODAS)	LT EXT	11536	332NC	35/20	
825	Frying Pan Shoals Slough Buoy 1	MISSING	11536	466NC	50/19	

942	Barnegat Inlet North Breakwater Light 6	LT EXT	12324	032DB	10/20
1105	Little Egg Inlet Lighted Buoy 2	LT EXT	12316	004DB	02/21
1525	South Shoal Lump Buoy 8B	TRUB	12216	213DB	32/19
1675	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
2055	Delaware Bay East Icebreaker Light 2	LT EXT	12216	203DB	35/20
2345	Port Mahon Directional Light	MSLD SIG/REDUCED INT	12304	191DB	40/20
2565	Reedy Island Dike Middle Light	DAYMK MISSING	12311	208DB	46/20
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19
2874	Pea Patch Island Dike Warning Light E	LT EXT/STRUCT DMGD	12311	433DB	39/18
3325	Billingsport Range Rear Light	LT EXT	12313	200DB	42/20
5275	Chincoteague Inlet Lighted Buoy 1C	MISSING	12210	268VA	52/20
5400	**Chincoteague Channel Lighted Buoy 29**	**LT EXT**	**12210**	**NONEVA**	**03/21**
6280	Virginia Inside Passage Daybeacon 199	DAYMK MISSING	12224	223VA	43/20
6635	Wachapreague Inlet Lighted Buoy 7	MISSING	12210	NONEVA	50/20
6805	Great Machipongo Inlet Buoy 2	MISSING	12224	260VA	50/20
7295	Rappahannock Shoal Channel South Range Rear Light	LT EXT	12226	129VA	28/20
7545	Holland Island Bar Light	DAYMK MISSING	12231	362MD	49/20
9070	Elk River Channel West Range Rear Light	REDUCED INT	12277	327MD	43/20
9105	Back Creek Channel Range Front Light	MISSING	12277	030MD	04/19
9110	Back Creek Channel Range Rear Light	LT EXT	12277	270MD	29/17
9305	**Thimble Shoal Channel Lighted Buoy 19**	**LT EXT**	**12245**	**020VA**	**03/21**
9400	Hampton Bar Warning Light	STRUCT DMGD	12245	066VA	18/20
9765	Western Branch Channel Daybeacon 7	STRUCT DEST/TRLB	12253	287HR	38/19
10600	Willoughby Bay Channel Daybeacon 9	STRUCT DEST/TRUB	12245	236VA	46/20
11545	Warwick River Daybeacon 10	DAYMK MISSING	12248	187VA	38/20
11893	Hog Island Cutoff Wreck Light WR7	STRUCT DEST/HAZ NAV/TRLB	12248	440HR	36/18
12235	**Dancing Point Shoal Channel Range Front Light**	**REDUCED INT**	**12251**	**017VA**	**03/21**
12795	James River Channel Light 168	DAYMK DMGD	12252	NONEVA	51/19
12940	Back River Channel Light 8	STRUCT DEST/TRLB	12222	149VA	32/20
12947	Back River Channel Daybeacon 9B	STRUCT DEST/TRUB	12222	220VA	42/20
13320	Back Creek Daybeacon 4	DAYMK MISSING	12241	235VA	45/20
13457	NOAA Lighted Data Buoy YS	OFF STA	12238	211VA	08/19
14912	NOAA Lighted Data Buoy SR	OFF STA	12235	165VA	32/20
15070	Rappahannock River Entrance Light 8R	DAYMK MISSING	12235	015VA	02/21
16285	Cranes Creek Buoy 2	MISSING	12235	003VA	01/21
17060	Breton Bay Entrance Light 2	STRUCT DEST/TRLB	12286	374MD	51/20
17750	Upper Potomac River Channel Buoy 1	BUOY DMGD	12287	312MD	41/20
17950	Upper Potomac River Channel Lighted Buoy 23	LT EXT	12288	094MD	23/20
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST/TRLB	12284	062MD	24/18
20515	North Point Creek Light 2	STRUCT DEST/TRLB	12278	272MD	39/20
21027	Dundalk Terminal East Channel Lighted Buoy 7	LT IMCH	12281	331MD	44/20
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRDBN	12261	123MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19

27970	Oregon Inlet Approach Lighted Whistle Buoy OI	MSLD SIG	12204	456NC	47/20
27975	Oregon Inlet Lighted Buoy 1	MSLD SIG	12204	456NC	47/20
27980	Oregon Inlet Buoy 2	MSLD SIG	12204	450NC	47/20
27985	Oregon Inlet Buoy 3	MSLD SIG	12204	450NC	47/20
27990	Oregon Inlet Buoy 4	MSLD SIG	12204	456NC	47/20
28003	Oregon Inlet Lighted Buoy 6	OFF STA/MSLD SIG/LT EXT	12204	430NC	36/20
28005	Oregon Inlet Buoy 7	OFF STA/MSLD SIG	12204	431NC	46/20
28005.5	Oregon Inlet Buoy 7A	OFF STA	12204	014NC	02/21
28015	Oregon Inlet Lighted Buoy 9	MISSING	12204	420NC	44/20
28028	Oregon Inlet Lighted Buoy 14	MISSING	12204	482NC	51/20
28270	**Old House Channel Daybeacon 10**	**STRUCT DEST/TRUB**	**12204**	**022NC**	**03/21**
28325	Walter Slough Daybeacon 6	STRUCT DEST/TRUB	12204	215NC	19/19
28415	Roanoke Sound Channel Daybeacon 13	STRUCT DEST/TRUB	12204	340NC	36/20
28435	Roanoke Sound Channel Daybeacon 16A	STRUCT DEST/TRUB	12204	483NC	51/20
28531	Roanoke Sound Channel Light 30A	STRUCT DEST/TRLB	12204	478NC	51/20
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	MISSING	11555	NONENC	37/19
28667	Hatteras Inlet Lighted Buoy 8	MISSING	11555	NONENC	37/19
28707	South Ferry Terminal Lighted Buoy 6SF	OFF STA	11555	458NC	49/20
28721	Barney Slough Channel Lighted Buoy 1B	REDUCED INT	11555	485NC	52/20
28722.7	Barney Slough Channel Lighted Buoy 10	TRLB	11555	362NC	38/20
28765	Hatteras Inlet Channel Light 19	STRUCT DEST/TRLB	11555	371NC	33/19
28900	Ocracoke Inlet Buoy 1	MISSING	11550	NONENC	24/19
28915	Ocracoke Inlet Lighted Buoy 4	MISSING	11550	217NC	25/20
28953	Teaches Hole Channel Lighted Buoy 19	HAZ NAV	11550	472NC	50/20
28955	Teaches Hole Channel Lighted Buoy 20	MISSING	11550	220NC	26/20
28955.5	Teaches Hole Channel Buoy 20A	HAZ NAV	11550	472NC	50/20
28957	Teaches Hole Channel Buoy 21	HAZ NAV	11550	472NC	50/20
28960	Teaches Hole Channel Buoy 22	HAZ NAV	11550	472NC	50/20
28961	Teaches Hole Channel Buoy 23	HAZ NAV	11550	472NC	50/20
28970	Teaches Hole Channel Light 30	LT EXT/DAYMK MISSING	11550	NONENC	37/19
29338	Beaufort Inlet Channel Lighted Buoy 8	OFF STA	11547	489NC	52/20
29655	New River Inlet Lighted Buoy 1	OFF STA/MSLD SIG	11541	009NC	02/21
29660	New River Inlet Lighted Buoy 2	MSLD SIG/LT EXT	11541	010NC	02/21
29665	New River Inlet Buoy 3	MISSING	11541	011NC	02/21
29735	New River Channel Light 12	STRUCT DEST/TRLB	11541	494NC	31/20
29740	New River Channel Light 13	STRUCT DMGD/TRLB	11541	078NC	11/19
29825	New River Channel Light 28A	STRUCT DEST/TRLB	11542	370NC	33/20
30048.02	Banks Slough Channel Buoy 3	OFF STA	11541	467NC	50/20
30050	Banks Channel Light 1	MISSING/TRLB	11541	316NC	32/20
30065	Banks Channel Daybeacon 3	STRUCT DEST	11541	006NC	02/21
30085	Banks Channel Daybeacon 9	STRUCT DEST/TRUB	11541	296NC	32/20
30115	Banks Channel Daybeacon 15	STRUCT DEST/TRUB	11541	114NC	15/20
30135	Banks Channel Daybeacon 21	STRUCT DEST/TRUB	11541	246NC	28/19
30215	Wrightsville Channel Daybeacon 13	STRUCT DEST/TRUB	11541	315NC	13/20
30420	Oak Island Channel Light 2	STRUCT DEST/TRLB	11534	020NC	02/21
30665	Cape Fear River Channel Lighted Buoy 30	LT EXT	11534	428NC	45/20

30935	**Cape Fear River Channel Lighted Buoy 61**	**OFF STA**	**11537**	**022NC**	**03/21**
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	11537	122NC	16/20
31015	Lockwoods Folly Inlet Lighted Buoy 2	MISSING	11534	336NC	36/20
31020	Lockwoods Folly Inlet Buoy 3	OFF STA	11534	338NC	36/20
31025	Lockwoods Folly Inlet Buoy 4	MISSING	11534	290NC	32/20
31027	Lockwoods Folly Inlet Buoy 5	OFF STA	11534	NONENC	36/20
31030	Lockwoods Folly Inlet Buoy 6	MISSING	11534	337NC	36/20
31035	Lockwoods Folly Inlet Buoy 7	MISSING	11534	291NC	32/20
31040	Lockwoods Folly Inlet Buoy 8	MISSING	11534	292NC	32/20
31160	Monkey Tail Shoal Light 1	STRUCT DEST/HAZ NAV	12205	444NC	46/20
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	403NC	18/15
31225	Lone Oak Channel Light 1	STRUCT DEST/TRLB	12204	445NC	45/20
31230	Wells Creek Light 1	STRUCT DEST/TRLB	12204	452NC	47/20
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
31820	Chowan River Light 12	STRUCT DMGD/TRLB	12205	022NC	03/20
31910	Croatan Sound Daybeacon 3A	STRUCT DEST	12204	017NC	02/21
31933	Croatan Sound Light 7	DAYMK MISSING	12204	018NC	02/21
31970	Roanoke Island West Side Daybeacon 6	STRUCT DEST/TRUB	12204	327NC	38/19
31975	Roanoke Marshes Light RM	DAYMK MISSING	12204	019NC	02/21
32030	Stumpy Point Channel Light 10	STRUCT DEST/TRLB	12204	089NC	05/18
32145	Gull Shoal Light GS	STRUCT DEST/TRLB	11548	090NC	40/18
32250	Avon Channel Warning Light AV	STRUCT DEST	11555	NONENC	38/19
32295	Frisco Approach Light 4	STRUCT DEST/TRLB	11555	355NC	42/19
32813	Pamlico Point Warning Light	DAYMK MISSING	11548	399NC	42/20
32910	Pungo River Light 7	STRUCT DEST/TRLB	11553	172NC	20/20
32915	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
33955	Slocum Creek Daybeacon 10	STRUCT DEST/TRLB	11552	271NC	31/19
34690	Core Sound Daybeacon 48	STRUCT DEST/TRUB	11545	411NC	38/18
34826	Beaufort Harbor Channel Daybeacon 4	STRUCT DEST/TRUB	11547	484NC	51/20
34830	Beaufort Harbor Channel Daybeacon 6	STRUCT DEST/TRUB	11547	007NC	02/21
35070	New Jersey Intracoastal Waterway Light 27	STRUCT DEST/TRUB	12324	139DB	30/20
35480	New Jersey Intracoastal Waterway Lighted Buoy 120	MISSING	12316	007DB	02/21
36790	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
36945	Deep Creek Daybeacon 4	STRUCT DEST/TRUB	12206	059VA	16/20
37140	Elizabeth River Southern Branch Light 47	STRUCT DEST/TRLB	12253	587HR	51/18
37530	Great Bridge to Albemarle Sound Daybeacon 89	STRUCT DEST/TRUB	12206	NONENC	32/20
37620	Great Bridge to Albemarle Sound Light 118	STRUCT DEST/TRLB	12206	NONENC	32/20

37895	Alligator River Light 26	STRUCT DEST	11553	004NC	01/21
37995	Alligator River Daybeacon 52	STRUCT DEST/TRUB	11553	180NC	21/19
38110	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
38115	Pungo River Light 7	STRUCT DEST/TRLB	11553	172NC	20/20
38470	Russell Slough Daybeacon 7	STRUCT DEST/TRUB	11541	448NC	47/20
38940	Bogue Sound Daybeacon 24	STRUCT DEST/TRUB	11541	311NC	32/20
39000	Bogue Sound Daybeacon 36	STRUCT DEST/TRUB	11541	202NC	22/20
39025	Bogue Sound Light 41	STRUCT DEST/TRLB	11541	313NC	32/20
39205	Bogue Sound - New River Light 55	STRUCT DEST/TRLB	11541	480NC	51/20
39240	Bogue Sound - New River Light 65A	STRUCT DEST/TRLB	11541	380D5	36/19
39295	Bogue Sound - New River Light 72	STRUCT DEST/TRLB	11541	439NC	46/20
39305	Bogue Sound - New River Buoy 74	MISSING	11541	NONENC	52/20
39380	New River - Cape Fear River Daybeacon 29	STRUCT DEST/TRLB	11541	491NC	52/20
39610	New River - Cape Fear River Daybeacon 124	STRUCT DEST/TRUB	11541	437NC	46/20
39615	New River - Cape Fear River Light 125	STRUCT DEST/TRLB	11541	242NC	28/20
39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB	11541	NONENC	32/20
39710	New River - Cape Fear River Daybeacon 151	STRUCT DEST/TRUB	11534	466NC	49/20
39730	New River - Cape Fear River Buoy 155	OFF STA/SINKING	11534	001NC	01/21
39740	New River - Cape Fear River Daybeacon 156	STRUCT DEST/TRUB	11534	456NC	47/20
39745	New River - Cape Fear River Daybeacon 157	STRUCT DEST/TRLB	11534	391NC	41/20
39857	New River - Cape Fear River Light 168	STRUCT DEST/TRLB	11534	211NC	24/20
39910	Cape Fear River Channel Lighted Buoy 30	LT EXT	11534	428NC	45/20
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB	11534	161NC	19/20
40060	Cape Fear River - Little River Light 7	STRUCT DEST/TRLB	11534	477NC	51/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRLB	11534	169NC	20/20
40180	Lockwoods Folly River Daybeacon 12	STRUCT DEST/TRUB	11534	NONENC	37/19
40285	Cape Fear River - Little River Daybeacon 63	STRUCT DEST/TRUB	11534	235NC	27/20
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	11534	306NC	27/20
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	11534	307NC	32/20
40330	Cape Fear River - Little River Light 78	STRUCT DEST/TRLB	11534	214NC	24/20
40335	Cape Fear River - Little River Daybeacon 80	STRUCT DEST/TRUB	11534	485NC	49/19
40360	Cape Fear River - Little River Light 85	STRUCT DEST/TRLB	11534	378NC	40/20
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	11534	334NC	32/20
40455	Cape Fear River - Little River Light 117	STRUCT DEST/TRLB	11534	407NC	42/20

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
160	McCrie Shoal Lighted Buoy 2MS	RELIGHTED	12214	226DB	50/20	03/21
1665	Cape May Canal West Entrance Approach Lighted Buoy 8	RELIGHTED	12316	008DB	03/21	03/21
8940	Elk River Channel South Range Rear Light	RELIGHTED	12274	005MD	03/21	03/21
11595	James River Channel Lighted Buoy 11	RELIGHTED	12248	018VA	03/21	03/21
11875	Hog Island Cutoff Channel Buoy 2	RESET ON STATION	12248	009VA	02/21	03/21

13497.5	York River East Range Rear Passing Lights (2)	RELIGHTED	12241	204VA	39/20	03/21
19510	West River Light 6	RELIGHTED	12270	002MD	02/21	03/21
24155	Nanticoke River Channel Light 36	RELIGHTED	12261	007MD	03/21	03/21
28385	Roanoke Sound Channel Light 7	WATCHING PROPERLY	12204	021NC	03/21	03/21
29379	Beaufort Inlet Channel Range Rear Light	RELIGHTED	11547	005NC	02/21	03/21
31985	Stumpy Point Bay Channel Daybeacon 1	WATCHING PROPERLY	12204	015NC	02/21	03/21
31990	Stumpy Point Bay Channel Light 2SP	RELIGHTED	12204	473NC	50/20	03/21
32040	Stumpy Point Channel Daybeacon 13	WATCHING PROPERLY	12204	NONENC	03/21	03/21

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
364	Coastal Virginia Offshore Wind Turbine Lights (3) CV-A02	RAC INOP	12207	NONEVA	47/20	
1355	Ship Channel Buoy 7	ADRIFT	12316	168DB	34/20	
7905	Sandy Point State Park Daybeacon 1	DAYMK MISSING	12282	203MD	33/20	
7915	Sandy Point State Park Daybeacon 3	MSLD SIG	12282	204MD	33/20	
7925	Sandy Point State Park Buoy 5	MSLD SIG/BUOY DMGD	12282	205MD	33/20	
7940	Sandy Point State Park Danger Marker C	DAYMK MISSING	12282	208MD	33/20	
7957.7	Sandy Point State Park North Beach Buoy 7	MISSING	12270	206MD	33/20	
7957.8	Sandy Point State Park North Beach Buoy 8	MISSING	12270	207MD	33/20	
7980	Queen Ann County Obstruction Buoy A	MISSING	12270	275MD	39/20	
7985	Queen Ann County Obstruction Buoy B	MISSING	12270	276MD	39/20	
8343	Upper Chesapeake Channel Love Point Lighted Data Buoy A	MISSING	12278	277MD	39/20	
9522	Lehigh Portland Cement Lighted Mooring Dolphin A	LT EXT	12245	372VA	51/19	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10156	Crab Creek Entrance Buoy 2CC	ADRIFT	12254	259VA	50/20	
10157	Crab Creek Wreck Buoy WR3A	OFF STA	12254	182VA	35/20	
10190	Lynnhaven River Western Branch Daybeacon 3	DAYMK MISSING	12254	103VA	24/20	
10195	Lynnhaven River Western Branch Daybeacon 4	DAYMK MISSING	12254	104VA	24/20	
10205	Lynnhaven River Western Branch Daybeacon 6	MSLD SIG	12254	105VA	24/20	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	
10245	Lynnhaven River Western Branch Daybeacon 14	STRUCT DEST	12254	106VA	24/20	
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19	
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17	
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17	
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19	
10333	Lynnhaven River Eastern Branch Daybeacon 14	STRUCT DEST	12222	108VA	24/20	
10762.02	Lafayette River Northern Branch Daybeacon 2	DAYMK MISSING	12245	179HR	26/19	
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14	
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	180HR	33/17	
10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	181HR	33/17	

10762.08	Lafayette River Northern Branch Daybeacon 8	DAYMK IMCH	12245	270HR	37/19
10962	Hampton River Channel Buoy 22	MISSING	12245	NONEHR	37/19
12055	Virginia Power Groin Light A	LT EXT	12253	008VA	03/20
12060	Virginia Power Groin Light B	LT EXT	12253	008VA	03/20
12143.7	Barretts Point Lighted Buoy 2	OFF STA	12251	NONEVA	31/20
12143.71	Barretts Point Daybeacon 3	DAYMK IMCH	12251	NONEVA	35/20
12143.72	Barretts Point Daybeacon 4	DAYMK IMCH	12251	NONEVA	48/20
12143.73	Barretts Point Light 5	DAYMK IMCH	12251	NONEVA	48/20
12143.74	Barretts Point Light 6	DAYMK IMCH	12251	NONEVA	48/20
12645	James River Bermuda 100 Light A	LT EXT	12252	369HR	28/18
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12845	Salt Ponds Daybeacon 1	STRUCT DEST/TRLB	12222	209VA	26/20
12949	Back River South Channel Daybeacon 1	STRUCT DEST	12222	215VA	42/20
12957	Back River South Channel Junction Daybeacon B	STRUCT DEST	12238	315HR	22/18
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13591	Virginia Power Debris Exclusion Boom Light C	STRUCT DEST/DAYMK MISSING	12241	266VA	52/20
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
15003	Broad Creek Southern Branch Daybeacon 2S	DAYMK MISSING	12235	100VA	23/20
15005	Broad Creek Northern Branch Daybeacon 1N	MISSING	12235	107HR	20/19
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	108HR	20/19
15015	Broad Creek Northern Branch Daybeacon 4	MISSING	12235	109HR	20/19
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
16565	Lake Conoy Warning Daybeacon C	STRUCT DEST	12233	088MD	23/20
16972.5	Glebe Creek Daybeacon 4	DAYMK MISSING	12286	149MD	30/20
17845	Nanjemoy Creek Buoy 5	OFF STA	12288	001MD	02/21
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD	12288	184MD	33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING	12288	186MD	33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB	12288	183MD	24/19
18013.1	Aquia Creek Daybeacon 22	STRUCT DMGD	12288	185MD	33/20
18013.8	Aquia Creek Daybeacon 29	MISSING/STRUCT DEST	12288	182MD	33/20
18251.1	Neabsco Creek Channel Lighted Buoy 2	LT EXT	12289	098MD	24/20
18601	National Harbor Channel Daybeacon 2	DAYMK MISSING	12289	354MD	46/20
18601.01	National Harbor Channel Light 3	LT EXT/STRUCT DMGD	12289	383MD	01/21
19045	Lewis Creek Buoy 2	OFF STA	12284	341MD	44/20
19375	South Herrington Harbour Light 5	DAYMK DMGD	12266	139MD	19/19
19512	West River Buoy 7	MISSING	12270	221MD	34/20
19613	South River Warning Buoy B	MISSING	12270	NONEMD	39/18
19687.4	Fishing Creek - Oyster Creek Light 5	DAYMK MISSING	12270	322MD	43/20
19845	Chesapeake Harbor Buoy 3	MSLD SIG	12282	NONEMD	33/20
19850	Chesapeake Harbor Buoy 4	MISSING	12282	136MD	29/20

19855	Chesapeake Harbor Buoy 5	MISSING	12282	137MD	29/20
19860	Chesapeake Harbor Buoy 6	MSLD SIG	12282	NONEMD	33/20
19865	Chesapeake Harbor Buoy 7	MISSING	12282	138MD	29/20
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT IMCH/DAYMK MISSING	12282	221MD	30/19
19920	Spa Creek Anchorage Buoy A	MISSING	12283	139MD	29/20
19925	Spa Creek Anchorage Buoy B	MISSING	12283	140MD	29/20
19930	Spa Creek Anchorage Buoy C	MISSING	12283	141MD	29/20
20092	Little Magothy River Buoy 1LM	MSLD SIG	12282	198MD	33/20
20092.04	Little Magothy River Buoy 5	MSLD SIG	12282	199MD	33/20
20092.05	Little Magothy River Buoy 6	MISSING/MSLD SIG	12282	200MD	15/20
20092.06	Little Magothy River Buoy 7	MSLD SIG	12282	201MD	33/20
20092.07	Little Magothy River Buoy 8	MSLD SIG	12282	202MD	33/20
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20430	Pennwood Channel Range Front Light	LT EXT	12278	045MD	16/20
20435	Pennwood Channel Range Rear Light	LT EXT	12278	046MD	16/20
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	369MD	27/18
21363.3	Baltimore Inner Harbor Buoy 6	BUOY DMGD	12281	223MD	34/20
22865	Jenkins Creek Daybeacon 3	STRUCT DEST	12231	023MD	04/19
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
24562	Wallace Creek Daybeacon 4	STRUCT DEST	12261	078MD	20/20
25070	Choptank Fishing Pier Warning Daybeacon C	DAYMK MISSING	12268	224MD	34/20
25780	Upper Edge Creek Daybeacon 11	DAYMK MISSING	12266	152MD	30/20
26270	Cox Creek Buoy 4	OFF STA	12270	298MD	41/20
26343.7	Greenwood Creek Buoy 10	MISSING	12270	290MD	40/20
26517	Panhandle Point Lighted Data Buoy A	MISSING	12270	268MD	38/20
26525	Castle Harbor Marina Channel Light 1	DAYMK IMCH	12272	191MD	33/20
26535	Castle Harbor Marina Channel Daybeacon 3	DAYMK IMCH	12272	192MD	33/20
26540	Castle Harbor Marina Channel Daybeacon 4	STRUCT DEST/MSLD SIG/TRLB	12272	193MD	33/20
26545	Castle Harbor Marina Channel Daybeacon 5	STRUCT DEST/MSLD SIG/DAYMK IMCH/TRUB	12272	194MD	33/20
26550	Castle Harbor Marina Channel Daybeacon 6	STRUCT DEST/MSLD SIG/TRUB	12272	195MD	33/20
26555	Castle Harbor Marina Channel Daybeacon 7	DAYMK IMCH/TRUB	12272	196MD	33/20
26560	Castle Harbor Marina Channel Daybeacon 8	STRUCT DEST/MSLD SIG/TRUB	12272	197MD	33/20
26667	Grays Inn Creek Lighted Data Buoy B	MISSING	12272	278MD	39/20
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD/TRUB	12272	267MD	44/17
26723	Corisca River Lighted Data Buoy CR	MISSING	12272	266MD	38/20
26727	Corsica River Buoy 8	OFF STA	12272	288MD	40/20
26757	Jarrett Creek Lighted Data Buoy D	MISSING	12272	258MD	38/20
26840	Chester River Channel Buoy 44A	MISSING	12272	253MD	38/20
26847	Foremans Branch Lighted Data Buoy F	MISSING	12272	251MD	38/20
26873	Swan Creek Buoy 10	OFF STA	12272	179MD	32/20
26874.1	Swan Creek Buoy 13	MSLD SIG	12272	279MD	39/20
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
27079	Back River Buoy 6	DAYMK IMCH	12278	333MD	44/20
27080	Back River Buoy 7	DAYMK IMCH	12278	337MD	44/20

27083	Back River Buoy 8	MISSING	12278	338MD	26/20
27085	Back River Buoy 10	DAYMK IMCH	12278	339MD	44/20
27087	Back River Buoy 11	DAYMK IMCH	12278	340MD	44/20
27255	Upper Gunpowder River Buoy 7	MISSING	12274	159MD	31/20
27275	Upper Gunpowder River Buoy 11	DAYMK IMCH	12274	321MD	31/20
27955	Upper Elk River Buoy 16	DAYMK IMCH	12274	320MD	42/20
29273	Shell Point Channel Daybeacon 2	DAYMK MISSING	11545	413NC	39/18
29273.1	Shell Point Channel Daybeacon 3	DAYMK MISSING	11545	413NC	39/18
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31090	Shallotte Inlet Buoy 11	MISSING	11534	259NC	29/19
31350	Colington Harbor Entrance Daybeacon 3	STRUCT DEST	12205	NONENC	30/17
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
33260	Texasgulf Entrance Daybeacon 1	STRUCT DMGD	11554	424NC	46/19
33265	Texasgulf Entrance Daybeacon 2	STRUCT DMGD	11554	425NC	46/19
33367.1	Fountain Powerboats Factory Light 1F	DAYMK MISSING	11554	306NC	33/19
33367.2	Fountain Powerboats Factory Daybeacon 3	DAYMK MISSING	11554	306NC	33/19
33367.3	Fountain Powerboats Factory Daybeacon 4	DAYMK MISSING	11554	306NC	33/19
33367.4	Fountain Powerboats Factory Daybeacon 5	DAYMK IMCH	11554	306NC	33/19
33367.5	Fountain Powerboats Factory Daybeacon 6	DAYMK IMCH	11554	306NC	33/19
33367.6	Fountain Powerboats Factory Daybeacon 7	DAYMK IMCH	11554	306NC	33/19
33367.7	Fountain Powerboats Factory Daybeacon 8	DAYMK IMCH	11554	306NC	33/19
33367.8	Fountain Powerboats Factory Daybeacon 9	DAYMK IMCH	11554	306NC	33/19
33367.9	Fountain Powerboats Factory Daybeacon 10	DAYMK IMCH	11554	306NC	33/19
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
38535	Triple S. Marina Daybeacon 1	STRUCT DEST	11547	200NC	18/17
38540	Triple S. Marina Daybeacon 2	DAYMK MISSING	11547	185NC	22/20
38545	Triple S. Marina Daybeacon 3	DAYMK MISSING	11547	186NC	22/20
38550	Triple S. Marina Daybeacon 4	DAYMK MISSING	11547	187NC	22/20
38555	Triple S. Marina Daybeacon 5	DAYMK MISSING	11547	188NC	22/20
38560	Triple S. Marina Daybeacon 6	DAYMK MISSING	11547	189NC	22/20
38565	Triple S. Marina Daybeacon 7	DAYMK MISSING	11547	190NC	22/20
38570	Triple S. Marina Daybeacon 8	STRUCT DEST	11547	191NC	22/20
38575	Triple S. Marina Daybeacon 9	STRUCT DEST	11547	192NC	22/20
38580	Triple S. Marina Daybeacon 10	STRUCT DEST	11547	193NC	22/20
38585	Triple S. Marina Daybeacon 11	STRUCT DEST	11547	194NC	22/20
38590	Triple S. Marina Daybeacon 12	DAYMK MISSING	11547	195NC	22/20
38595	Triple S. Marina Daybeacon 13	DAYMK MISSING	11547	196NC	22/20
39125	Cow Creek Channel Daybeacon CC	STRUCT DEST/TRUB	11541	398NC	44/19
39463	Sears Landing Channel Daybeacon 1	MISSING	11541	268NC	30/19
39621.4	Bradley Creek Daybeacon 4	DAYMK MISSING	11541	391NC	32/17
39621.9	Bradley Creek Light 9	LT IMCH	11541	414NC	34/17

39623.3	Bradley Creek Light 14	DAYMK IMCH	11541	487NC	40/17
39847.4	Carolina Beach State Park Daybeacon 5	DAYMK MISSING	11537	289NC	33/19
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
	Coopers Creek Daybeacon 1 / DNR1250	STRUCT DEST	12285	056D	18/20
	Deep Water Point Light 2	LT EXT	12316	331DB	47/19
	Elizabeth River Eastern BR Water Main South Lt	STRUCT DMGD	12253	125VA	27/20
	Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
	Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
	Franklin Street Boat Ramp Light 2	LT EXT	12266	353MD	45/19
	Gardner Creek Daybeacon 2	STRUCT DEST	12286	081MD	21/20
	Gosnold Hope Channel Daybeacon 2	STRUCT DEST	12222	NONEHR	07/18
	Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
	Great Marsh Boat Ramp Light 1	LT EXT	12266	352MD	45/19
	Hambleton Cove Daybeacon 1	DAYMK MISSING	12270	NONEMD	43/20
	Hambleton Cove Daybeacon 3	DAYMK MISSING	12270	302MD	41/20
	Hambleton Cove Daybeacon 5	DAYMK MISSING	12270	302MD	41/20
	Island Creek Buoy 10	MISSING	12272	255MD	38/20
	Island Creek Buoy 12	MISSING	12272	256MD	38/20
	Island Creek Buoy 14	MISSING	12272	257MD	38/20
	Oak Creek Buoy 3	OFF STA	12270	314MD	41/20
	Price Creek Buoy 3	OFF STA	12270	277MD	37/19
	Royal Beach Association Buoy	MISSING	12282	065MD	18/20
	Taylor Crk Dbn 3	STRUCT DEST/HAZ NAV	12226	204HR	09/18
	Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1093	Oyster Creek Channel Buoy 39	DISCONTINUED FOR DREDGING	12324	645D5	47/20	
4155	Upper Delaware River Channel Lighted Buoy 71	RELOCATED FOR DREDGING	12314	606D5	44/20	

4160	Upper Delaware River Channel Lighted Buoy 72	RELOCATED FOR DREDGING	12314	606D5	44/20
4170	Upper Delaware River Channel Lighted Buoy 76	RELOCATED FOR DREDGING	12314	606D5	44/20
4175	Upper Delaware River Channel Lighted Buoy 78	RELOCATED FOR DREDGING	12314	606D5	44/20
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	004D5	06/20
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	004D5	06/20
9265	Thimble Shoal Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12254	060D5	06/20
9270	Thimble Shoal Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12254	060D5	06/20
9275	Thimble Shoal Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12254	060D5	06/20
9280	Thimble Shoal Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12254	060D5	06/20
9285	Thimble Shoal Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	060D5	06/20
9290	Thimble Shoal Channel Lighted Buoy 16	RELOCATED FOR DREDGING	12245	060D5	06/20
9295	Thimble Shoal Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	512D5	48/19
9305	Thimble Shoal Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	512D5	48/19
9520	Elizabeth River Channel Lighted Bell Buoy 10	RELOCATED FOR DREDGING	12245	518D5	49/19
9525	Elizabeth River Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12245	518D5	49/19
9535	Elizabeth River Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12245	518D5	49/19
9540	Elizabeth River Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12245	518D5	49/19
9545	Elizabeth River Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	518D5	49/19
9555	Norfolk International Terminal South Channel Buoy 2S	RELOCATED FOR DREDGING	12245	601D5	43/20
9555	Norfolk International Terminal South Channel Buoy 2S	TRUB	12245	601D5	43/20
9560	Norfolk International Terminal South Channel Lighted Buoy 4S	RELOCATED FOR DREDGING	12245	601D5	43/20
9560	Norfolk International Terminal South Channel Lighted Buoy 4S	TRLB	12245	601D5	43/20
9595	Elizabeth River Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	518D5	49/19
9600	Elizabeth River Channel Lighted Buoy 18	RELOCATED FOR DREDGING	12245	518D5	49/19
9605	Elizabeth River Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	518D5	49/19
9625	Elizabeth River Channel Lighted Buoy 21	RELOCATED FOR DREDGING	12245	518D5	49/19
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
30050	Banks Channel Light 1	TRLB	11541	398D5	31/20
30055	Banks Channel Light 2	TRLB	11541	398D5	31/20
30303	Carolina Beach Inlet Buoy 8A	DISCONTINUED FOR DREDGING	11534	489D5	37/20
30305	Carolina Beach Inlet Buoy 9	DISCONTINUED FOR DREDGING	11534	489D5	37/20
30373	Cape Fear River Entrance Channel Lighted Buoy 13	RELOCATED FOR DREDGING	11534	136D5	13/20
30695	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
30705	Cape Fear River Channel Lighted Buoy 38	RELOCATED FOR DREDGING	11534	135D5	13/20
38885	Bogue Sound Warning Daybeacon A	DISCONTINUED	11541	638D5	46/20
39223	Bogue Sound - New River Buoy 61A	DISCONTINUED FOR DREDGING	11541	703D5	01/21

39224	Bogue Sound - New River Buoy 62	DISCONTINUED FOR DREDGING	11541	703D5	01/21
39305	Bogue Sound - New River Buoy 74	DISCONTINUED FOR DREDGING	11541	644D5	46/20
39756	New River - Cape Fear River Buoy 161A	DISCONTINUED FOR DREDGING	11534	688D5	51/20
39758	New River - Cape Fear River Buoy 162A	DISCONTINUED FOR DREDGING	11534	688D5	51/20
39885	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

Chart Number | Chart Edition | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners

12327 91st Ed. 19-APR-97 Last LNM: 26/97 NAD 83 27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER
Main Panel 2245 NEW YORK HARBOR CGD01
(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W
Green can

Corrective Action | Object of Corrective Action | Position

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

12200 53rd Ed. 01-OCT-18 Last LNM: 49/18 NAD 83 03/21
ChartTitle: **Cape May to Cape Hatteras**
Main Panel 526 CAPE MAY TO CAPE HATTERAS - -. Page/Side: -

ADD	ASOW Lighted Meteorological Buoy A Yellow Fl (5)Y 20s	CGD05 at 39-16-18.000N	073-56-21.000W
ADD	ASOW Lighted Meteorological Buoy B Yellow Fl (5)Y 20s	CGD05 at 39-18-34.000N	074-06-33.000W
ADD	Submarine Cable B PT 1 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-03.010N	075-57-58.690W
ADD	Submarine Cable B PT 2 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-27.820N	075-54-11.460W
ADD	Submarine Cable B PT 3 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-48-52.450N	075-45-38.950W
ADD	Submarine Cable B PT 4 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-53.730N	075-37-43.430W
		NOS	

ADD	Submarine Cable B PT 5 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	36-49-37.680N	075-36-26.200W

12205 35th Ed. 01-FEB-17 Last LNM: 39/19 NAD 83 03/21

ChartTitle: **Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights**

Main Panel 528 CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC. Page/Side: _01

ADD	Submarine Cable C PT 1 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-03.010N	075-57-58.690W
ADD	Submarine Cable C PT 2 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-09.790N	075-56-58.590W
ADD	Submarine Cable C PT 3 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-23.130N	075-55-50.910W
ADD	Submarine Cable C PT 4 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-27.820N	075-54-11.460W

12207 25th Ed. 01-AUG-19 Last LNM: 44/17 NAD 83 03/21

ChartTitle: **Cape Henry to Currituck Beach Light**

Main Panel 548 CAPE HENRY TO CURRITUCK BEACH LIGHT - -. Page/Side: -

ADD	Submarine Cable D PT 1 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-03.010N	075-57-58.690W
ADD	Submarine Cable D PT 2 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-27.820N	075-54-11.460W
ADD	Submarine Cable D PT 3 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-48-52.450N	075-45-38.950W
ADD	Submarine Cable D PT 4 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-53.730N	075-37-43.430W
ADD	Submarine Cable D PT 5 OF 5; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-37.680N	075-36-26.200W

12208 17th Ed. 01-JAN-17 Last LNM: 35/18 NAD 83 03/21

ChartTitle: **Approaches to Chesapeake Bay**

Main Panel 549 APPROACHES TO CHESAPEAKE BAY. Page/Side: A

ADD	Submarine Cable E PT 1 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-03.010N	075-57-58.690W
ADD	Submarine Cable E PT 2 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-27.820N	075-54-11.460W
ADD	Submarine Cable E PT 3 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-48-52.450N	075-45-38.950W
ADD	Submarine Cable E PT 4 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-35.510N	075-40-00.630W

12221 84th Ed. 01-MAY-19 Last LNM: 24/19 NAD 83 03/21

ChartTitle: **Chesapeake Bay Entrance**

Main Panel 558 CHESAPEAKE BAY ENTRANCE - -. Page/Side: -

ADD	Submarine Cable F PT 1 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-03.010N	075-57-58.690W
ADD	Submarine Cable F PT 2 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-27.820N	075-54-11.460W
ADD	Submarine Cable F PT 3 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-02.180N	075-48-16.480W
ADD	Submarine Cable F PT 4 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-48-53.620N	075-45-59.090W
ADD	Submarine Cable F PT 5 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-48-52.510N	075-45-07.150W
ADD	Submarine Cable F PT 6 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-01.650N	075-43-50.700W
ADD	Submarine Cable F PT 7 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-53.730N	075-37-43.430W
ADD	Submarine Cable F PT 8 OF 8; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-37.680N	075-36-26.200W

12251 24th Ed. 01-AUG-13 Last LNM: 18/19 NAD 83 03/21

ChartTitle: **James River Jamestown Island to Jordan Point**

Main Panel 589 JAMES RIVER JAMESTOWN ISLAND TO JORDAN POINT. Page/Side: N/A

DELETE	Jordan Point Range Front Light	CGD05 37-18-31.206N	077-11-25.807W
DELETE	Jordan Point Range Rear Light	CGD05 37-18-46.969N	077-13-24.385W
CHANGE	Dancing Point Shoal Channel Range Rear Light to Iso W 6s, 52ft.	CGD05 37-12-43.281N	076-55-03.076W
CHANGE	Jordan Point Range Front Passing Light to Jordan Point Warning Light, FL W 4s, 4NM.	CGD05 37-18-31.206N	077-11-25.807W

12263 **58th Ed.** **01-DEC-18** **Last LNM: 39/19** **NAD 83** **03/21**

ChartTitle: **Chesapeake Bay Cove Point to Sandy Point**

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

DELETE	Herring Bay Daybeacon 3	CGD05 38-45-18.162N	076-32-55.391W
ADD	Herring Bay Light 3 Green Fl G 2.5s 15 Ft, 4 Naut Mi	CGD05 at 38-45-18.142N	076-32-55.360W

12266 **34th Ed.** **01-JUL-19** **Last LNM: 41/17** **NAD 83** **03/21**

ChartTitle: **Chesapeake Bay Choptank River and Herring Bay; Cambridge**

CHART MD- CHESAPEAKE BAY: CHOPTANK RIVER AND HERRING BAY. Page/Side: N/A

DELETE	Herring Bay Daybeacon 3	CGD05 38-45-18.162N	076-32-55.391W
ADD	Herring Bay Light 3 Green Fl G 2.5s 15 Ft, 4 Naut Mi	CGD05 at 38-45-18.142N	076-32-55.360W

12280 **12th Ed.** **01-SEP-20** **Last LNM: 39/19** **NAD 83** **03/21**

ChartTitle: **Chesapeake Bay**

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

ADD	Submarine Cable G PT 1 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-03.010N	075-57-58.690W
ADD	Submarine Cable G PT 2 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-27.820N	075-54-11.460W
ADD	Submarine Cable G PT 3 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-48-52.220N	075-45-14.740W
ADD	Submarine Cable G PT 4 OF 4; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-44.220N	075-39-00.960W

12285 **43rd Ed.** **01-APR-19** **Last LNM: 41/17** **NAD 83** **03/21**

ChartTitle: **Potomac River; District of Columbia**

Main Panel 652 POTOMAC RIVER ST CLEMENTS BAY TO MATTAWOMAN CREEK - -. Page/Side: -

CHANGE	Bridge Construction Label; Bridge Under Construction (see note) (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
CHANGE	Bridge Construction; Chart No. 1: D.d, with magenta screen extending 500 feet from bridge (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
ADD	Caution Note; CAUTION Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution. (NOS NW-31092)	NOS 38-22-40.990N	076-56-41.550W

12286 **33rd Ed.** **01-AUG-17** **Last LNM: 34/17** **NAD 83** **03/21**

ChartTitle: **Potomac River Piney Point to Lower Cedar Point**

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

CHANGE	Bridge Construction Label; Bridge Under Construction (see note) (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
CHANGE	Bridge Construction; Chart No. 1: D.d, with magenta screen extending 500 feet from bridge (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
ADD	Caution Note; CAUTION Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution. (NOS NW-31092)	NOS 38-23-13.480N	076-57-17.990W

12287 **19th Ed.** **01-SEP-14** **Last LNM: 45/14** **NAD 83** **03/21**

ChartTitle: **Potomac River Dahlgren and Vicinity**

Main Panel 662 POTOMAC RIVER DAHLGREN AND VICINITY. Page/Side: A

CHANGE	Bridge Construction Label; Bridge Under Construction (see note) (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
CHANGE	Bridge Construction; Chart No. 1: D.d, with magenta screen extending 500 feet from bridge (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
ADD	Caution Note; CAUTION Fixed and floating obstructions, some	NOS 38-20-43.220N	077-02-34.640W

submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution. (NOS NW-31092)

12288 **21st Ed.** **01-SEP-13** **Last LNM: 25/17** **NAD 83** **03/21**

ChartTitle: **Potomac River Lower Cedar Point to Mattawoman Creek**

Main Panel 663 POTOMAC RIVER LOWER CEDAR POINT TO MATTAWOMAN CREEK. Page/Side: N/A

CHANGE	Bridge Construction Label; Bridge Under Construction (see note) (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
CHANGE	Bridge Construction; Chart No. 1: D.d, with magenta screen extending 500 feet from bridge (NOS NW-31092)	NOS 38-21-41.570N	076-59-51.500W
ADD	Caution Note; CAUTION Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution. (NOS NW-31092)	NOS 38-21-54.250N	076-57-11.420W

12300 **49th Ed.** **01-JUN-12** **Last LNM: 38/20** **NAD 83** **03/21**

ChartTitle: **Approaches to New York, Nantucket Shoals to Five Fathom Bank**

Main Panel 666 NY APPROACHES - NANTUCKET SHOALS TO FIVE FATHOM BANK. Page/Side: N/A

ADD	ASOW Lighted Meteorological Buoy A Yellow Fl (5)Y 20s	CGD05 at 39-16-18.000N	073-56-21.000W
ADD	ASOW Lighted Meteorological Buoy B Yellow Fl (5)Y 20s	CGD05 at 39-18-34.000N	074-06-33.000W

12318 **45th Ed.** **01-APR-10** **Last LNM: 46/17** **NAD 83** **03/21**

ChartTitle: **Little Egg Inlet to Hereford Inlet;Absecon Inlet**

CHART NJ- LITTLE EGG INLET TO HEREFORD INLET. Page/Side: N/A

ADD	ASOW Lighted Meteorological Buoy A Yellow Fl (5)Y 20s	CGD05 at 39-16-18.000N	073-56-21.000W
ADD	ASOW Lighted Meteorological Buoy B Yellow Fl (5)Y 20s	CGD05 at 39-18-34.000N	074-06-33.000W

13003 **52nd Ed.** **01-OCT-15** **Last LNM: 38/20** **NAD 83** **03/21**

ChartTitle: **Cape Sable to Cape Hatteras**

Main Panel 2156 CAPE SABLE TO CAPE HATTERAS. Page/Side: A

ADD	Submarine Cable H PT 1 OF 3; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-03.010N	075-57-58.690W
ADD	Submarine Cable H PT 2 OF 3; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-48-52.450N	075-45-38.950W
ADD	Submarine Cable H PT 3 OF 3; Chart No. 1: L30.1 (NOS NW-31091)	NOS 36-49-37.680N	075-36-26.200W

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

Approved Project(s) **Project Date** **Ref. LNM**

None

Advance Notice(s)

******NJ – DE - SEACOAST - CAPE MAY TO FENWICK ISLAND – FIVE FATHOM BANK LIGHTED BUOY F – DELAWARE LIGHTED BUOY D – CHANGE RACON TO AIS******

On or about the second week in March 2021 the Coast Guard Fifth District will discontinue the RACON at Five Fathom Bank Lighted Buoy F (LLNR 120) and Delaware Lighted Buoy D (LLNR 165) and replace them with an AIS Signal.

Charts: 12200 12214 13003 LNM: 02/21

******DE – DELAWARE BAY – PORT MAHON LIGHT – CHANGE******

On or about the second week in March 2021 the Coast Guard Fifth District will change Port Mahon Directional Light (LLNR 2345) to Port Mahon Light (LLNR 2345).

Chart 12304 LNM: 02/21

******MD – BALTIMORE HARBOR – AID TO NAVIGATION – RELOCATION******

Dredging of the Seagirt Marine Terminal East Channel has been completed. On or about 19 Jan 2021 the Coast Guard will relocate the following aids to navigation.
Relocate Seagirt Marine Terminal East Channel Lighted Buoy 5 (LLNR 21055) to approximate position 39 14 40.946N, 76 32 32.666W.
Relocate Seagirt Marine Terminal East Channel Lighted Buoy 7 (LLNR 21063) to approximate position 39 14 48.832N, 76 32 40.170W.
Relocate Seagirt Marine Terminal East Channel Lighted Buoy 7A (LLNR 21065) to approximate position 39 14 04.155N, 76 32 46.959W and change to Seagirt Marine Terminal East Channel Lighted Buoy 9 (LLNR 21065).
Establish Seagirt Marine Terminal East Channel Lighted Buoy 11 (LLNR 21067) in approximate position 39 15 09.061N, 76 32 52.430W, FL G 2.5s.

Chart 12281 LNM: 02/21

******NC - NEUSE RIVER TO MYRTLE GROVE SOUND - NEW TOPSAIL INLET – DISCONTINUE BUOY 8A******

On or about the last week of January, the Coast Guard Fifth District will discontinue New Topsail Inlet Buoy 8A (LLNR 30027).

Charts: 11541 11543 LNM: 48/20

******NC – CAPE FEAR RIVER – DISCONTINUE LIGHTED BUOY 40A******

On or about the last week of January, the Coast Guard will discontinue Cape Fear River Channel Lighted Buoy 40A (LLNR 30726).

Charts: 11534 11537 LNM: 48/20

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNM
None			

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

The Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users may provide feedback on the Fifth Coast Guard District Waterway Proposals Data/Feedback Form:
https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard District with a request for comments as indicated.

LNM: 04/20

******MD – BALTIMORE HARBOR – PROPOSAL TO DISCONTINUE HAWKINS POINT WRECK BUOY******

The Coast Guard is proposing removing the Hawkins Point Wreck Buoy WR1 (LL 20790).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at
https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to February 15, 2021 to be considered in the analysis. Refer to project number 05-21-012(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Charts: 12278 12281 LNM: 51/20

******MD – CHESAPEAKE BAY – EASTERN BAY – CRAB ALLY – LITTLE CREEK – PROPOSAL TO CHANGE AIDS TO NAVIGATION******

The Coast Guard is proposing the following changes to the aids to navigation marking Crab Alley-Little Creek.
Convert Crab Alley – Little Creek Daybeacon 2 (LLNR 26315) to Crab Alley – Little Creek Lighted Buoy 2 (LLNR 26315) with a 2.5 second flashing red light maintained from March 1 to December 1.
Convert Crab Alley – Little Creek Daybeacon 6 (LLNR 26325) to Crab Alley – Little Creek Buoy 6 maintained from March 1 to December 1.
Discontinue Crab Alley – Little Creek Daybeacon 8 (LLNR 26330).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at
https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to February 15, 2021 to be considered in the analysis. Refer to project number 05-21-013(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100

Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12270 LNM: 52/20

******VA – INTRACOASTAL WATERWAY- DEEP CREEK (VIA DISMAL SWAMP CANAL) – PROPOSAL TO CHANGE AIDS TO NAVIGATION******

The Coast Guard is proposing converting Deep Creek Daybeacon 4 (LL 36945), to a buoy.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this change would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to March 15, 2021 to be considered in the analysis. Refer to project number 05-21-014(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12206 LNM: 03/21

******NC – CAPE HENRY TO PAMLICO SOUND – CURRITUCK SOUND – PROPOSED AID TO NAVIGATION – DISCONTINUANCE******

Due to significant shoaling in Currituck Sound, the Coast Guard is proposing to discontinue Whale Head Bay Light 1 (LLNR 31170), Lone Oak Channel Light 1 (LLNR 31225), and Wells Creek Light 1 (LLNR 31230).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to February 1, 2021 to be considered in the analysis. Refer to project number 05-21-011(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ethan Coble
Portsmouth, VA 23704

Charts: 12204 12205 LNM: 49/20

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

******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

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

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

per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

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

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

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

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

Chart 12241 LNM: 37/20

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.ON 075-34.7W.
AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 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 075-24.5W, 36-29.0N 075-20.8W.
AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 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 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 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.

******US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING******

NOAA Fisheries announces a new voluntary vessel speed restriction zone under the Right Whale Slow Zone Program is currently in effect. The sighting occurred on Jan 13 South of Virginia Beach, VA where an aggregation of right whales was detected by the survey team, This Slow Zone is in effect through January 30, 2021. Mariners are requested to route around these two zones or transit through them at ten knots or less. Information about voluntary vessel speed restrictions can also be found at www.nmfs.noaa.gov/pr/shipstrike.

The East of Virginia Beach, VA Slow Zone is is bounded by: 37 degrees 09 minutes North latitude 36 degrees 29 minutes North latitude, 075 degrees 02 minutes West longitude, 075 degrees 52 minutes West longitude.

In addition, NOAA Fisheries announced a voluntary speed restriction zone on January 12, 2021 South of Atlantic City, NJ. This Slow Zone is also in effect until Jan 24, 2021. It is bound by the following coordinates : 39 degrees 25 minutes North latitude 38 degrees 44 minutes North latitude, 073 degrees 44 minutes West longitude, 074 degrees 36 minutes West longitude.

While the South of Nantucket Isl. MA Slow Zone is bounded by: 41 degrees 25 minutes North latitude 40 degrees 44 minutes North latitude, 069 degrees 59 minutes West longitude, 070 degrees 55 minutes West longitude.

and

The Southeast of Atlantic City, NJ Dynamic Management Area is bounded by: 39 degrees 25 minutes North latitude 38 degrees 44 minutes North latitude, 073 degrees 44 minutes West longitude, 074 degrees 36 minutes West longitude.

See Enclosure 9.

******US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING******

Charts: 11520 12200 LNM: 03/21

******NJ – OFFSHORE – ABSECON INLET – HAZARD TO NAVIGATION******

The Coast Guard has received a report of a lost drill pipe protruding off the bottom of the seabed floor in approximate posit 39-13-23.952n, 074-08-25.885w, 15.3nm south east of Absecon Inlet. The pipe is approximately 5 feet off the seabed floor in approximately 60 feet of water.

Chart 12318 LNM: 38/20

******NJ – LITTLE EGG HARBOR TO CAPE MAY - AVALON - DREDGING******

Barnegat Bay Dredging Company will be performing maintenance dredging of the Intercoastal Waterway in Avalon, New Jersey. Dredging will be conducted from Intercoastal Waterway Buoy 419 (LLNR 36520) to Intercoastal Waterway Buoy 421 (LLNR 36525) and Great Flats.
Work will commence on or about January 18, 2021 with completion date of approximately February 6, 2021.
All vessels should proceed with extreme caution when passing dredge locations. The dredge, "Fullerton", monitors VHF radio Channels 11, 13, & 16.

Chart 12316 LNM: 03/21

******NJ - DE - CAPE MAY TO FENWICK ISLAND - TEMPORARY AIS******

A temporary AIS Signal has been energized on the following Aids to Navigation due to the failure of their RACONS.
Five Fathom Bank Lighted Buoy F (LLNR 120) Temporary AIS MMSI 993672390.
Delaware Lighted Buoy D (LLNR 165) Temporary AIS MMSI 993672393.

Charts: 12200 12214 13003 LNM: 46/20

NJ - DE – OFFSHORE – ENTRANCE TO DELAWARE BAY - GEOTECHNICAL SURVEYING

The Skipjack Wind Farm (SJWF) is an offshore wind farm planned for federal waters off the coast of Delaware and Maryland. The SJWF will consist of wind turbines, an offshore substation, and subsea transmission system to shore. Marine survey activities are currently ongoing. Marine construction is planned to start in 2022. Mariners transiting or fishing in the survey area are requested to provide a wide berth to survey vessels, as they will be limited in their ability to maneuver, and deploying various equipment to the seabed. For more information, contact Edward LeBlanc, Orsted Marine Affairs Manager, at 978-447-2737.

Chart 12214 LNM: 33/19

******PA – NJ - DELAWARE RIVER – CHRISTINA RIVER – DREDGING******

Norfolk Dredging Company's crews, with the assistance of the Tug JOKER will commence dredging (pipeline placing) operations in the Delaware River on or about January 1, 2021. Crews will be handling dredge pipe in the vicinity of Marcus Hook, Bellevue and Cherry Island Ranges. A submerged pipeline will be placed from the Pedricktown Disposal area in New Jersey, across the Cherry Island Range channel to The Port of Wilmington, DE. Once the pipeline is placed, the dredge ESSEX will commence dredging in Wilmington Harbor. The project will continue until approximately February 5, 2021 at which point the pipeline will be moved to Marcus Hook Range for dredging there. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For more information or questions, contact Norfolk Dredging Company at 757-547-9391.

Chart 12311 LNM: 51/20

******PA – DELAWARE RIVER - SCHUYLKILL RIVER - SUBMERGED OBJECT******

A submerged object has been reported in the Schuylkill River near Mud Island. Mariners are advised to use extreme caution when transiting this portion of the Schuylkill River as depth at mean low low water could be hazardous to navigation. Vessels drafting over 25 feet should avoid this area and transit around the object. Minimum depth 31.6 feet at mean low low water. Approximate location 39°53.275063N, 075°11.698723W. Approximately 25 feet west of channel centerline.
The U.S. Army Corps of Engineers is currently evaluating the object and assessing the potential for removal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.

Chart 12313 LNM: 02/20

******PA – NJ - DELAWARE RIVER – SUBMERGED OBSTRUCTIONS******

The Army Corps of Engineers in Philadelphia has located the following submerged objects in the Delaware River.
Cherry Island Range Latitude: 39 43.64803 N, Longitude: 075 30.130298 W Depth at MLLW=43.8'
Draw Island Range in the vicinity if the Delair Railroad Bridge Latitude: 39 58.967427 N, Longitude: 075 4.188206 W Depth at MLLW=33.8'
Mud Island Range Latitude: 40 03.147571 N, Longitude: 074 57.956098 W Depth at MLLW=4'
There is currently no timetable for removal of these objects.

Chart 12312 LNM: 50/20

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - ISLE OF WIGHT BAY – HAZARD TO NAVIGATION

The Coast Guard received a report of a 12-14 inch diameter dredge pipe running through Isle of Wight Bay. It is marked by a danger obstruction buoy in position 3821.474N 07505.701W. Mariners are urged to transit the area with caution. MD-NCR BNM 170-19

Chart 12211 LNM: 24/19

MD - ABERDEEN PROVING GROUND PROHIBITION OF MARINE GATHERINGS DUE TO COVID – 19

Due to COVID-19, in order to protect the health and safety of our local community, marine gatherings are not authorized within the restricted waters of the Aberdeen Proving Ground military reservation, as described in 33 CFR 334.140, until further notice. Marine gatherings include, but are not limited to, the practice commonly known as a "raft-up," or the roping together of any number of small vessels, and gatherings of 8 or more people on one vessel. Boaters must maintain a minimum distance of 25 feet between vessels at all times.

Charts: 12273 12274 12278 LNM: 23/20

MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – SEDIMENT TEST BORING OPERATIONS

Marine sediment test boring operations are scheduled to commence in Conowingo Reservoir during December 3, 2020-January 22, 2021, between 6:30 a.m. and 5 p.m., Monday – Saturday. The operations consist of drilling multiple location per day in the reservoir between the Conowingo Dam and the Pennsylvania/Maryland Boarder in approx. position LAT 39°43'7.26"N, LONG 076°13'49.76"W. Drilling at each location is dependent upon on-scene wind speed and direction. Work will be performed using a drill rig from 4 sectional barges with a floating footprint of 40 feet by 40 feet and

MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – SEDIMENT TEST BORING OPERATIONS

a support tug RED HOOK. Interested mariners can contact the tug RED HOOK on marine band radio VHF-FM channels 16 and 80A, or Project Supervisor Peter Ford at telephone number (425) 300-5751.

LNM: 47/20

******MD - VA – DC - POTOMAC RIVER AND ANACOSTIA RIVER – SECURITY ZONE******

As described in Title 33 Code of Federal Regulations (CFR) § 165.508, the Coast Guard will establish a security zone encompassing certain waters of the Potomac River and Anacostia River, and adjacent waters, to safeguard high-ranking public officials during the 59th Presidential Inauguration in Washington, DC. The regulations in 33 CFR 165.508 will be enforced from 8 a.m. on January 13, 2021, through 8 a.m. on January 25, 2021, for the zone identified in 33 CFR 165.508(a)(6). The 'security zone includes all navigable waters described in paragraphs (a)(l) through (a)(3). This zone includes:

(1) Security Zone 1 - all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by the Francis Scott Key (US-29) Bridge, at mile 113, and bounded to the south by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hain's Point at position 38°51'24.3" N, 077°01'l 9.8" W, including the waters of the Boundary Channel, Pentagon Lagoon, Georgetown Channel Tidal Basin, and Roaches Run;

(2) Security Zone 2 - all navigable waters of the Anacostia River, from shoreline to shoreline, bounded to the north by the John Philip Sousa (Pennsylvania Avenue) Bridge, at mile 2.9, and bounded to the south by a line drawn from the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'l 9.8" W, southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, including the waters of the Washington Channel; and

(3) Security Zone 3 - all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'2l .3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'l9.8" W, thence southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, and bounded to the south by the Woodrow Wilson Memorial (1-95/1-495) Bridge, at mile 103.8.

As specified in § 165.508 (b), during the enforcement period, entry into or remaining in the zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region. Public vessels and vessels already at berth at the time the security zone is implemented do not have to depart the security zone. All vessels underway within the security zone at the time it is implemented are to depart the zone at the time the security zone is implemented. To seek permission to transit the zone, the designated representative can be contacted by hailing "Patrol Commander" via Marine Band Radio, VHF-FM channel 16 (156.8 MHz). Coast Guard vessels enforcing this zone can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard may be assisted by other Federal, state or local law enforcement agencies in enforcing this zone. The COTP Maryland-National Capital Region can be contacted at telephone number (410) 576- 2693.

Chart 12289 LNM: 52/20

******VA – OFFSHORE – WALLOPS ISLAND – UNMANNED AERIAL VEHICLES – LASERS******

Wallops Island will be testing UAVs and Lasers 20 Jan to 22 Jan 2021, 8:00am to 5:00pm. A Public Ship Avoidance Area bound by 15.5 nautical mile hazard area approximately 17 miles east of Wallops Island at the center point position 37 37 52.6N, 075 19 19.8W will be in effect during the test window. During the operations, contact Wallops Plot via Marine Band (VHF) 12 and 22, or land line 757-824-1685. Outside the launch operations, contact Surveillance Officer (SC) Jordan West 757-824-2949 or Launch Director John Dickerson at 757-894-2094.

Chart 12210 LNM: 03/21

******VA – MD – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – BRIDGE CONSTRUCTION******

Steel pile driving operations are scheduled to occur adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD during December 29, 2020 – January 19, 2021. Bridge construction will occur 7 days per week, from 7 a.m. to 7 p.m. Large vessels in transit that require use of the Federal Navigation Channel during the work period described, must provide at least 24 hours advanced notice to either Mr. Mike Baker at (443) 286-1780 or Mr. Brent Hunt at (757) 544-3964. All mariners are to operate at the minimum speed necessary to maintain safe course that produce no wake when transiting near the work platforms and barges.

Chart 12288 LNM: 52/20

******VA – OFFSHORE – LIGHTED RESEARCH BUOY******

Woods Hole Oceanographic Institution will be temporarily establishing a Lighted Research Buoy 80 NM ENE of Cape Henry in approximate position 37 05 35.159N, 74 40 39.720W from 31 Jan to 9 Feb 2021. The buoy is blue and yellow with an aluminum hull showing a flashing 4 sec yellow light. For more information or questions, contact Jeff Pietro at 508-548-1401.

Chart 12200 LNM: 02/21

******VA – OFFSHORE – COASTAL VIRGINIA OFFSHORE WIND AREA – SURVEYS******

Costal Virginia Offshore Wind Commercial (CVOW Commercial) Project will continue geotechnical operations within Lease OCS-0483 and the cable route corridor for Jan 16th to Apr 01st. The vessels R/V Minerva Uno, MV Go Discovery, and the MV Kommandor Stuart will be conducting high resolution geophysical data collection across the lease area in support of the project. The survey vessels will be mapping the seabed with hull-mounted sensors as well as towed sensors. The vessels will be restricted/limited maneuverability with equipment in tow up to 1000 feet to the stern of the vessels. The masters requests a CPA of 0.5 – 1.0 mile to accommodate operations. All vessels will be monitoring VHF 16 & 13.
See Enclosure 10.

Charts: 12200 12221 LNM: 48/20

******VA – MOUTH OF THE CHESAPEAKE BAY – NAVAL ANCHORAGE A – MILITARY OPERATIONS******

Military operation will be held on January 18 and 19 from 1100-1800 each day in the Wysocki Water Drop Zone/Naval Anchorage A at the mouth of the Chesapeake Bay. The operations will include parachute operations, cargo drops and small boat operations. Any concerned mariners can contact support craft standing by on Channel 16 and 13. Mariners are requested to use caution when transiting the area.

Charts: 12221 12254 LNM: 02/21

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – CONSTRUCTION - HAZARD******

Construction on the North Island of the Hampton Roads Bridge Tunnel has begun and 27 steel poles will be installed around the North Island that are 6 inches in diameter and extending vertically out of the water 3 to 8 feet. The steel poles will be marked with flashing white lights and retroreflective tape. Mariners shall use caution when transiting in vicinity of the North Island of the HRBT. For more information or question, contact the Hampton Roads Connector Partners at 757-373-4799.

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – CONSTRUCTION - HAZARD******

Chart 12245 LNM: 44/20

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – CONSTRUCTION******

The second phase of the Hampton Roads Connector Partners construction will begin on the west side and parallel with the Hampton Roads Bridge Tunnels, and will start at the north side at the Hampton Roads land side extending to the south side at the Willoughby land side. There will be at any given time several crane and barges along with several material barges as well as the tugs Uncle Mike, Robert T, Angelina Autumn, Miss Morgan and the Seaward 8, Seaward 9 and the Seaward 12. The following crew boats will be on site Seaward 10 Seaward 5 and the Brittany Lynn along with several outboard motor type safety vessels. All of the job site vessels will be standing by on VHF channels 13 & 16. This notice to mariners will be updated from time to time as per the scope of the project increases. All barges will be lighted at night by solid white lights on their four corners. All floating mooring buoys shall be lighted with flashing white lights. All mooring piles will be lighted at night with solid white lights on each pile. All mariners when in the vicinity of the job site and approaching or leaving the area of operations, should remain a safe distance away from any and all buoys and or mooring piles. For more information or questions contact Shannon Gresham 757-685-3392, Kareem Myers 757-256-9715, Nathan Sebura 757-449-4652.

Chart 12245 LNM: 43/20

******VA – ELIZABETH RIVER – SOUTHERN BRANCH – NORFOLK SOUTHERN RAILROAD BRIDGE******

Bridge maintenance will be performed on the Norfolk Southern #7 Railroad Bridge across the Southern Branch of the Elizabeth River, mile 5.8, at Chesapeake, VA. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 10 a.m., 11 a.m. to 1 p.m., and 2 p.m. to 4 p.m. on Wednesday, January 13, 2021, and Saturday, January 16, 2021; and from 6 a.m. to noon and 1 p.m. to 6 p.m., from Thursday, January 14 2021, through Friday, January 15, 2021. At all other times, the bridge will operate per 33 CFR 117.997(d). The vertical clearance of the bridge in the closed-to-navigation position is 7 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels unable to pass through the bridge in the closed position. Mariners should use caution when transiting the area.

Chart 12253 LNM: 02/21

******VA – ATLANTIC INTRACOASTAL WATERWAY – GREAT BRIDGE LOCK******

The U.S. Army Corps of Engineers will be performing valve replacement and diving operations at the Great Bridge Lock on the Atlantic Intracoastal Waterway, Albemarle and Chesapeake Canal located in Chesapeake, Virginia, starting on February 9, 2021 and concluding approximately April 2, 2021.

1) From February 9, 2021 to February 11, 2021, installation of a cofferdam on the north west end of lock wall will occur. The Great Bridge Lock will be closed from 7:00 AM to approximately 7:00 PM on these 3 days. February 12, 2021 will be used as contingency date in the event of any adverse weather or other unexpected delays.

2) From February 15, 2021 to approximately April 5, 2021, a crew will be working on the removal and installation of the replacement valve 7 days per week. During this time period, there will be occasional delays to navigation to allow for crane support in the lock.

3) During the week of March 29, 2021, the removal and relocation of the coffer dam will take place. The exact time and closure will be issued in a separate Notice to Navigation Interest in March 2021.

The horizontal clearance of the lock will be reduced to 70 feet during these repairs. Vessels shall provide a large berth to the work area which will be marked with a yellow safety beam on the lock wall.

Those planning to use this route can contact the Great Bridge Lock operator at 757-547-3311 or call the Norfolk District office at 757-201-7642.

Chart 12253 LNM: 02/21

******VA – SEACOAST – RUDEE INLET – CHANNEL CLOSURE******

Rudee Inlet in Virginia Beach, VA will be closed to marine traffic from 8:00 a.m. to 4:00 p.m. on Wednesday, January 13, 2021. The dredge pipe crossing the channel entrance will be replaced during this time and the size and nature of the marine construction work will pose a significant hazard to marine traffic in the inlet at the jetties. The Captain of the Port will establish a Safety Zone within 100 feet of the construction barge while working in Rudee Inlet. No persons or vessels may attempt to approach or transit through the inlet location without permission of the Captain of the Port or designated representative. All in the area shall comply with the instructions of the Coast Guard on-scene patrol or other law enforcement vessels. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Virginia Waterways Management Division duty officer at 757-374-3408 or VirginiaWaterways@uscg.mil. For any urgent issues, please contact the Sector Virginia Command Center on VHF-FM Channel 16 or at 757-483-8567.

Charts: 12205 12207 12208 LNM: 02/21

******NC – SEACOAST – NOAA – DYNAMIC MANAGEMENT AREA******

NOAA Fisheries announces that a voluntary speed restriction zone under the Dynamic Management Area Program is currently in effect off Outer Banks, NC to protect aggregations of right whales. Mariners are requested to route around this zone or transit through at ten knots or less.

The NC Outer Banks Dynamic Management Area is bounded to the north by 35 degrees 47 minutes North latitude, 34 degrees 57 minutes North latitude, 074 degrees 48 minutes West longitude, and 075 degrees 46 minutes West longitude.

See Enclosure 8.

Charts: 11520 11555 12200 LNM: 02/21

******NC – SEACOAST – NAUTICAL DRONE – SURVEY******

The East Carolina University Wave Glider "Blackbeard" will be conducting survey operations between 28 Dec 2020 and 15 Jan 2021. The 10 foot long nautical drone will launch in Onslow Bay and operate between Cape Lookout and Frying Pan Shoals out to the Gulf Stream. This mission will focus on acoustic monitoring of the coast for spawning fish aggregations in the area. The drone has a 360 degree white light on a mast, with radar reflector and is powered by wave action with limited speed and mobility, approximately 1-2 knots and is remotely controlled via satellite. For additional information or questions contact Joseph J. Luczkovich, Department of Biology, East Carolina University, luczkovichj@ecu.edu, 252-328-9402 (office), 252-367-0379 (mobile) or Mark Sprague, spraguem@ecu.edu, 252-328-1862 (office) and 252-916-1596 (mobile).

Charts: 11520 12200 LNM: 51/20

******NC – OREGON INLET – BONNER BRIDGE – NAVIGATION SPAN – CONSTRUCTION******

Demolition crews are continuing working near Bonner Bridge in Oregon Inlet, NC. Workers and equipment will be present in, around bent 37, and between bents 24-25 of the Bonner Bridge demolition project. Oregon Inlet has significant shoaling in between Oregon Inlet Lighted Buoy 6 (LLNR

******NC – OREGON INLET – BONNER BRIDGE – NAVIGATION SPAN – CONSTRUCTION******

28003) and Oregon Inlet Buoy 7 (LLNR 28005). Mariners should follow the aids to navigation closely and stay clear of demolition Work areas. Mariners are requested to transit at no wake speeds and use extreme caution in this area during work hours. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205 LNM: 18/16

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

33CFR165.T05-1065 Safety Zone; Oregon Inlet, Dare County, NC.
(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47- N, 75°32'41- W, then southeast to 35°46'37- N, 75°32'33- W, then southeast to 35°46'09-N, 75°31'59- W, then southeast to 35°46'03- N, 75°31'51- W, then southeast to 35°46'01- N, 75°31'40- W (NAD 1983) in Dare County, NC.
(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. Captain of the Port means the Commander, Sector North Carolina. Demolition crews means persons and vessels involved in support of demolition.
(c) Regulations. (1) The general regulations governing safety zones in §165.23 apply to the area described in paragraph (a) of this section.
(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.
(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.
(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.
(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).
(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.
(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2020.
(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

Chart 12205 LNM: 31/19

******NC – OREGON INLET – TEMPORARY AIS******

Due to shoaling in Oregon Inlet, many of the physical aids to navigation are not marking best water, are producing a misleading signal, missing, or off station. The following temporary AIS Signals have been established to mark best water.
a. Oregon Inlet Safe Water Mark OI established in approx position 35- 48-44.225N, 075-31-49.840W, AIS MMSI # 993672418.
b. Oregon Inlet Port Hand Mark 1 established in approx position 35-48-23.331N 075-31-44.111W, AIS MMSI # 993672598.
c. Oregon Inlet Starboard Hand Mark 2 established in approx position 35-48-23.500N 075-31- 56.074W, AIS MMSI # 99367298.
d. Oregon Inlet Port Hand Mark 3 established in approx position 35-48-01.428N 075-31-48.155W, AIS MMSI # 993672553.
e. Oregon Inlet Starboard Hand Mark 4 established in approx position 35-48-02.944N, 075-31'-56.411W, ais mmsi # 993672597.
f. Oregon Inlet Starboard Hand Mark 6A established in approx position 35-47-41.508N, 075-31-56.268W, AIS MMSI # 993672595.
g. Oregon Inlet Starboard Hand Mark 8 established in approx position 35-47-21.157N, 075-31-49.228W, AIS MMSI # 993672466.
h. Oregon Inlet Port Hand Mark 9 established in approx position 35-47-22.877N, 075-31-45.000W, AIS MMSI # 993672496.
AIS Signals are temporary and will be discontinued when physical ATON is relocated to mark best water.

Chart 12204 LNM: 51/20

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.
Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):
NONE SCHEDULED.
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.
Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548 11552 LNM: 51/17

******NC – INTRACOASTAL WATERWAY – CORE CREEK RANGES D AND E – DREDGING******

From 14 Jan to 5 Feb 2021, Southwind Construction Corp will be conducting dredging operations in the Intracoastal Waterway, Core Creek Ranges D & E, Carteret County North Carolina with fill placement at Upland Disposal Area 23. Submerged and floating pipeline associated with dredging operation will be in the area. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the eastern shoreline of the federal channel traversing southerly to the upland placement area. For questions or more information, contact Darrell Stewart at 812-868-7006.

Chart 11541 LNM: 20/21

******NC – NEW RIVER – CAMP LEJEUNE – POSSIBLE HAZARDS TO NAVIGATION******

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

Charts: 11542 11543 LNM: 24/19

******NC - NEW RIVER - CAMP LEJEUNE - FIRING EXERCISES******

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

******NC - NEW RIVER - CAMP LEJEUNE - FIRING EXERCISES******

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 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:

Stone creek sector 12:01 a.m. to midnight daily
Stone bay sector 12:01 a.m. to midnight daily
West of the 77 (deg) 26 (min) longitude line.

The restricted areas that may be closed to navigation because of
Firing exercises during the following periods:

Traps bay sector 12:01 a.m. to midnight daily
Courthouse bay sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
East of the 77 (deg) 26 (min) longitude line.
Grey Point Sector 12:01 a.m. to midnight daily
Farnell Bay Sector sunrise to sunset daily
Morgans Bay Sector sunrise to sunset daily
Jacksonville Sector sunrise to sunset daily

2. Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach operating area and all sectors of new river to include dive operations.
3. 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.
4. Mariners traveling on the western side of the New River between Stone Bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had signs denoting areas of caution around the Stone Bay rifle range and Verona loop firing ranges.
5. Signs are located along the Stone Bay, Grey Point and Farnell Bay Sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.
6. Range control boats, MCIE-MCB CAMLEJ North Carolina monitor channel 16 VHF-FM (156.8 mhz) and the working channel 82 VHF-FM (161.725 mhz). Range control can be reached by phone at 910-451-3064 or 4449.

Charts: 11541 11542 11543 LNM: 01/16

NC – CAPE FEAR RIVER – OBSTRUCTION

There is an underwater obstruction in the Cape Fear River in Wilmington, NC. The object is on the east side of the navigable channel, north of the battleship, in approximate position 34°14'31.3"N 077°57'12.3"W. Mariners are advised to use caution while navigating in this area.

Chart 11537 LNM: 40/20

******NC – LOCKWOODS FOLLY INLET – DREDGING******

Southwind Construction Corp. will be conducting dredge operation in Lockwood's Folly River and Lockwood' Folly Inlet Crossings, Brunswick County North Carolina, with fill placement at Oak Island Beach Placement Area. Submerged and floating pipeline associated with dredging operations, will be used. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the southern shoreline of the ICW, then traversing westerly and then southeasterly to the westernmost limits of Oak Island Beach Fill Placement Area.

Dredge Wilko and workboats Ann Kay & Danny Joe will monitor VHF Channels 13, 16, and 79. Dredging will commence on Jan 25, 2021 to Feb 28, 2021, 7 days a week, 24 hrs a day. For questions or more information, contact Darrell Stewart at 812-868-7006.

Chart 11534 LNM: 03/21

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
50	*ASOW Lighted Meteorological Buoy A*	39-16-18.000N 073-56-21.000W	Fl (5)Y 20s				Private Aid.	03/21
*	*	*	*	*	*	*	*	
55	*ASOW Lighted Meteorological Buoy B*	39-18-34.000N 074-06-33.000W	Fl (5)Y 20s				Private Aid.	03/21
*	*	*	*	*	*	*	*	
3250	CHESTER INTAKE LIGHTS Marks water intake.	39-50-30.405N 075-21-22.684W	Oc Y 2s Oc Y 1.5s	16		On pile.	Private Aid.	03/21
			*					
4346	Upper Delaware River Pipeline Outfall Buoy	40-12-00.245N 074-45-34.298W				White with orange bands.	Private Aid.	03/21
	*							

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
8090	CRAIGHILL CHANNEL UPPER RANGE FRONT LIGHT	39-11-49.439N 076-26-53.793W	Iso W 2s (NIGHT) Iso W 2s (DAY)	15		Red octagonal tower, white horizontal bands at middle.	Lighted throughout 24 hours. Visible 1.5° either side or rangeline. Structure Maintained by entity outside the U.S. Coast Guard.	03/21
			*					
8095	CRAIGHILL CHANNEL UPPER RANGE REAR LIGHT 2,692 yards, 329.1° from front light.	39-12-58.240N 076-27-45.889W	Iso W 6s (NIGHT) Iso W 6s (DAY)	74		White square pyramidal skeleton and central shaft.	Lighted throughout 24 hours. Visible 1.5° either side or rangeline.	03/21
			*					
12235	DANCING POINT SHOAL CHANNEL RANGE FRONT LIGHT	37-12-46.051N 076-54-28.625W	Fl W 2.5s (NIGHT) Fl W 2.5s (DAY)	24		On skeleton tower on platform.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline.	03/21
							*	
12240	DANCING POINT SHOAL CHANNEL RANGE REAR LIGHT	37-12-43.281N 076-55-03.076W	Iso W 6s (NIGHT) Iso W 6s (DAY)	52		On skeleton tower on top of platform.	Lighted throughout 24 hours. Visible 0.5° either side of rangeline.	03/21
			*	*		*	*	
12415	JORDAN POINT RANGE FRONT LIGHT						Remove from list.	03/21
							*	
12417	JORDAN POINT WARNING LIGHT	37-18-31.206N 077-11-25.807W	Fl W 4s	23	4	On skeleton structure.		03/21
	*		*			*		
12420	JORDAN POINT RANGE REAR LIGHT						Remove from list.	03/21
							*	
19330	HERRING BAY LIGHT 3	38-45-18.142N 076-32-55.360W	Fl G 2.5s	15	4	SG on pile.		03/21
	*	*	*	*	*			

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. VA - NC Offshore Surveying.
6. Ocean Wind and Skipjack Wind Energy Areas.
7. Security Zone for Presidential Inauguration.
8. DMA.
9. Wright Whale Slow Zone.
10. Coastal Virginia Offshore Wind.

SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

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

NEW JERSEY SHOALING

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

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
The shoal adjacent to New Jersey Intracoastal Waterway Light 132 (LLNR 35550) and New Jersey Intracoastal Waterway Daybeacon 130A (LLNR 35537) has encroached approximately 25-50yds into the channel. Depths of 2-3' at MLW. SEC DB BNM 124-20
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 3535945) Broad Thorofare.
IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 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.
Chart 12311

PENNSYLVANIA SHOALING

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

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

DELAWARE SHOALING

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

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

DE – DELAWARE BAY – REHOBOTH BAY – SHOALING
Shoaling has been reported near Rehoboth Bay Channel Light 2 (LLNR 2097). Depths as low as 3 feet reported. DB BNM 051-20
Chart 12304

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

DE – INDIAN RIVER BAY – MIDDLE ISLAND WEST – SHOALING
Shoaling was observed in the Middle Island West Channel to 2 – 4 feet at MLW. Seasonal Aid to Navigation Middle Island West Channel Buoy MI (LLNR 4436), Middle Island West Channel Buoy 1 (LLNR 4437), Middle Island West Channel Buoy 3 (LLNR 4438) and Middle Island West Channel Buoy (LLNR 4439.5) were unable to be established. SEC DB 054-20
Chart 12216
DELETE AFTER 19/20

DE – INDIAN RIVER BAY – PEPPER CREEK – SHOALING
Shoaling was observed in Pepper Creek throughout the entire waterway to 2 – 4 feet at MLW. Seasonal Aid to Navigation Pepper Creek Buoy 1 (LLNR 4440), Pepper Creek Buoy Lighted Wreck Buoy WR2 (LLNR 4445), Pepper Creek Buoy 4 (LLNR 4450), Pepper Creek Buoy 5 (LLNR 4455) and Pepper Creek Lighted Wreck Buoy WR 10 (LLNR 4470) were unable to be established. SEC DB BNM 056-20
Chart 12216
DELETE AFTER 19/20

DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING
Shoaling was observed in White Creek to 2 – 5 feet at MLW. Seasonal Aids to Navigation White Creek Buoy 1 (LLNR 4645), White Creek Buoy 3 (LNNR 4650), White Creek Buoy 5 (LLNR 4655) and White Creek Buoy 6 (LLNR 4660) were unable to be established. SEC DB 055-20
Chart 12216
DELETE AFTER 19/20

MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY SHOALING
There has been a report of shoaling in Sinepuxent Bay within the channel boundaries between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) and Sinepuxent Bay Channel Buoy 7 (LLNR 5017), to a depth of 4.5 feet at mean low water. Shoaling has also been reported between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) in the channel, to a depth of 3.0 feet at mean low water.
Chart 12211

MD-CHESAPEAKE BAY-NANTICOKE SHOALING
Shoaling has been reported in the immediate vicinity of Nanticoke River Cut Light 4 (LLNR 23995) at the mouth of Nanticoke Harbor, extending approximately 30 ft into the channel. Water depths have been found as low as 2 ft at low water. MD-NCR BNM 147-20
Chart 12261

MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING
There is shoaling in the Honga River extending out at 500yds radius from approximate position 38 - 18.38N 076 - 11.78W. Actual depth ranges from 5ft to 9ft at mean low water. SEC MD-NCR BNM 335-19
Chart 12261

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

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

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

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

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

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

MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING
Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555). MD-NCR BNM 006-20
Chart 12228

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING
Shoaling in the western portion of Slaughter Creek IVO of Holland Point has encroached easterly in most of the channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4' in between tide cycles. Shoaling to 5' MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17, Chart 12264, 12266

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

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

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING
U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.
Chart 12286

VIRGINIA SHOALING

VA – CHINCOTEAGUE CHANNEL – SHOALING
Shoaling has been found in vicinity of Chincoteague Channel Lighted Buoy 28 (LLNR 5397). Depth observed at: 4 feet on the red side, 4.5 feet in the middle of the channel, and 5.5 feet on the green side at low tide. VA BNM 033-20
Chart 12210, 12211

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING
Norfolk District Army Corp of Engineers Survey of Quinby Creek; dated 11 Feb 2020, indicated significant shoaling with least depth of 6.0'MLLW at Quinby Channel Buoy 13 (LLNR 6775) to 1.2'MLLW at Quinby Channel Light 19 (LLNR 6785). VA BNM 040-20
Chart 12210

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

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRIGINIA 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 – LYNNHAVEN INLET – LONG CREEK – SHOALING
ACOE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 6 (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution. SEC VA BNM 114-20
Chart 12254

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

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING
Shoaling has been Reported to a depth of 2-3ft at mean low water in the channel of Mattawoman Creek between Mattawoman Creek Light 1MC (LLNR 21580) and Mattawoman Creek Light 2 (LLNR 21585). Mariners are advised to transit the area with caution.
Chart 12226

VA – HAMPTON ROADS - WILLOUGHBY BAY
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245

VA – PAGEN RIVER – SHOALING
Shoaling has been located on the approach to Jones Creek outside of the Pagan River Channel between Pagan River Channel Light 13 (LLNR 11415) and Jones Creek Daybeacon 2 (LLNR 11420). Depths observed 4ft at approximately 3 hours before MLW. HR BNM 254-20. Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel Daybeacons 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT. HR BNM 218-19
Chart 12248

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

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

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

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

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

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

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

VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING
Shoaling has been located in Mattawoman Creek VA. Lowest depth found 3' at high tide from Mattawoman Creek Light 1MC (LLNR 21580) to west of Mattawoman Creek Light 3 (LLNR 21590). VA BNM 006-20
Chart 12225

VA – CHESAPEAKE BAY – TANGIER SOUND - TANGIER ISLAND EAST CHANNEL – SHOALING
There has been a report of shoaling in the Tangier Island East Channel within the channel boundaries between Tangier Island East Daybeacon 6 (LLNR 22765) and Tangier Island East Channel Light 7 (LLNR 22770) to a depth of three feet.
Chart 12228

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

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

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

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

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING
Severe shoaling has been reported within the channel boundaries of Potomac Creek. Shoaling extends 15 yards channel ward of Potomac Creek Buoy 3 (LLNR 17920) with depths of 3 to 4 feet at MLW. Additional shoaling further in has been observed to a depth less than 3 feet at MLW. Ref LNM 14/18
Chart 12288

VA – RUDEE INLET – SHOALING
Based on the survey dated; 1/12/2021, indicates shoaling from the ends of the North/South Jetties eastward approximately 350' with a least depth of 6.6'MLLW and westward from the same point approximately 320' with a least depth of 7.2' MLLW.

NORTH CAROLINA SHOALING

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING
Shoaling exists within Walter Slough Channel. Shoaling to 3-4 feet MLW was observed between Walter Slough Buoy 8 (LLNR 28335) and Walter Slough Lighted Buoy 9 (LLNR 28340). NC BNM 134-20
Chart 12205

NC – OREGON INLET – SHOALING
Significant shoaling exists in Oregon Inlet. Oregon Inlet Lighted Buoys 1 through 7 are misleading. There is shoaling to a depth of less than 2 feet near Oregon Inlet Lighted Buoy 6 (LLNR 28003) and Oregon Inlet Lighted Buoy 7 (LLNR 28005) at mean low water. Mariners are advised to use caution.
Chart 12204

NC – OREGON INLET – SHOALING
Shoaling has been located in the vicinity of Oregon Inlet Buoy 17 encroaching from the south side of the channel. Water depths of 3 feet at MLW. Also shoaling has been located in Oregon Inlet from Oregon Inlet Buoy 21A (LLNR 28073) to Oregon Inlet Buoy 25 (LLNR 28080) encroaching from the south side of the channel. Water depths of 7ft at MLW. NC BNM 463-19, NC BNM 445-19, NC BNM 390-20
Charts 12204

NC – HATTERAS INLET SOUTH FERRY CHANNEL – SHOALING
Shoaling exits along both sides of the channel between South Ferry Terminal Lighted Buoy 6SF (LLNR 28707) and South Ferry Terminal Lighted Buoy 4SF (LLNR 28703) in approximate position 35-11.670N, 075-46.250W and South Ferry Terminal Lighted Buoy 9SF (LLNR 28717) and South Ferry Terminal Lighted Buoy 7SF (LLNR 28715) in approximate position 35-11.615N, 075-46.485W. Shoaling across entire channel to a depth of 5 feet MLW.

NC - HATTERAS INLET - SHOALING
UPDATED. Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 5 feet at mean low water. Shoaling continues to encroach the channel near Hatteras Inlet Channel Lighted Buoy 12A (LLNR28732.1). Some aids to navigation in the inlet may be unreliable.
Chart 11555

NC – BARNEY SLOUGH - SHOALING
Shoaling exists North East of Barney Slough Channel Buoy 3A (28721.6). Reported depths of 4 feet MLW in position 35-47-34.526N, 075-31-34.764W. Shoaling extends to middle of channel to a depth of 4 FT MLW. Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. Shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7). NC BNM 204-20, 013-20
Chart 11555

NC – BIG FOOT SLOUGH – SHOALING
Shoaling exists IVO Big Foot Slough Channel Buoy 11 (LLNR 29070). NC BNM 464-19

NC – OCRACOKE INLET – TEACHES HOLE CHANNEL – SHOALING
Significant shoaling has been reported in Ocracoke Inlet in the vicinity of Teaches Hole Channel Buoys19, 20, 20A, 21, 22, 23. The aids to navigation in the area may be unreliable. All mariners are requested to transit the area with caution. SEC NC BNM 472-20
Chart 11550

NC - OCRACOKE INLET - SHOALING
Shoaling exist in the vicinity of Ocracoke Inlet. Current Aids to Navigation may be unreliable in various locations between Ocracoke Inlet Buoy 1 (LLNR 28900) and Ocracoke Inlet Buoy 8 (LLNR 28927). Mariners are advised to use caution while navigating this area. NC BNM 207-20

NC – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – BACK SOUND – SHOALING
Severe shoaling between Barden Inlet Buoy 24 (LLNR 29240) and Back Sound Lighted Buoy 1 (LLNR 29315) has rendered the waterway unmarkable. All floating aids were removed and fixed aids were converted to non-lateral Danger Beacons. Pending dredging operations or waterway improvements, Barden Inlet Channel no longer connects to Back Sound Channel. Mariners should navigate the area with caution, local knowledge is recommended.
NC BNM 409-20
Chart 11545

NC – PAMLICO SOUND – CORE SOUND – WAINWRIGHT SLUE – SHOALING
Due to lack of navigable water all floating aids have been removed and all remaining fixed aids converted to non-lateral warning beacons up to Core Sound Light 11 (LLNR 34370) proceeding south from Pamlico Sound. The remaining fixed aids are scheduled for removal. Pending future dredging or waterway improvements, the Core Sound waterway is no longer accessible from Pamlico Sound. NC BNM 404-20
Chart 11548

NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING
Wilmington District USACE Survey of 12 Mar 2020 has identified significant shoaling IVO Harkers Island in The Straights. Depths as low as 4ft MLW were found between Core Sound Light 47 (LLNR 34680) and Core Sound Light 46 (LLNR 34675). NC BNM 085-20
Chart 11545

NC – BOGUE INLET – SHOALING
Shoaling exists channel ward of Bogue Inlet Buoy 14 (LLNR 29559) with depth as low as 1 FT MLW. Mariners should navigate the area with caution and consult latest USACE Survey available here: https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/Inlets-Crossings/
Chart 11541

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

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

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CORE CREEK – SHOALING
Shoaling exists in the AICW north of Morehead City between Core Creek Light 29 (LLNR 38435) and Core Creek Daybeacon 31 (LLNR 38485), to a depth of less than 5ft at MLW. Mariners are advised to use extreme caution while navigating this area.
Chart 11541

NC – INTRACOASTAL WATERWAY =- NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has been reported IAW the most recent ACOE survey dated 26 Oct 2020 IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736). Reported depths of 4 feet MLW encroaching from east side of channel. NC BNM 415-20
Chart 11541

NC – INTRACOASTAL WATERWAY – BROWNS INLET – SHOALING
Shoaling exists in the Atlantic Intracoastal Waterway near Browns Inlet Crossing between Bogue Sound - New River Buoy 60 (LLNR 39217) and Bogue Sound – New River Buoy 61A (LLNR 39223), to less than one foot at MLW. Mariners are advised to use extreme caution. NC BNM 372-20
Charts 11541

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

NC – BANKS CHANNEL – SHOALING
USACE Surveys revealed significant shoaling in Banks Channel to a depth of 1 ft MLW. Banks Channel Light 1 (LLNR 30050) to Banks Channel Daybeacon 3 (LLNR 30065), Daybeacon 9 (LLNR 30085) to Banks Channel Daybeacon 9A (LLNR 30090), Banks Channel Light 11 (LLNR 30095) to Banks Channel Daybeacon 12 (LLNR 30100) and Banks Channel Daybeacon 21 (LLNR 30135) to Banks Channel Buoy 22 (LLNR 30137).
Chart 11541

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

NC - SNOWS CUT - SHOALING
Shoaling has been observed near New River - Cape Fear River LT 168 (LLNR 39857) depths as low as 3FT MLW encroach from the northern edge of the channel extending into the channel. SEC NC BNM 375-20
Chart 11534

NC – LOCKWOODS FOLLY INLET – SHOALING
Significant shoaling exists in Lockwoods Folly Inlet to a depth of less than 2 feet at mean low water. Multiple aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. SEC NC BNM 331-20
Chart 11534

NC – NEW RIVER - CAPE FEAR RIVER – SHOALING
Shoaling found near New River - Cape Fear River Buoy 99 (LLNR 39547) and New River - Cape Fear River Buoy 99A (LLNR 39548). Depths as low as 4 feet at MLW were observed. SEC NC BNM 140-20
Chart 11541

NC – INTRACOASTAL WATERWAY – CAPE FEAR RIVER – LITTLE RIVER – SHALLOTTE INLET CROSSING – SHOALING
Shoaling has been observed between Cape Fear River – Little River Buoy 80A (LLNR 40337) and Cape Fear River – Little River Buoy 82 (LLNR 40345) to 4 feet MLW encroaching from the southeast edge of the channel extending into the Intracoastal Waterway. NC BNM 408-20
Chart 11534

SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION IN THE FIFTH COAST GUARD DISTRICT

(Yellow indicates new item)
CURRENT PROJECTS
Permits:

SECTOR DELAWARE BAY

- *Delaware*
  Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
- *New Jersey (Central & Southern)*
  Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
  Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)

  Glimmer Glass - W9 (Brielle Road) Drawbridge – Fixed bridge replacement and drawbridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on October 22, 2019. A fixed bridge replacement will provide a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water and a drawbridge replacement will provide a vertical clearance of 9 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 31.9 feet. (MS)

  Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland –*
  Potomac River – Governor Harry Nice Memorial Bridge – Permit (1-20-5) signed March 20, 2020, for a fixed replacement bridge with a 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)*** – None.

SECTORVIRGINIA

- ***Virginia (Southern)***
  Western Branch of the Elizabeth River – Churchland Bridge **-** Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)
  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)
  Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)
  Willoughby Bay – Permit (148b-68-5) signed December 22, 2020, for I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - fixed bridge modification; vertical clearance of 25 feet above mean high water, horizontal clearance of 50 feet, and width of 168.84 feet (MT)
  Blackwater River - Permit (4-20-5) signed July 29, 2020, for a fixed bridge replacement providing a vertical clearance of 35 feet above mean high water and a horizontal clearance of 60 feet. (MS)
  Schuylkill River -
  All interested parties are notified that an application dated October 8, 2020, has been received from the City of Philadelphia by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new pedestrian fixed bridge over a navigable waterway of the United States.
  WATERWAY & LOCATION*:* Schuylkill River, between mile 6.3 & 6.4, at Philadelphia, PA.
  CHARACTER OF WORK*:* The proposed project is to construct a 3,380-foot long multi-use recreational trail along the eastern bank of the Schuylkill River between Christian Street and University Avenue (2,730 feet along the river and 700 feet connection to the neighborhood). The northern and southern limits of the proposed trail extension will be constructed on the land along the bank of the river, while the middle section of the proposed trail will be a new bridge build over water. The pedestrian bridge (at span 11) will be constructed over the Veolia Peltz Street dock on an alignment that positions the bridge landward of the face of the dock. The proposed construction is an extension of the existing multi-use Schuylkill River Trail. The purpose of the project is to provide the public a safe and efficient recreational facility along the Schuylkill River waterfront within the City of Philadelphia.

There is no existing bridge. The new bridge will be a fixed bridge with a horizontal clearance of 268.9 feet in span 8 and a vertical clearance of 14 feet above mean high water in span 8. Note: This bridge has no navigation span (s), given it lies along the east bank of the river and does not cross the navigable waterway. Span 8 provides clearances for vessels to navigate shoreward of the bridge.
A copy of **Public Notice D05PN-11-2020**, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at **https://www.navcen.uscg.gov/?pageName=pnBridges.** Comments on this proposal should be forwarded to the address in the notice no later than **November 24, 2020**. (HP)

SECTOR NORTH CAROLINA

- ***North Carolina***

  Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)

  The Straits – Harkers Island Bridge – Fixed replacement bridge - Permit (2-20-5) dated September 30, 2020, vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)

  Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the Chicamacomico Channel and the emergency ferry terminal in Rodanthe, Dare County, NC. Permit (1-19-5) signed on February 20, 2019. (HP)

  Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (6-19-5) signed December 31, 2019. (HP)

  Currituck Sound - Preliminary Public Notice D05PPN-04-2020 - Comments closed on ***March 24, 2020***. (MS)

Regulations:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Washington, DC & Virginia (Northern)* – None
- *Maryland* – None

SECTOR VIRGINIA

- *Virginia (Southern)* - None

SECTOR NORTH CAROLINA

- *North Carolina* - None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*

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

  Christina River - I-95 Bridge - Bridge maintenance will be conducted between Thursday, July 2, 2020, and Monday, March 1, 2021; Mon-Thurs; from 7 a.m. to 5 p.m. The maintenance will require one 30 x 40 foot barge to be anchored parallel to each pier while that pier has maintenance performed. Each span is 80 feet wide, which will leave approximately a 49-foot opening for vessels to pass alongside the barge. All additional spans will retain their 80-foot horizontal openings. The project superintendent may be reached at 484-318-0713. Mariners should use caution when transiting the area. (MB)

  New Jersey (Central & Southern)

  Delaware River – Commodore Barry (fixed) Bridge **–** Repainting of the main (cantilever) truss span, signal gantries, steel barriers along the entire bridge, and water tower will continue through 2023. Work platforms will be installed, reducing the available vertical clearance by 3 feet, reducing the clearance from 190 feet to 187 feet above mean high water. Mariners should exercise caution when transiting the area. (KB)

  New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through June 30, 2021. 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 25 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 (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)

  New Jersey Intracoastal Water (NJICW), Ingram Thorofare - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from September 1, 2019, to May 25, 2021. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33ft above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

  Delaware River - Benjamin Franklin Bridge – Bridge maintenance will be performed from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project

channel, will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic, however the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.
Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48 hours notice is given to Eric.Dovak@Skanska.com.
Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.
A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor's representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area. (HP)
Delaware River - US 322 (Commodore Barry) Bridge – Bridge maintenance will be conducted from 6 a.m. to 4 p.m.; Monday-Thursday; from 6 a.m. on September 11, 2020, through 4 p.m. on December 18, 2020. Several work boats will be located around the vicinity of the bridge. During the maintenance period, work platforms will be located on both bridge piers inside the navigational channel; these work platforms will reduce the horizontal clearance of the bridge by approximately 6 feet (approximately 3 feet per pier) to approximately 1594 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Maintenance personnel and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 707-7439 or (856) 472-5714. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)
New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - Route 30 (Absecon Boulevard) Bridge – Bridge maintenance that began in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through February 28, 2021. Work will consist of repair and rehabilitation of the bridge fender system. 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 30 feet due to work floats located inside the navigational channel 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, if at least a 2-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel upon request. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)
New Jersey Intracoastal Waterway (NJICW), Middle Thorofare - Two-Mile (CR 621/Ocean Drive) Bridge – Bridge maintenance work hours are from 7 p.m. to 6 a.m., Monday through Saturday, from December 14, 2020, through January 22, 2021, and from 6 a.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 14, 2021. From 7 p.m. to 6 a.m., Monday through Saturday, from December 14, 2020, through January 22, 2021, several barges will be placed in the navigation span. The barges will re-locate from the navigation span for the transit of emergency vessels, if at least a two-hour notice is given. From 6 a.m. to noon and 1 p.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 14, 2021, the bridge will be maintained in the closed-to-navigation position. During the closure period, a work platform will be installed in the navigation span beneath the bridge and a barge will be placed in the navigation span, which will reduce the vertical clearance of the bridge in the closed position to approximately 20 feet above mean high water and the horizontal clearance to approximately 25 feet. Vessels that are able to safely transit through the bridge in the closed position, with the reduced vertical and horizontal clearances, may do so at any time. Emergency vessels as defined in 33 CFR 117.31 may transit the bridge upon signal, if at least a two-hour notice is given. At all other time the bridge will operate in accordance with 33 CFR 117.733(j).
Work vessels may be reached on VHF-FM channel 13. The bridge tender may be reached at 609-522-2815 and/or VHF-FM channel 13. The project foreman may be reached at 609-579-9253 or 609-820-2983. Mariners should use extreme caution when transiting through the area. (HP)
Pennsylvania –
Schuylkill River - Grays Ferry Railroad Bridge - Modification activities that began June 2018, are expected to finish on December 31, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. (MT)
Schuylkill River - I-76 (Schuylkill) Expressway, west bank, between University Avenue - Bridge maintenance will be conducted between Wednesday, March 27, 2019, and Friday, December 1, 2020; Mon-Fri; from 6 a.m. to 4 p.m. The maintenance will require a tug and two barges to work along the western bank of the Schuylkill River. The project superintendent may be reached at (610) 487-4976. The tug will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (HP)
Delaware River - US 322 (Commodore Barry) Bridge – Bridge maintenance will be conducted from 6 a.m. to 4 p.m.; Monday-Thursday; from 6 a.m. on September 11, 2020, through 4 p.m. on December 18, 2020. Several work boats will be located around the vicinity of the bridge. During the maintenance period, work platforms will be located on both bridge piers inside the navigational channel, these work platforms will reduce the horizontal clearance of the bridge by approximately 6 feet (approximately 3 feet per pier) to approximately 1594 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Maintenance personnel and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 707-7439 or (856) 472-5714. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)
Schuylkill River - SR 3021 (Grays Ferry Avenue) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m., Monday-Friday, from October 26, 2020, through February 28, 2021. A 30-foot crane barge, 26-foot work boat and divers will be located in and around the vicinity of the bridge. During bridge maintenance, one navigation span will be occupied and not available for navigation and the other navigation span will be open for vessels to transit. The west navigation span provides 75 feet of horizontal clearance and the east navigation span provides 65 feet of horizontal clearance. Vessels may transit the open navigation span with caution, due to potential opposing vessel traffic. The crane barge and work vessel may be reached on VHF-FM channel 13. The project foreman may be reached at (609) 313-0597 or (609) 209-2029. Mariners

should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*

  Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge – Bridge maintenance which began in July 2017, has been extended to December 31, 2020; 24 hours a day; 7 days a week. The work will involve the Spans 44-46 (span 45 is the navigational span). A barge and work vessels will be in and around the vicinity of the bridge. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge span to approximately 56 feet above mean high water. During the maintenance period from March 5, 2019, through May 25, 2019, a work barge will be located near the center of the navigational span, reducing the horizontal clearance of the bridge to approximately 300 feet on either side of the barge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (717) 490-1699 or 803-535-9995. Mariners should use extreme caution navigating through the area. (MT)

  Severn River - US 50/US 301/SR 2 (John Hanson Highway/Severn River) Bridge - Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m., Monday-Friday; from 7 a.m. on April 16, 2020, through 3:30 p.m. on April 30, 2021. During the maintenance period a work platform will be located beneath the bridge which will reduce the vertical clearance of the bridge to approximately 70 feet above mean high water. The project foreman may be reached at (410) 984-1807 or (443) 506-3756 or (443) 458-8620. Mariners should use caution navigating through the area. (MT)

  Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge – Construction will commence in May 2020, with completion estimated in November 2024. Work is scheduled from 7:00 a.m. to 7:00 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, a barge loading facility will be constructed on the Maryland shore and work trestles will be located north of the existing bridge extending outward from the Virginia shore to approximately 320 feet and from the Maryland shore to approximately 200 feet. Dredging will occur from the end of the Virginia work trestle until the water depth reaches 6 feet at mean lower low water. A vertical clearance of 135 feet above mean high water and horizontal clearance of 250 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (KB)

  Susquehanna River - Amtrak Railroad Bridge - To facilitate emergency repairs, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on August 4, 2020, to 11 p.m. on January 15, 2021. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. (MS)

  Bear Creek - Wise Avenue Bridge – Bridge maintenance will be performed from December 21, 2020, through December 23, 2020, and from January 11, 2021, through January 22, 2021. Work hours are from 7 a.m. to 9 p.m., Monday through Wednesday, in December 2020, and 7 a.m. to 9 p.m., Monday through Thursday, and 7 a.m. to 5 p.m. on Friday, in January 2021. During work hours, vessels may transit the bridge, if at least a 1-hour notice is given to the project foreman. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (443) 569-2353. Mariners should adjust their transits accordingly, keep a safe distance from the work vessels and barges, and use extreme caution when transiting the area. (CT)

- *Washington DC*

  Potomac River - Arlington Memorial Bridge **-** Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue into November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). At this time, the federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. On August 24, 2020, the temporary channel was relocated to Arch 2 due to the final construction efforts on Arches 5, 4, and 3. On November 30, 2020 the Federal Navigation Channel will be restored to its original location under Arch 5. The project will be complete and out of the waterway by January 31, 2021. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. 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)(RH)

  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 2022. The work is being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night work and currently consists of: (1) The temporary West Trestle, which extends from the western shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" that are placed approximately 85 yards (250 feet) upstream of the bridge. (2) The temporary East Trestle, which extends from the eastern shoreline westward to the eastern limit of the federal navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge structure. This area is marked with two orange and white information and regulatory 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 pier (eastern half), approximately 150 feet wide, remains available for navigation. To support active construction operations, a vessel/barge may be intermittently positioned within the navigable channel. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. 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 near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH)

- ***Virginia (Northern)* -** None

SECTOR VIRGINIA

- *Virginia (Southern)*

  Atlantic Intracoastal Waterway (AIWW), South Branch of the Elizabeth River - I-64 (US 17/High Rise) Bridge – Bridge inspection will be conducted from 8 p.m. to 5 a.m.; Sunday-Thursday; from November 1, 2020, through November 12, 2020. An inspection vehicle will be operating on top of the bridge to provide access for inspection. During the work hours, the inspection vehicle will be located in the navigation channel reducing the vertical clearance of the bridge to approximately 55 feet above mean high water. Inspection personnel, equipment and vehicle will relocate from the moveable span and navigable channel, upon request. The vehicle may be reached on VHF-FM channels 13 and

16. The project foreman may be reached at (757) 270-9569. Mariners should notify the work foreman no less than five minutes prior to transiting the bridge. Mariners should use caution when navigating through the area. (MT)

Atlantic Intracoastal Waterway (AIWW), South Branch of the Elizabeth River - Belt Line Railroad Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate an inspection of the bridge vertical lift span. The bridge will maintained in the closed position from 8 a.m. through 4 p.m. on November 5, 2020, with an alternative date of November 10, 2020. The bridge will open on signal for scheduled openings at 10:30 a.m. and at 1:30 p.m. The bridge will be able to open for emergencies, if at least 30 minutes notice is given. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. The project foreman may be reached at (757) 633-2241 and on VHF-FM channel 13. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(a). Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

Lafayette River - US 460 (Granby Street) Bridge – Bridge maintenance which began in September 2020, will continue to be conducted from 7 a.m. to 5:30 p.m.; 7 days a week; through October 8, 2022. A 20-foot safety vessel and work a platform will be in and around the vicinity of the bridge. The work platform will be located underneath the bridge, positioned adjacent to the bridge pier behind the bridge fender system as to not impede the navigational channel. Maintenance vessels will relocate from the navigable channel, upon request. The work vessel may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 920-6454 or (804) 229-1669. Mariners should use caution navigating through the area. (MT)

Southern Branch of the Elizabeth River - To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 10 a.m., 11 a.m. to 1 p.m., and 2 p.m. to 4 p.m. on Wednesday, January 13, 2021, and Saturday, January 16, 2021; and from 6 a.m. to noon and 1 p.m. to 6 p.m., from Thursday, January 14 2021, through Friday, January 15, 2021. At all other times, the bridge will operate per 33 CFR 117.997(d). The vertical clearance of the bridge in the closed-to-navigation position is 7 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels unable to pass through the bridge in the closed position. Mariners should use caution when transiting the area. (HP)

SECTOR NORTH CAROLINA

- *North Carolina*

  Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by April 30, 2021. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bridge bents) and bridge bents 20 and 21 (span 21) on the new bridge. The approximate limiting navigation clearances are 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 21 and 22 (span 22) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. (HP)

  The Straits - Harkers Island Bridge (SR 1332) - Bridge will remain in the closed-to-navigation position to facilitate bridge repairs due to damage caused by Hurricane Florence. The repairs require the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area. (MB)

  Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge – Bridge maintenance which began in September 2019, will continue to maintain the bridge in the closed position 24 hours a day, 7 days a week, through 12:01 a.m. on June 30, 2021. The bridge will open on signal for daily scheduled openings at 6 a.m., 10 a.m., 2 p.m. and 7 p.m., if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). The bridge will open on signal for vessels unable to safely transit the bridge during a scheduled opening, due to the vessel's draft, if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). During the maintenance period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced vertical clearance may do so, if at least a 30-minute notice is given, to allow for navigation safety. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (910) 251-5774 or 561-232-9773. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

  Runyon Creek - Carolina Coastal Railway Bridge - Bridge work will be conducted from November 6, 2020, to March 1, 2021, from 7 a.m. to 6 p.m. To facilitate work, a 20ft work barge, a 17ft workboat and 25ft pontoon will be in and around the vicinity of the navigational channel. Mariners are advised to use caution when transiting the area. (MS)

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. Will assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).

- *Washington, DC* –

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

- *Virginia (Northern)* – None

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

- Mid-Currituck Sound (fixed) Bridge – Proposed new fixed structure. (MB)
- Alligator River – US 64 (fixed) Bridge Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package.
- Cape Fear River – Wilmington bypass south (fixed) Bridge Proposed new fixed bridge structure in review of the design and environmental package. (MT)

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

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

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

NJ – UPPER BARNEGAT BAY – DREDGING
H&L Contracting will be conducting dredging operations in Upper Barnegat Bay at Andrews Point Channel; Silver Bay Entrance Channel; Silver Bay Channel; Bay Shore Bridge Channel; Pier 1 Channel; And Lavallette Beach Channel until **10 Jan 2021.** Work hours are 24 hours a day, 7 days a week. Dredging will be performed by barge-mounted excavator loading scows. There will be one dredging excavator barge and multiple scows and push boats on scene. Channels will remain open during dredging but channel width will be reduced. All mariners are advised to reduce speed to minimum for making way while in the vicinity of dredging operations. Dredged material scows will be towed to a placement site near bayside park/swamp cove at 40°00'32"n, 74°03'42"w where they will be emptied. Marine equipment operators will be monitoring VHF-FM Channel 13, 16 and 63.

NJ – BARNEGAT BAY – GOOD LUCK PT – BERKELEY SHORES – DREDGING
H & L Contracting will be conducting dredging operations in Upper Barnegat Bay at Good Luck Pt. Channel; Berkeley Shores Channel; Berkeley Shores North Channel; And Berkeley Shores Spur Channel from 10 Nov 2020 to **10 Jan 2021.** Work hours will be 24 hours a day, 7 days a week. Dredging will be performed by hydraulic dredge. There will be dredge pipe from the dredge to placement areas at Good Luck Point and the Good Luck Point Marsh; the dredge pipe will run in Good Luck Pt. Channel. The dredge pipe will be submerged at channel crossings and will be marked and lighted. Berkeley Shores North Channel will remain open during dredging but channel width will be reduced. Good Luck Tp. Channel, Berkeley Shores Channel, And Berkeley Shores Spur Channel will be closed during dredging operations. Informational signs will be posted locally to inform mariners of channel closings. All mariners are advised to reduce speed to minimum for making way while near dredging operations. All marine equipment operators will be monitoring VHF-FM channel 63, 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.
Chart 12324

NJ – ABSECON INLET TO GREAT EGG HARBOR INLET - DREDGING – BEACHFILL OPERATIONS
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations in Margate, Ventnor and Longport NJ until **Feb 2021**. Material will be dredged from offshore between Absecon Inlet and Great Egg Harbor Inlet and pumped to the shoreline using submerged pipelines. The following vessels, in addition to others will be in the area, the Dredge LIBERTY ISLAND, Tug BOBBIE ANN, Tug BAYOU BRAVE, Tug MONICA LYNN, Tug POPS, and Tug VOLUNTEER STATE and may be contacted on VHF-FM channels 13 and 16. For more information, contact Stuart Hilgendorf at 443-831-0785 or SHilgendorf@gldd.com.
Chart 12316, 12318

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

******NJ – LITTLE EGG HARBOR TO CAPE MAY - AVALON - DREDGING******
Barnegat Bay Dredging Company will be performing maintenance dredging of the Intercoastal Waterway in Avalon, New Jersey. Dredging will be conducted from Intercoastal Waterway Buoy 419 (LLNR 36520) to Intercoastal Waterway Buoy 421 (LLNR 36525) and Great Flats. Work will commence on or about **January 18, 2021** with completion date of approximately **February 6, 2021**.All vessels should proceed with extreme caution when passing dredge locations. The dredge, "Fullerton", monitors VHF radio Channels 11, 13, & 16.

Chart 12316

NJ – HEREFORD INLET – SEAWALL REPAIR
Continuing until **Feb 25, 2021** a Crane Barge along with an attendant plant will be operating at various locations in and around the Hereford Inlet. Materials will be delivered to this Crane Barge via tug and barge. The Crane Barge will not be in the federally marked navigation channel at any time. The crew will be working Monday through Friday during day light hours. The Crane and attendant plant will both monitor VHF-FM Channel 16. Mariners are urged to use extreme caution and transit the area at a safe speed. For questions or additional information, contact Agate Construction at cyurick@agateconstruction.net or (609) 780-5175.
Chart 12316, 12318

NJ – ATLANTIC CITY – BEACH – OUTFALL CONSTRUCTION
Northeast Remsco Construction will be constructing a Storm Water Outfall in to the Atlantic Ocean off Leaming Ave, Wildwood NJ from 10 Nov 2020 to **30 May 2021**. It will extend 300 feet out from the high tide line in approximate position N38°58'36" W74°49'05". The installation will be completed inside of a cofferdam. The cofferdam will be marked with flashing amber lights. No vessels will be on site. For more information, contact Joseph Bonner at 732-557-6100.

Chart 12316

NJ – PA – DELAWARE RIVER – OLDMANS CREEK – DREDGING AND MARINE CONSTRUCTION
R.E. Pierson Construction Company will be conducting dredging operations in the Delaware River in the area of Oldmans Creek and in Oldmans Creek to facilitate access to install a sheet pile bulkhead along Oldmans Creek. Work will be conducted from 7 Dec 2020 to **31 Mar 2021**. The floating dredge ELLICOT will be on scene with a variety of other vessels and equipment and may be contacted on VHF-FM channels 10 and 11. For more information or questions, contact Charles Elwell at 609-517-7364.
Chart 12312

PA – NJ - DELAWARE RIVER – CHRISTINA RIVER – DREDGING
Norfolk Dredging Company with the assistance of the Tug JOKER will commence dredging (pipeline placing) operations in the Delaware River on or about January 1, 2021. Crews will be handling dredge pipe in the vicinity of Marcus Hook, Bellevue and Cherry Island Ranges. A submerged pipeline will be placed from the Pedricktown Disposal area in New Jersey, across the Cherry Island Range channel to The Port of Wilmington, DE. Once the pipeline is placed, the dredge ESSEX will commence dredging in Wilmington Harbor. The project will continue until approximately **February 5, 2021** at which point the pipeline will be moved to Marcus Hook Range for dredging there. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For more information or questions, contact Norfolk Dredging Company at 757-547-9391.
Chart 12311

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. For questions, contact Coast Guard Sector Delaware Bay Waterways.
Chart 12312

DE – BETHANY BEACH – DREDGING
UPDATED END DATE. Continuing until approximately **25 Jan 2021,** the hopper dredge R.N. WEEKS and support equipment will be operating three (3) nautical miles offshore of South Bethany Beach placement site. Dredge pipeline will be prepared in the staging area and then relocated offshore of Bethany Beach placement areas and submerged into two different pipeline corridors, bound by the following approximate positions:
38°32'45.68"N, 75° 3'16.95"W, 38°32'45.46"N, 75° 2'9.25"W, 38°30'12.51"N, 75° 2'10.73"W, 38°30'14.44"N, 75° 3'8.83"W
Dredged material will be transported from the Borrow Area to the discharge station and then pumped out through a combination of floating and submerged line reaching between 2,500 feet to 4,500 feet offshore from the beach placement.
Borrow Area will be the perimeter bound by the following approximate positions:
38°31'20.56"N, 75° 1'18.04"W, 38°31'23.75"N, 74°59'30.80"W, 38°30'0.92"N, 74°59'29.48"W, 38°29'58.80"N, 75° 1'16.00"W
Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week. The dredge will monitor VHF-FM channels 13 and 16. For questions or more information, contact Doug Nelson at 985-237-9667 or denelson@weeksmarine.com
Chart 12214, 12216

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SAUNDERS POINT – SHORE LINE STABILIZATION
Central Marine will be working on the Beverly Triton Shoreline Stabilization Project near Saunders Point in the Chesapeake Bay. Work will be from 15 Sep 2020 to **30 Mar 2021** and conducted each day during daylight hours. Barges and small vessels will be in the area and a blue and white mooring buoy will be established in approximate position 38.87N, 76.48W. For any questions or additional information, contact Charlie Young at 410-320-7030.
Chart 12263

MD – CHESAPEAKE BAY – POPLAR ISLAND – ON GOING WORK
Greener Construction Services and Clean Harbors Environmental Service will be conducting dewatering operations on Poplar Island from Nov 2020 to **Jun 2021**. Personnel will be shuttled to Poplar Island from Tilghman Island on a daily basis by the vessel Brooks Hooks. For more information or questions, contact Todd Fry at 201-241-1295.
Chart 12270

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – BEAR CREEK- TRANSMISSION TOWER FOUNDATION REPAIR
Marine Solutions, Inc. (Marine Solutions) has been contracted by BG&E to complete the foundation repair on two transmission towers located in Bear Creek in Baltimore MD. Work will be conducted from 2 Nov 2020 to **1 Mar 2021**. The two towers are located just to the south of I-695 over Bear Creek. All work will take place outside of the navigation channel and no channel closures are anticipated. Diving operations will be conducted from two barges and two work vessels that will be tied-off to the barges. The barges will be moored adjacent to the towers. For more information or questions, contact Jeff Brown 302-250-6073.
Chart 12281

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – AERIAL TRANSMISSION LINE CONSTRUCTION
Marine construction operations in support of the installation of aerial electric power transmission lines will occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge until **Oct 7, 2022**. The work will occur 24 hours per day, 7 days per week, in approximate positions: (1) 39°12'46.8737" N, 076°32'14.0536 W; (2) 39°12'58.5610 N, 076°31'58.7405 W; (3) 39°13'13.7886 N, 076°31'38.7851 W; (4) 39°13'26.6084 N, 076°31'21.9825 W; and (5) 39°13'39.4271 N, 076°31'05.1787 W. McLean Contracting Company marine equipment spudded on site will include: (1) a sectional barge (120'x120'x7') with Manitowoc Crane, (2) the Whirley Crane Baltimore barge (140'x70'x12.5'); (3) the Whirley Crane Hampton Roads barge (108'x 46'x8'); (4) a Whirley Crane Newport News barge (110'x43'x8'); and (5) a deck barge. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed necessary to maintain safe course near the work site. Interested mariners can contact the attending vessels on site, including "WB29", "MEGALADON", "RISING SUN", "CAPTAIN STEVE", crewboat and jackboats on marine band radio VHF-FM channels 16 and 13. Throughout the construction project, the Baltimore Gas and Electric Company will regularly provide updates at website: https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/Construction-Updates.aspx.
Chart 12281

MD – BALTIMORE HARBOR – SEAGRIT AND DUNDALK MARINE TERMINALS – DREDGING
Dredging operations on behalf of Maryland Environmental Service will commence on or about January 1, 2021 in the Dundalk West Access Channel and Seagirt-Dunda1k Connecting Channel, in the vicinity of 39°14'50" N, 076°32'40" W. Loaded scows will be towed from this location to the Unloader #3 located at the Masonville Dredge Containment Facility 39°15'10" N, 076°35'20" W for offloading on a daily basis. A 16" submerged HDPE pipeline will be placed on the sea bottom from the Unloading Barge into the placement Facility, located in the vicinity of 39°15'15" N, 076°35'30" W.
The Dredge KOKO VI will be dredging the area with the assistance of a Tender Tug, two Towing Tugs, and four scows. Temporary emergency anchors will be placed near the Unloader #3, in the vicinity of 39°15'40" N, 076° 35'00" W and near Seagirt in the vicinity of 39°15'00" N, 076° 33'00" W to assist with operations. All vessels and crew will monitor VHF-FM Channels 13 and 7. Dredging and unloading operations will continue daily until the estimated completion date of **April 12, 2021**. For any questions or more information, contact Adam Dondero at 443-695-3788 or adondero@cormanconstruction.com
Chart 12281

MD – HEAD OF CHESAPEAKE BAY – BUSH RIVER – DREDGING
Cianelli Construction, Inc will be conducting dredging operations in the Bush River north of the Railroad Bridge near the mouth of Otter Point Creek. Work will be conducted until **1 Mar 2021**. The vessel MISS ROSE and Dredge WOLVERINE will be on scene and may be contacted on VHF-FM channel 16. For more information or questions, contact Phil Cianelli at 443-807-9110.
Chart 1224

VA – MD – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – BRIDGE CONSTRUCTION
Steel pile driving operations are scheduled to occur adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD during December 29, 2020 – **January 19, 2021.** Bridge construction will occur 7 days per week, from 7 a.m. to 7 p.m. Large vessels in transit that require use of the Federal Navigation Channel during the work period described, must provide at least 24 hours advanced notice to either Mr. Mike Baker at (443) 286-1780 or Mr. Brent Hunt at (757) 544-3964. All mariners are to operate at the minimum speed necessary to maintain safe course that produce no wake when transiting near the work platforms and barges.
Chart 12288

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS
Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge across the Anacostia River in Washington, DC continues into **2022**. Work is conducted Monday through Saturday, 7 am to 7 pm, with intermittent night work and currently consists of: 1.The temporary West Trestle, which extends from the shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" that are placed approximately 85 yards upstream of the bridge. 2. The temporary East Trestle, which extends from the shoreline westward to the eastern limit of the navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge structure. This area is marked with two orange and white information and regulatory buoys labeled "Danger" with the standard 'Exclusion' diamond symbol that are placed approx 85 yards upstream of the bridge. The federal navigation channel east of the center pier (eastern half), approximately 150 feet wide, remains available for navigation. A vessel/barge may be intermittently positioned within the channel. Mariners intending to transit this area should contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements.
Chart 12289

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION
Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County VA. Operations will begin on 25 Mar 2020 and continue until **Feb 2021.** The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in-front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51'10.06"N, 75°27'41.12"W. Contact Francisco J. Juelle for more information at 787-238-3243 or fjuelle@chcivil.com. LNM 1120
Chart 12210

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

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Continuing until approximately **30 June 2021**, Weeks Marine Hopper Dredge "MAGDALEN" and support equipment will be operating between Thimble Lighted Bell Buoy 9 (LLNR 9255) and Thimble Shoal Lighted Buoy 7 (LLNR 9235) stopping west of Chesapeake Bay Bridge-Tunnel. All dredged material will be transported to the Dam Neck Ocean Disposal Site – Cells 5, 6 & 7. Dredging operations will continue twenty-four (24) hours per day, seven days per week basis. The dredge will monitor VHF-FM channels 13 and 16. For questions, contact Matt Henry at 985-237-5050.
Chart 12256

VA – CHESAPEAKE BAY – THIMBLE SHOALS CHANNEL – DREDGING
Beginning 2nd of Jan 2021, the Dutra Clamshell Dredge DB Paula Lee, Tug "Colonel", Dump Scow ES-15, Dump Scow ClG7, and Work boat "Trojan" will be operating between Thimble Shoals Lighted Buoy 11 (LLNR 9265) and Lighted Buoy 7 (LLNR 9235) stopping west of Chesapeake Bay Bridge-Tunnel. The clamshell dredge will start dredging approximately 2,600 feet west of Thimble Shoals Lighted Bell Buoy 9 (LLNR 9255) at station 997+00 (36°58' 48,9"N, 076°08' 26. 11"W) moving east. All dredge material will be towed to the approved Dam Neck Ocean Disposal Site - Cells 5, 6,& 7. Work limits for the Thimble Shoal Channel will be bound by the following approximate positions:
36°59' 07.05"N, 076°09' 36.49"W, 36°58' 28.30",N, 076°07' 06.34"W, 36°59' 16.53"N, 076°09' 32.75"W, 36°58' 37.78"N, 076°07' 02.59"W. Limits of Dredged Material Placement Area will be bound by the following approximate positions: 36°51' 41.07"N, 075°55' 41.74"W, 36°51'45.15"N, 075°51' 16.40"W, 36°45' 47. 19"N, 075°50' 54.07"W, 36°45' 45.72"N, 075°55' 33.04"W. Once underway, dredging operations will continue twenty-four hours a day, seven days a week until March 31, 2021. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

Chart 12254, 12256

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION

Allan Myers is conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA until **Oct 2022**. Bridge passes over Great Neck Creek. A cofferdam and turbidity curtains are installed at the site. For more information contact Pat Robinson at 610-960-3139.
Chart 12222

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – CONSTRUCTION

The second phase of the Hampton Roads Connector Partners construction will begin on the west side and parallel with the Hampton Roads Bridge Tunnels, and will start at the north side at the Hampton Roads land side extending to the south side at the Willoughby land side. At any given time several crane and barges along with material barges as well as the tugs Uncle Mike, Robert T, Angelina Autumn, Miss Morgan and the Seaward 8, Seaward 9 and the Seaward 12. The following crew boats will be on site Seaward 10 Seaward 5 and the Brittany Lynn along with several outboard motor type safety vessels. All of the job site vessels will be standing by on VHF channels 13 & 16. This notice to mariners will be updated from time to time as the scope of the project increases. All barges will be lighted at night by solid white lights on their four corners. All floating mooring buoys shall be lighted with flashing white lights. All mooring piles will be lighted with solid white lights. All mariners should remain a safe distance away from all buoys and or mooring piles. For more information or questions contact Shannon Gresham 757-685-3392, Kareem Myers 757-256-9715.
Chart 12245

VA – HAMPTON ROADS – NORFOLK NAVAL STATION – DREDGING

A submerged pipeline will be placed from the northeast corner of Craney Island to the western edge of the Norfolk Harbor Channel in the vicinity of Elizabeth River Channel Lighted Buoy 8 (LLNR 9500). The ESSEX will then commence dredging a trench across Norfolk Harbor Channel, on or about October 27, 2020. The trench dredging should take approximately 2 days. Once completed, a submerged pipeline will be placed in the trench and terminate at the head of Norfolk Naval Station Pier 9. The ESSEX will then perform dredging within the Norfolk Naval Station. The project is expected to continue until approximately **January 20, 2021.** The Dredge Operator will standby on channels 13 and 16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For any emergencies, the dredge operator can be reached at 757-353-0455.
Chart 12245

VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION

Until **Mar 2023**, McLean Contracting will be conducting bridge demolition, and replacement of the Churchland Bridge on the Western Branch of the Elizabeth River. Signs have been installed on both sides of the bridge worded “OVERHEAD BRIDGE CONSTRUCTION 500 FEET AHEAD”. A temporary pile crane trestle will be extending approximately 600ft from either shoreline on the North side of the bridge. Barges and tugs will be on scene throughout the project and may be contacted on VHF-FM Channels 03, 13 and 16. For information, contact Scott White at 757-641-2132. LNM 2320
Chart 12253

VA – ELIZABETH RIVER – PORTSMOUTH WATERFRONT – NORTH STREET FERRY LANDING TO TIDWATER YACHT MARINA – SEAWALL CONSTRUCTION

Crofton Construction will be will be conducting repairs to the seawall located in the Elizabeth River at the following locations: N36° 50’20”and W76 °17’45” and N36° 50’25”and W76 °17’46”. Beginning November 09, 2020 and continuing until **January 31, 2021** or until complete. Construction operations will include, barge and crane operations, in conjunction with general marine construction. Barges and vessels will be moored on site with employees working over the side on small floats at times along with crew boats. The construction equipment will be confined to the barges, with small crew boats, working in the vicinity. Vessels are requested to proceed in this area with caution and causing no wake. Crews will be monitoring VHF-FM Channels 13 & 16. For more information or questions, contact Olga Mileyko at 757-397-1131.
Chart 12253

VA – HAMPTON ROADS – ELIZABETH RIVER – NORFOLK INTERNATIONAL TERMINALS – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be performing dredging operations in Norfolk Harbor. Dredging will be conducted between Norfolk International Terminal South, Channel Daybeacon 10S (LLNR (9572) and Elizabeth River Channel Lighted Buoy 13 (LLNR 9535) up to Norfolk International Terminals South Container Terminal, Pier 1, Pier 2, and the Ro/Ro berth. Dredging operations will also be conducted east of Elizabeth River Channel Lighted Buoy 11 (LLNR 9525) on either side of Norfolk International Terminals Pier 3. Period of work will be from November 20, 2020 to **May 01, 2021.**
Chart 12245

VA - NORFOLK HARBOR AND ELIZABETH RIVER - SOUTHERN BRANCH OF ELIZABETH RIVER – I-64 HIGH RISE BRIDGE

An engineering firm, on behalf of Virginia Department of Transportation are performing bridge construction at I-64 High Rise Bridge over Elizabeth River Southern Branch, mile 7.1, in Chesapeake, VA. Mariners should expect construction activity and related equipment in the vicinity of the bridge 24 hours a day; 7 days a week. A crane barge is currently being used within the navigation channel to complete the final stages of bridge fender system work and is removed from the channel at the end of each shift. Work vessels may be reached on VHF-FM channel 13. The project manager can be reached at (757) 579-8400. Mariners should use caution and proceed at a safe speed to minimize wake for work vessels when transiting the area. For questions or concerns regarding this matter, contact Coast Guard Sector Virginia Waterways Management Division at 757-668-5580 or virginiawaterways@uscg.mil.
Chart 12253

VA – JAMES RIVER – NEWPORT NEWS TO JAMESTOWN ISLAND – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia Dredge MARION has completed dredging in Dancing Point - Swann Point Shoal Channel and will now be conducting dredging operations in the James River in the Tribell Shoal and Goose Hill Channels until **1 Feb 2021.**
Chart 12251

VA – CHESAPEAKE BAY – YORK RIVER – MARINE CONSTRUCTION

Coastal Design and Construction will be constructing a revetment along the York River at Indian Field and Felgates Creeks for the National Park Service. Work will be conducted form 16 Nov 2020 to **15 Feb 2021**. Four mooring buoys will be deployed for four barge during the construction. The mooring buoys will be white with blue bands and lighted with slow flashing white lights; the barges will be lighted with fixed white lights. The M/V KAT II will be in the area and may be contacted on VHF-FM Channel 13. For more information or questions, contact J. Richard Mattingly at 301-643-4323.
Chart 12243

VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION
Construction activities by Croman Construction for the for Dominion Energy Virginia Rappahannock River Cable Crossing will continue until **Apr of 2021,** east of the VA Route 3 Rappahannock River Bridge in the vicinity of 37 37 01.655N, 076 25 44.9693W (South Platform) and, 37 37 55.1326N, 076 24 52.724W (North Platform). The Crane Barges Xavier and CKCC 495 will be performing the construction activities supported by a Tender Tug, a Towing Tug, and material barges. All vessels and crew will monitor VHF channels 13 and 7. For more information, contact James Matters 410-320-7534.
Chart 12237

NC – OREGON INLET – BONNER BRIDGE - ARTIFICIAL REEF DEPLOYMENTS
North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while offloading. Deployments will take 2-3 hours each. For more information, contact Jordan Byrum at 252-808-8036 or at jordan.byrum@ncdenr.gov. The following artificial reefs will be used. AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)
Chart 12204

NC – HATTERAS INLET – CONSTRUCTION AREA
NCDOT is performing construction work in Hatteras Inlet on the shoreline near the Ocracoke North Ferry Terminal in approximate position 35-11'29"N, 075-46'48"W. Mariners are advised to travel at no wake speeds and use caution while navigating this area. NC BNM 311-19
Chart 11555

NC – BEAUFORT INLET – MOREHEAD CITY HARBOR – DREDGING
UPDATED DATES AND INFORMATION. Starting approximately 1 Jan 21 and continuing until approximately 1 Mar **2021** Weeks Marine hydraulic dredge J.S. CHATRY and attendant plant will be operating in the Morehead City Harbor Channel, Cutoff, Range A and Range B. Dredged material will be transported through a combination of floating and submerged pipelines. Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. For more information or questions, contact Kris Mitchell at 281-271-2898 or kpmitchell@weeksmarine.com
Work limits for the borrow area will be bound by the following approximate positions:
34°41'40.33"N, 76°40'14.42"W
34°42'12.45"N, 76°41'4.39"W
34°42'18.78"N, 76°40'58.61"W
34°41'47.07"N, 76°40'8.03"W
34°39'48.65"N, 76°40'36.84"W
34°41'43.18"N, 76°40'13.60"W
34°41'38.61"N, 76°39'43.38"W
34°39'44.40"N, 76°40'8.95"W
The proposed pipeline corridor will be bound by the following approximate positions:
34°39'58.42"N, 76°40'37.34"W
34°42'05.98"N, 76°41'3.35"W
34°42'6.08"N, 76°40'12.53"W
34°39'58.61"N, 76°40'8.65"W
Work limits for the placement area will be bound by the following approximate positions:
34°41'49.91"N, 76°44'27.26"W
34°41'36.82"N, 76°41'26.91"W
34°41'23.88"N, 76°41'24.88"W
34°41'38.09"N, 76°44'27.88"W
Chart 11547

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 Jan 2019 through **May 2021** on the Outer Banks of NC. 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. https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx
Chart 12204

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – DREDGING
Continuing until **10 Feb 2021**, Weeks Marine dredge BORINQUEN will be operating in the Topsail Creek Cut Through and Banks Channel near Topsail Beach, NC. Work limits for borrow area at "Topsail Creek/ Cut Through" will be bound by the following approximate positions:
34°21'12.91"N, 77°41'5.75"W, 34°21'46.85"N, 77°40'9.63"W, 34°20'6.02"N, 77°38'54.23"W, 34°19'36.46"N, 77°39'41.87"W
Work limits for borrow area at "Banks Channel" will be bound by the following approximate positions:
34°20'59.32"N, 77°39'44.49"W, 34°20'37.83"N, 77°39'25.11"W, 34°23'7.26"N, 77°36'17.18"W, 34°23'16.50"N, 77°36'27.01"W
Work limits for placement area will be bound by the following approximate positions:
34°20'39.81"N, 77°38'45.39"W, 34°20'53.02"N, 77°39'1.49"W, 34°23'25.93"N, 77°35'21.57"W, 34°23'37.47"N, 77°35'34.35"W
Dredging operations will continue on a twenty-four hour per day, seven days per week basis. The dredge will monitor VHF-FM channels 13 and 16. If you have any question or require additional information, (985) 875-2564 or macruz@weeksmarine.com
Chart 11541

NC – INTRACOASTAL WATERWAY – CORE CREEK RANGES D AND E – DREDGING
From 14 Jan to **5 Feb 2021**, Southwind Construction Corp will be conducting dredging operations in the Intracoastal Waterway, Core Creek Ranges D & E, Carteret County North Carolina with fill placement at Upland Disposal Area 23. Submerged and floating pipeline associated with dredging operation will be in the area. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the eastern shoreline of the federal channel traversing southerly to the upland placement area. For questions or more information, contact Darrell Stewart at 812-868-7006.
Charts 11541

NC – INTRACOASTAL WATERWAY - BROWNES INLET CROSSING – DREDGING
Until **17 Jan 2021**, Southwind Construction Corp will be conducting dredging and beachfill operations in Browns Inlet Crossing, Atlantic Intracoastal Waterway Channel Section 2 Tangent F with beach placement at Onslow Beach near Camp Lejeune, NC. Submerged pipeline will be positioned parallel and adjacent to the shoreline of the federal channel thence traversing upland and southeast to the beach fill placement area on Onslow Beach. All vessels may be contacted on VHF-FM Channels 13, 16 and 79. For more information or questions contact David Lynn at 812-455-1770.
Charts 11541, 11543

NC – INTRACOASTAL WATERWAY – NEW RIVER INLET – DREDGING
Goodloe Marine will be dredging in the North Carolina AIWW waterway at New River Inlet crossing. The hydraulic dredge "BETTIE G II" will begin pumping material from the navigation channel to North Topsail Beach. After dredging the New River Inlet crossing the dredge will move to Jacksonville on or about **Jan 1, 2021**. Dredging operations are expected to be complete by the end of Mar, 2021. The Dredge can be contacted on Channel 16 and 65. Point of contact is Ben Goodloe at 813-355-7494.
Charts 11541

NC – INTRACOASTAL WATERWAY – CAROLINA BEACH INLET CROSSING – DREDGING
Goodloe Marine will begin dredging operations in the North Carolina AIWW at Carolina Beach Inlet crossing on or about Nov 15, 2020. The hydraulic cutter dredge EXCEL will be pumping oal material from the navigation channel on to the beach at Masonboro Island. After dredging Tangent 1 dredging will proceed to Tangents 4,4A,and 5 east of Hwy 421. Tangent 3 will also be dredged which is west of hwy 421 on Snows Cut. Mariners are cautioned to proceed at a slow speed in the area since pipelines, anchors, buoys and other equipment will be in and out of the channel limits. Work is expected to be completed near the end of **Mar 2021**. The dredge can be contacted on channel 16 and 65. Contact for project is Ben Goodloe at 813-355-7494.
Chart 11534

NC – CAPE FEAR RIVER – DREDGING
Great Lakes Dredge and Dock Company will be conducting dredging operations in the Cape Fear River from 17 Nov 2020 to **28 Feb 2021**. Dredging will be conducted in Smith Island Range and Bald Head Shoal Reach One and Two. All dredge material will be pumped to Bald Head Island via a submerged pipeline. The dredge OHIO will be on scene and may be contacted on VHF-FM Channels 13 and 16. Operations will be conducted 24 hours a day, seven days a week. Mariners are urged to use extreme caution in these areas, around dredging equipment, transit the area of dredging at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For questions or more information contact Steven Lawrence at (630) 240-8393.
Chart 11537

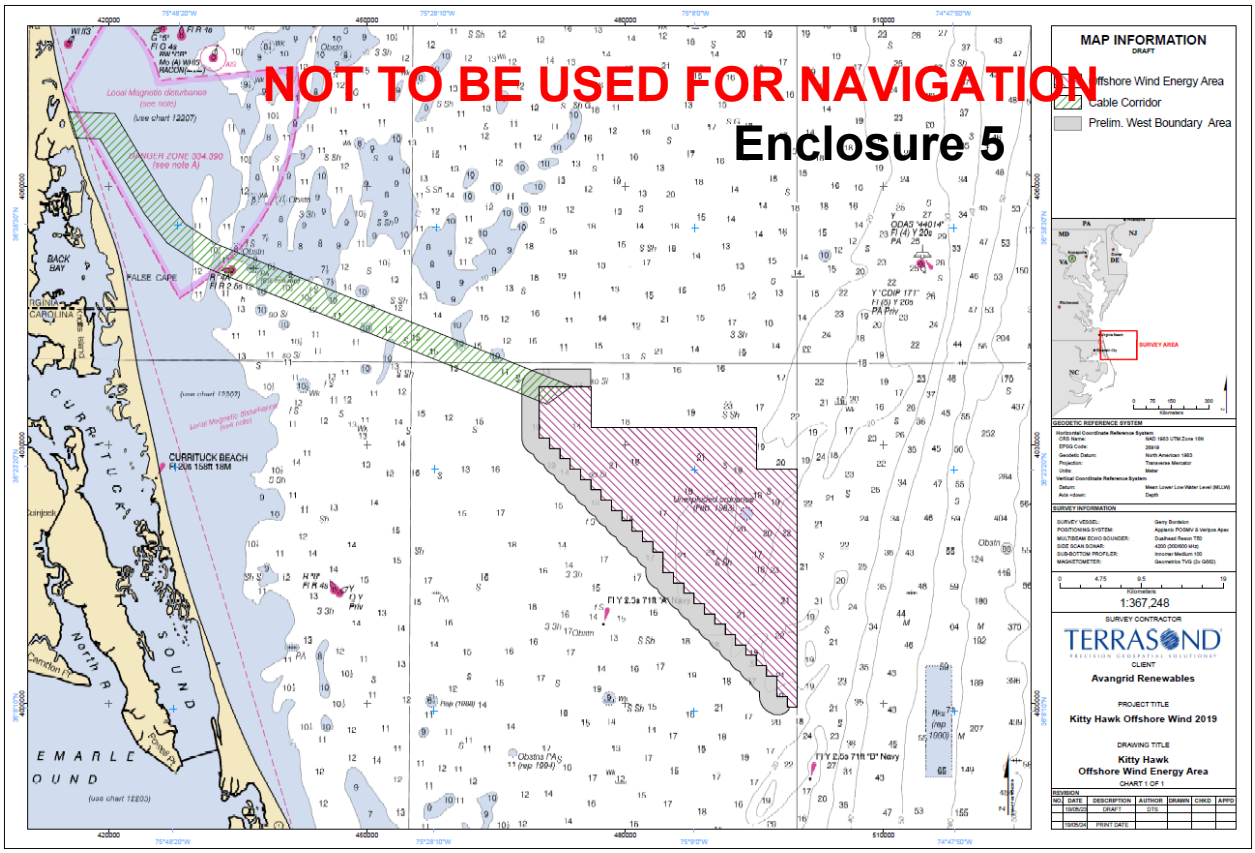
NC – CAPE FEAR RIVER – DREDGING
Southern Dredging Company dredge BRUNSWICK will be working in the Cape Fear River Channel between the Cape Fear Memorial Bridge and the Upper and Lower Brunswick Ranges in the vicinity of Cape Fear River Channel Lighted Buoy 58 (LLNR 30840). The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately **31 Jan 2021.** Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage, boaters should establish contact with the dredge on VHF-FM channels 13 and 16. For more information or questions, contact Neil Rodgers 843-729-1269 or Michael Kitchell 843-830-1015.
Chart 11537

NC – LOCKWOODS FOLLY INLET – DREDGING
Southwind Construction Corp. will be conducting dredge operation in Lockwood's Folly River and Lockwood' Folly Inlet Crossings, Brunswick County North Carolina, with fill placement at Oak Island Beach Placement Area. Submerged and floating pipeline associated with dredging operations, will be used. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the southern shoreline of the ICW, then traversing westerly and then southeasterly to the westernmost limits of Oak Island Beach Fill Placement Area. Dredge Wilko and workboats Ann Kay & Danny Joe will monitor VHF Channels 13, 16, and 79. Dredging will commence on Jan 25, 2021 to Feb 28, 2021, 7 days a week, 24 hrs a day. For questions or more information, contact Darrell Stewart at 812-868-7006.
Chart 11534

SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS IN THE FIFTH COAST GUARD DISTRICT

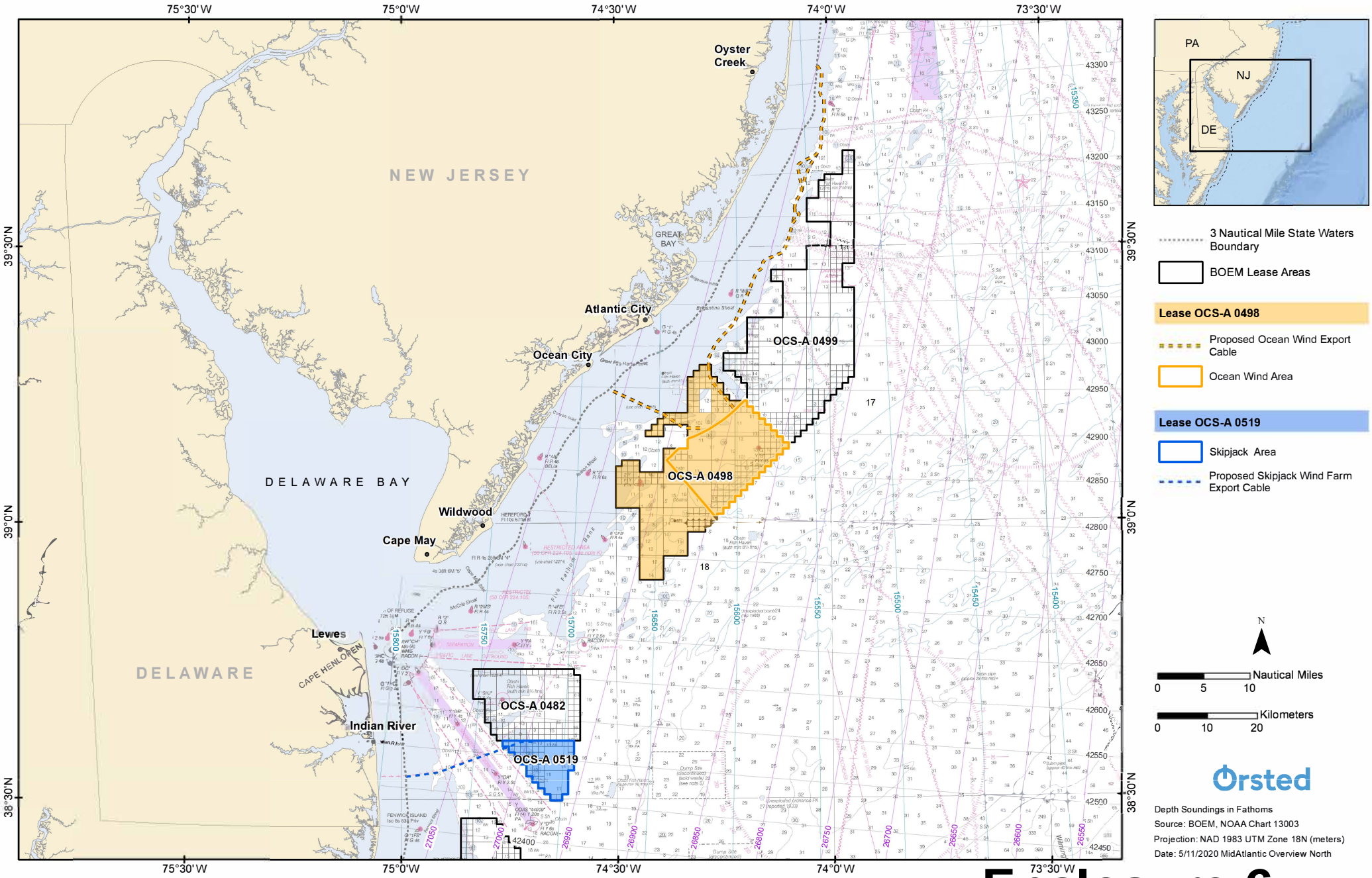
NEW OR UPDATED INFORMATION
New, updated or very important information in this enclosure will be highlighted in yellow.

VA – DC - UPPER POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - GEORGETOWN CHANNEL – FIREWORKS DISPLAY
A short-duration, aerial fireworks display is scheduled to occur along the Upper Potomac River on January 20, 2021, between 9 p.m. and 11 p.m. The fireworks will be launched from a site on land, in approximate position latitude 38°52'59.1" N, longitude 077°02'41.7" W, located at West Potomac Park in Washington, DC. Mariners authorized by the Coast Guard Captain of the Port Maryland-National Capital Region (COTP) to operate within established temporary security zone must heed the directions of the COTP's designated representative, who can be contacted by hailing "Patrol Commander" via Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard may be assisted by other Federal, state or local law enforcement agencies.
For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12289



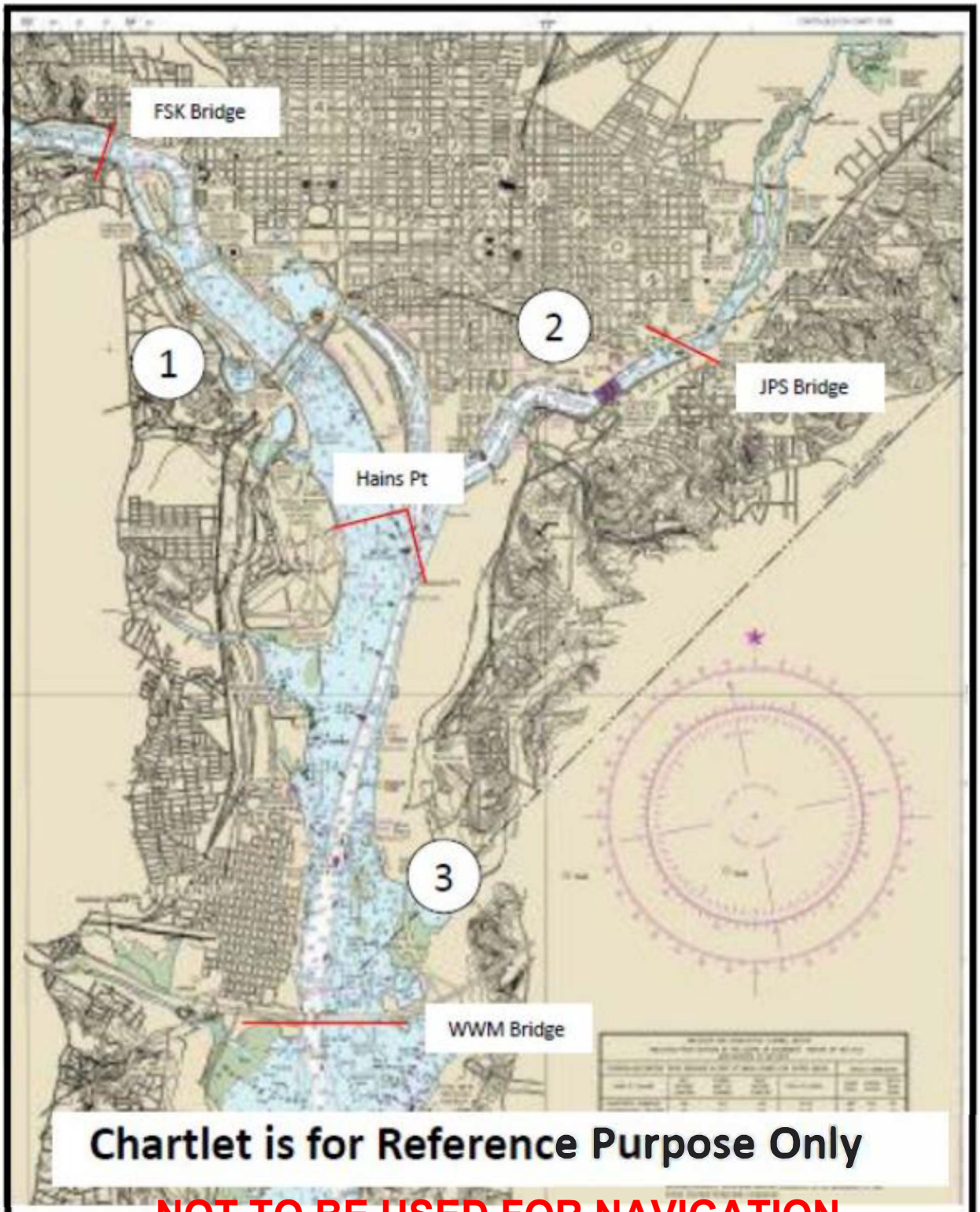
Kitty Hawk Offshore Wind Area and Cable Corridor

Enclosure 5



Enclosure 6

NOT TO BE USED FOR NAVIGATION

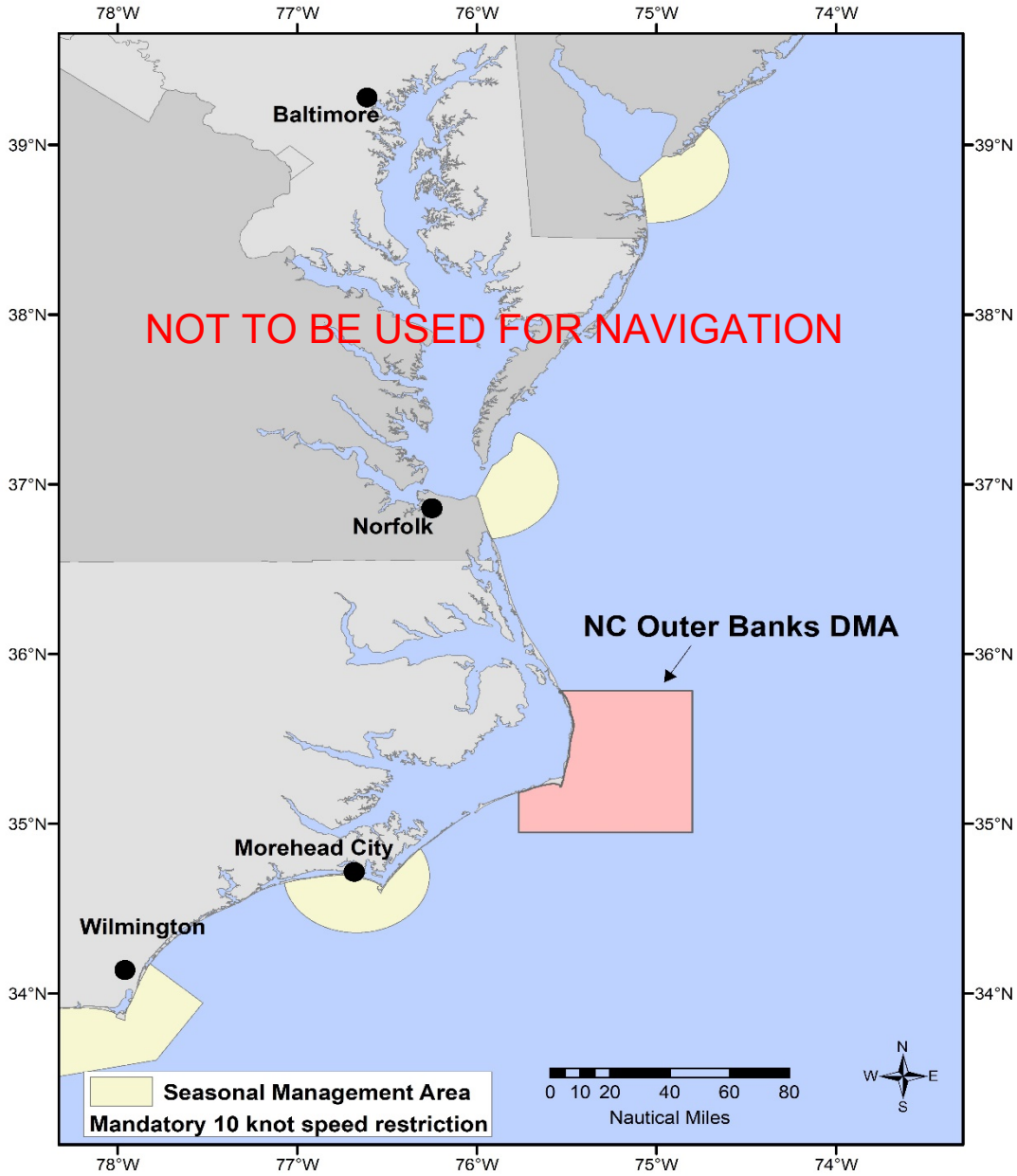


NOT TO BE USED FOR NAVIGATION

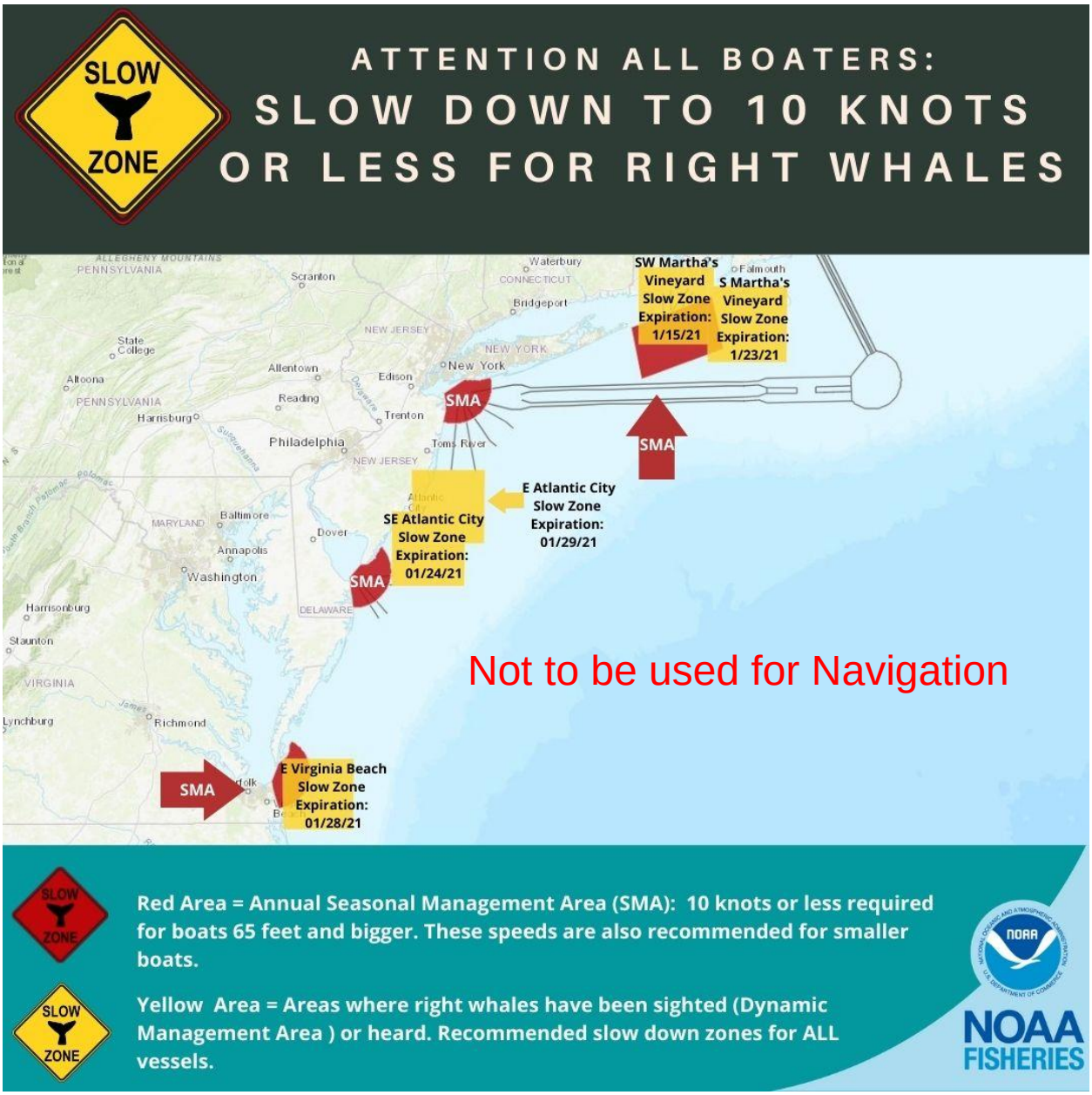
Zone 1 – Potomac River, from Francis Scott Key Bridge to Hains Point
Zone 2 – Anacostia River, from John Philip Sousa Bridge to Hains Point
Zone 3 – Potomac River, from Hains Point to Woodrow Wilson Memorial Bridge

Dynamic Management Area in Effect through January 25, 2021

NOAA urges vessels to route around the DMA or transit through at 10 knots or less

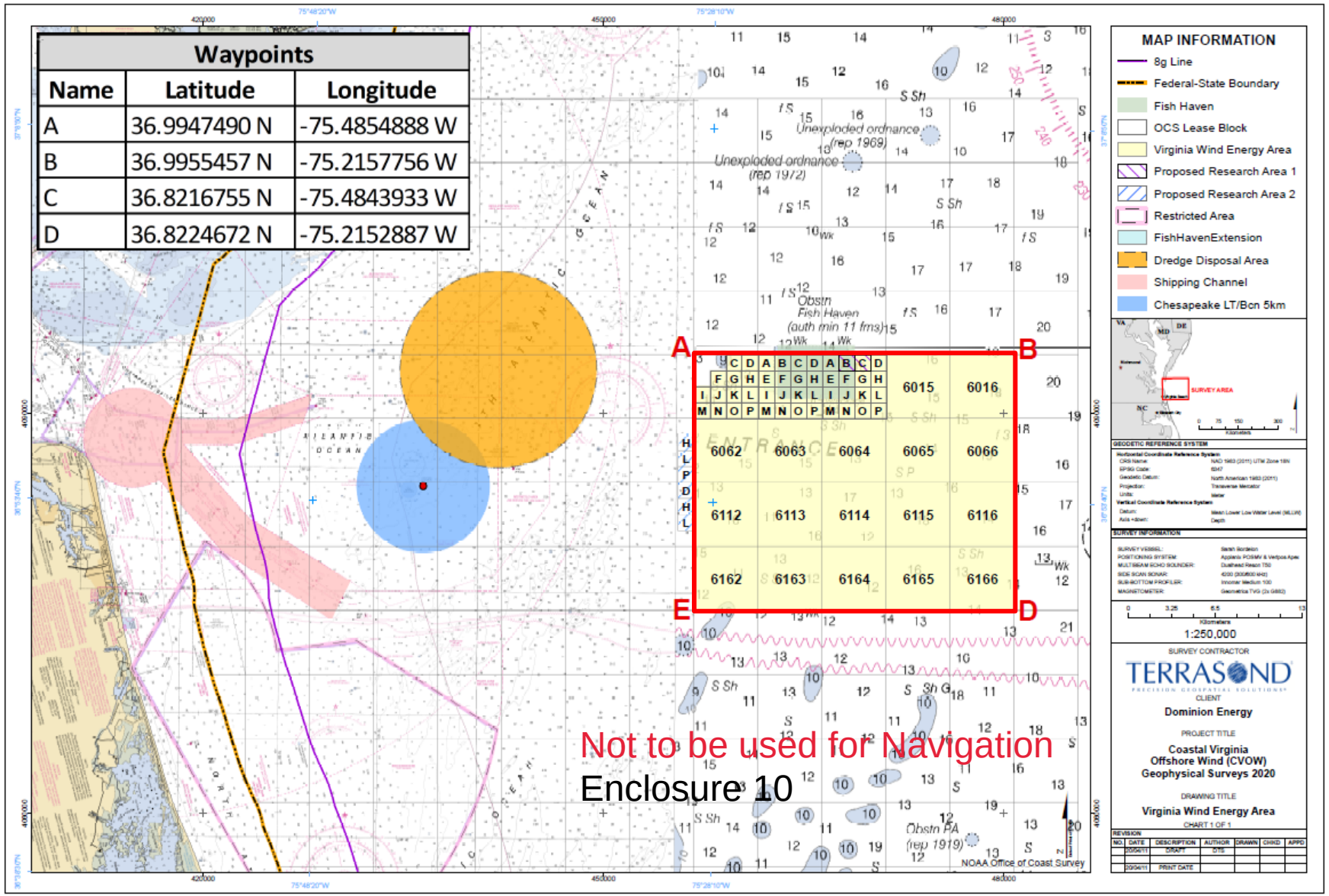


Enclosure 8


SLOW ZONE
ATTENTION ALL BOATERS:
SLOW DOWN TO 10 KNOTS
OR LESS FOR RIGHT WHALES
SW Martha's Vineyard Slow Zone Expiration: 1/15/21
S Martha's Vineyard Slow Zone Expiration: 1/23/21
SMA
SMA
E Atlantic City Slow Zone Expiration: 01/29/21
SE Atlantic City Slow Zone Expiration: 01/24/21
SMA
Not to be used for Navigation
SMA
E Virginia Beach Slow Zone Expiration: 01/28/21
Red Area = Annual Seasonal Management Area (SMA): 10 knots or less required for boats 65 feet and bigger. These speeds are also recommended for smaller boats.
Yellow Area = Areas where right whales have been sighted (Dynamic Management Area) or heard. Recommended slow down zones for ALL vessels.
NOAA FISHERIES

Enclosure 9

Dominion Energy CVOW Commercial Project

Geo-Physical Survey LNTM Rev. 4

Revised 11 Jan. 2021(25 Nov., 21 Sept., 13 April, 2020)