U.S. Department
of Homeland Security

United States
Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 Week: 04/20

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

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

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

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

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

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

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

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2019 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2019 (52th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2018 (50th) Edition.

NAVIGATION INTERNET SITES

2019 Light List/ Weekly Updates.
https://www.navcen.uscg.gov/pdf/lightLists/corrections/V2D05.pdf

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

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

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

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

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

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.

******NOAA – DISCONTINUING PAPER - RASTER CHARTS******

On November 15, 2019, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025. NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf. Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at https://www.nauticalcharts.noaa.gov/customer-service/assist/. Other concerns may be directed to your local NOAA Navigation Manager, https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at
https://devgis.charttools.noaa.gov/pod/.

LNM: 04/20

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

As described in Title 33 Code of Federal Regulations (CFR) § 165.508, the Coast Guard will be establishing a security zone encompassing certain waters of the Potomac River and Anacostia River, and adjacent waters, to safeguard high-ranking public officials during the State of the Union address in Washington, DC. The regulations in 33 CFR 165.508 will be enforced from noon through 11:59 p. m ., on February 4, 2020, 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. (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 regulation. The COTP Maryland-National Capital Region can be contacted at telephone number (410) 576- 2693.

Chart 12289 LNM: 02/20

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

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

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

LNM: 50/19

******COAST PILOT 3 – ATLANTIC COAST – SANDY HOOK NJ TO CAPE HENRY VA******

National Oceanic Atmospheric Administration (NOAA) – U.S. Coast Pilot 3, Atlantic Coast:

Sandy Hook, NJ to Cape Henry, VA, 53rd Edition, 2020, 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 2020 Edition cancels the preceding 2019 Edition, and incorporates all previous corrections.

LNM: 52/19

******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 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.

LNM: 43/19

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

Oregon Inlet Hatteras Inlet
Ocracoke Inlet Barden Inlet
Beaufort Inlet Bogue Inlet
New River Inlet Topsail Inlet
Masonboro Inlet Carolina Beach Inlet
Lockwoods Folly Inlet Shallotte Inlet

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

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

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

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

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
CCGD5 (D5) - 021, 024, 029, 034, 037-20.
Sector Delaware Bay (DB) - 010, 012-20.
Sector Maryland (MD) - 007, 009-20.
Sector Virigina (VA) - 015, 016, 017-20.
Sector North Carolina (NC) - 295, 311, 419, 445, 463, 464, 477-19, 013, 021, 022, 024, 027, 028, 029, 032-20.

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
120	Five Fathom Bank Lighted Buoy F	RAC INOP	12214	NONEDB	27/19	
165	Delaware Lighted Buoy D	RAC INOP	12214	NONEDB	28/19	
455	Chesapeake Bay Southern Approach Lighted Buoy 9	LT EXT	12200	002VA	02/20	
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	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	12200	503D5	47/19	
665	Ocracoke Inlet Entrance Lighted Whistle Buoy OC	MISSING	11550	NONENC	37/19	
680	Cape Lookout Shoals Lighted Buoy 2	MISSING	11543	467NC	50/19	
755	Camp Lejeune Danger Zone Lighted Buoy D	MISSING	11543	203NC	24/19	
825	Frying Pan Shoals Slough Buoy 1	MISSING	11536	466NC	50/19	
1100	Little Egg Inlet Lighted Buoy 1	MISSING	12316	345DB	51/19	
1525	South Shoal Lump Buoy 8B	MISSING	12216	213DB	32/19	
1555	Brandywine Shoal Light	REDUCED INT	12214	347DB	51/19	
1640	Ship John Shoal Light	LT EXT	12304	322DB	45/19	
2043	Harbor of Refuge Lighted Mooring Buoy CG	LT EXT	12216	010DB	03/20	
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16	
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19	
2680	Salem River Entrance Channel Light 7	REDUCED INT/STRUCT DMGD	12277	171DB	18/18	
2874	Pea Patch Island Dike Warning Light E	LT EXT/STRUCT DMGD	12311	433DB	39/18	
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15	
4439	Middle Island West Channel Daybeacon 5	STRUCT DEST	12216	145DB	09/18	
6390	Virginia Inside Passage Daybeacon 221	STRUCT DEST/TRLB	12224	014HR	02/16	
6620	Wachapreague Inlet Buoy 6	DAYMK DMGD	12210	NONEHR	22/19	
6920	Great Machipongo Channel Light 8	STRUCT DEST/TRLB	12210	135HR	22/16	
6991	Sand Shoal Channel Daybeacon 3	STRUCT DEST/TRUB	12224	421HR	29/15	

7145	Chesapeake Channel Lighted Buoy 22	LT EXT	12222	013VA	03/20
7240	Chesapeake Channel Lighted Buoy 40	LT EXT	12221	001VA	01/20
7290	Rappahannock Shoal Channel South Range Front Light	LT EXT	12226	011VA	03/20
7295	Rappahannock Shoal Channel South Range Rear Light	LT EXT	12226	111HR	20/19
8155	Brewerton Channel Range Rear Light	LT EXT	12281	171MD	24/19
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
9765	Western Branch Channel Daybeacon 7	STRUCT DEST/TRLB	12253	287HR	38/19
10085	Elizabeth River Southern Branch Light 30	STRUCT DMGD	12253	339HR	46/19
10360	Long Creek East Channel Daybeacon 7	STRUCT DMGD/TRLB	12254	NONEHR	33/19
10495	**Little Creek Harbor Range Front Light**	**LT EXT**	**12255**	**017VA**	**04/20**
10575	Willoughby Bay Channel Warning Daybeacon A	STRUCT DEST/TRLB	12245	417HR	33/18
10635	Naval Boat Channel Light 6	STRUCT DEST/TRLB	12245	363HR	48/19
10975	Sunset Creek Daybeacon 3	STRUCT DMGD	12245	281HR	37/19
11017	Nansemond River Channel Light 2NR	STRUCT DMGD	12245	246HR	34/19
11893	Hog Island Cutoff Wreck Light WR7	STRUCT DEST/HAZ NAV/TRLB	12248	440HR	36/18
12585	Appomattox River Channel Daybeacon 14	STRUCT DEST/TRLB	12252	207HR	28/19
12795	James River Channel Light 168	DAYMK DMGD	12252	NONEVA	51/19
12935	**Back River Channel Light 7**	**STRUCT DEST/TRLB**	**12222**	**016VA**	**04/20**
13270	Bennett Creek - Poquoson River Light 4	STRUCT DEST/TRLB	12238	047HR	10/19
13435	York River Entrance Channel Lighted Buoy 9	LT EXT	12238	376VA	52/19
13457	NOAA Lighted Data Buoy YS	OFF STA	12238	037HR	08/19
13497	**York River East Range Rear Light**	**LT EXT**	**12241**	**015VA**	**04/20**
13565	York River Channel Lighted Buoy 22	LT EXT	12241	378VA	52/19
15420	Rappahannock River Lighted Buoy 13	LT EXT	12237	377VA	52/19
15603	**Hoskins Creek Light 2**	**DAYMK MISSING**	**12237**	**018VA**	**04/20**
15605	**Hoskins Creek Directional Light**	**DAYMK MISSING**	**12237**	**019VA**	**04/20**
17420	Neale Sound Channel Daybeacon 9	STRUCT DMGD/TRLB	12286	NONEMD	37/19
18265	Occoquan River Channel Light 2	STRUCT DEST	12289	485MD	37/18
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST/TRLB	12284	351MD	24/18
20185	Magothy River Light 9	STRUCT DMGD/TRLB	12282	287MD	38/19
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20
21725	Occohannock Creek Daybeacon 10	STRUCT DEST/TRUB	12226	144HR	05/18
22285	Hunting Creek Daybeacon 9	STRUCT DEST/TRLB	12228	162HR	25/19
23080	Big Thorofare Channel Daybeacon 21	MISSING/TRUB	12228	134MD	19/19
23095	Big Thorofare Channel Daybeacon 27	STRUCT DEST/TRUB	12228	128MD	16/19
23260	Big Thorofare West Light 15	STRUCT DEST/TRLB	12228	271MD	36/19
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRDBN	12261	123MD	04/18
24530	Honga River Back Creek Entrance Channel Light 1BC	STRUCT DEST/TRLB	12261	201MD	08/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19
26300	Crab Alley Bay Daybeacon 6	DAYMK MISSING/TRLB	12270	465MD	35/18
26320	Crab Alley - Little Creek Daybeacon 4	STRUCT DEST/TRLB	12270	113MD	04/18
27975	Oregon Inlet Lighted Buoy 1	OFF STA	12204	428NC	37/19
28255	Old House Channel Daybeacon 7	STRUCT DEST/TRUB	12204	487NC	51/19
28295	Old House Channel Light 15	STRUCT DEST/TRLB	12204	404NC	44/19
28325	Walter Slough Daybeacon 6	STRUCT DEST/TRUB	12204	153NC	19/19
28490	Roanoke Sound Channel Daybeacon 24	STRUCT DEST/TRUB	12204	NONENC	37/19
28570	Roanoke Sound Channel Daybeacon 31	STRUCT DEST	12204	NONENC	23/19

28620	Roanoke Sound Channel Light 42	DAYMK MISSING/STRUCT DMGD	12204	NONENC	38/19
28650	Hatteras Inlet Lighted Buoy 4	MISSING	11555	345NC	29/17
28653	Hatteras Inlet Lighted Buoy 5	MISSING	11555	NONENC	40/18
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
28795	Hatteras Inlet Channel Daybeacon 26	STRUCT DEST/TRUB	11555	468NC	48/19
28860	Rollinson Channel Daybeacon 41	STRUCT DEST/TRLB	11555	NONENC	37/19
28895	Ocracoke Inlet Entrance Lighted Whistle Buoy OC	MISSING	11550	NONENC	37/19
28900	Ocracoke Inlet Buoy 1	OFF STA/HAZ NAV	11550	NONENC	24/19
28970	Teaches Hole Channel Light 30	DAYMK MISSING	11550	NONENC	37/19
29020	**Silver Lake Entrance Light 9**	**LT EXT**	**11550**	**028NC**	**04/20**
29061	Big Foot Slough Channel Buoy 9C	MISSING	11550	479NC	51/19
29329	Beaufort Inlet Channel Lighted Buoy 1	MISSING	11545	330NC	37/19
29740	New River Channel Light 13	STRUCT DMGD	11541	078NC	11/19
29985	New Topsail Inlet Buoy 2	MISSING	11541	210NC	18/18
30010	New Topsail Inlet Buoy 5	MISSING	11541	338NC	31/18
30135	Banks Channel Daybeacon 21	STRUCT DEST/TRUB	11541	246NC	28/19
30275	Carolina Beach Inlet Buoy 3	MISSING	11534	NONENC	45/19
30280	Carolina Beach Inlet Buoy 4	OFF STA	11534	106NC	14/19
30285	Carolina Beach Inlet Buoy 5	MISSING	11534		42/19
30285	Carolina Beach Inlet Buoy 5	OFF STA	11534	110NC	14/19
30355	**Cape Fear River Entrance Channel Lighted Buoy 9**	**LT EXT**	**11534**	**027NC**	**04/20**
30480	Cape Fear River Channel Lighted Buoy 20	MISSING/TRLB	11534	331NC	37/19
30545	Cape Fear River Channel Lighted Buoy 26	MISSING/TRLB	11534	390NC	43/19
30550	**Cape Fear River Channel Lighted Buoy 27**	**SINKING**	**11534**	**029NC**	**04/20**
31010	Lockwoods Folly Inlet Lighted Buoy 1	REDUCED INT	11534	014NC	02/20
31135	Calabash Creek Daybeacon 7	MISSING/TRUB	11534	216NC	25/19
31150	Calabash Creek Light 10	STRUCT DEST/TRLB	11534	140NC	17/19
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	220NC	18/15
31220	Poplar Branch Light 1	LT EXT/DAYMK MISSING	12204	NONENC	38/19
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
31790	Chowan River Entrance Light 2CR	REDUCED INT/DAYMK DMGD/STRUCT DMGD	12205	422NC	45/19
31820	Chowan River Light 12	STRUCT DMGD	12205	022NC	03/20
31970	Roanoke Island West Side Daybeacon 6	STRUCT DEST/TRUB	12204	327NC	38/19
32030	Stumpy Point Channel Light 10	STRUCT DEST/TRLB	12204	089NC	05/18
32075	Stumpy Point Target Warning Light E	DAYMK MISSING	11555	NONENC	37/19
32090	Long Shoal River Daybeacon 2	STRUCT DEST/TRUB	11552	360NC	38/19
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
32537	Brant Island Shoal Lighted Wreck Buoy WR2	MISSING	11548	NONENC	38/19
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
33715	Neuse River Channel Light 7	STRUCT DEST/TRLB	11552	002NC	01/20
33955	Slocum Creek Daybeacon 10	STRUCT DEST/TRLB	11552	271NC	31/19
34126	Neuse River Channel Daybeacon 50BB	STRUCT DEST/TRUB	11552	NONENC	39/18
34260	Trent River Daybeacon 4A	STRUCT DEST/TRUB	11552	374NC	34/18
34280	Trent River Daybeacon 9	STRUCT DEST/TRUB	11552	NONENC	39/18
34330	Core Sound Warning Light AA	LT EXT/DAYMK MISSING	11550	NONENC	38/19
34345	Core Sound Warning Light BB	LT EXT/DAYMK MISSING	11550	NONENC	38/19
34690	Core Sound Daybeacon 48	STRUCT DEST/TRLB	11545	411NC	38/18
35085	New Jersey Intracoastal Waterway Daybeacon 31	STRUCT DMGD	12324	307DB	42/19
35090	New Jersey Intracoastal Waterway Daybeacon 33	STRUCT DEST/TRLB	12324	001DB	01/20
35330	New Jersey Intracoastal Waterway Daybeacon 84	STRUCT DMGD	12324	094DB	19/19
35340	New Jersey Intracoastal Waterway Buoy 87	MISSING	12324	317DB	44/19
35770	New Jersey Intracoastal Waterway Light 189	STRUCT DMGD/TRUB	12316	266DB	36/19
35800	New Jersey Intracoastal Waterway Daybeacon 197	STRUCT DEST	12316	140DB	24/19
36015	New Jersey Intracoastal Waterway Buoy 265	MISSING/TRUB	12316	142DB	24/19
36935	Deep Creek Daybeacon 1	STRUCT DEST/DAYMK MISSING/TRLB	12253	224HR	32/19
37060	Elizabeth River Southern Branch Light 30	STRUCT DMGD	12253	339HR	46/19
37140	Elizabeth River Southern Branch Light 47	STRUCT DEST	12253	587HR	51/18
37355	Great Bridge to Albemarle Sound Light 33	LT IMCH	12206	269HR	37/19
37570	Great Bridge to Albemarle Sound Daybeacon 104	STRUCT DEST/TRUB	12206	009NC	01/20
37995	Alligator River Daybeacon 52	STRUCT DEST/TRUB	11553	180NC	21/19
38285	Neuse River Channel Light 7	STRUCT DEST/TRLB	11552	002NC	01/20
38440	Russell Slough Junction Light RS	MISSING/TRLB	11541	492NC	52/19
38620	Morehead City Harbor Channel Daybeacon 7	STRUCT DEST/TRUB	11547	229NC	26/19
39240	Bogue Sound - New River Light 65A	MISSING/TRLB	11541	380D5	36/19
39945	**Cape Fear River Channel Lighted Buoy 27**	**SINKING**	**11534**	**029NC**	**04/20**
39960	Cape Fear River Channel Lighted Buoy 26	MISSING/TRLB	11534	390NC	43/19
40015	Cape Fear River Channel Lighted Buoy 20	MISSING/TRLB	11534	331NC	37/19
40180	Lockwoods Folly River Daybeacon 12	STRUCT DEST/TRUB	11534	NONENC	37/19
40230	Cape Fear River - Little River Buoy 47A	MISSING	11534	472NC	50/19
40255	Cape Fear River - Little River Light 51A	STRUCT DEST/TRLB	11534	001NC	01/20
40335	Cape Fear River - Little River Daybeacon 80	MISSING/TRUB	11534	485NC	49/19
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19
40440	Cape Fear River - Little River Daybeacon 113	STRUCT DMGD/TRLB	11534	278NC	31/19

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
390	North Chesapeake Entrance Lighted Gong Buoy NCB	RESET ON STATION	12208	225HR	32/19	04/20
410	Chesapeake Bay Southern Approach Lighted Whistle Buoy CB	WATCHING PROPERLY	12208	191HR	26/19	04/20
1677	Cape May Canal West Entrance Buoy 12	RESET ON STATION	12316	011DB	03/20	04/20

2495	Reedy Island Dike Lower Buoy 2	RESET ON STATION	12311	007D5	36/19	04/20
5135	Sinepuxent Bay Channel Buoy 35	RESET ON STATION	12211	380MD	50/19	04/20
7090	Chesapeake Channel Lighted Buoy 12	RESET ON STATION	12254	014VA	03/20	04/20
7760	Thomas Point Shoal Light	WATCHING PROPERLY	12270	008MD	04/20	04/20
13030	Back River Channel Light 13	WATCHING PROPERLY	12222	374VA	52/19	04/20
30553	Lower Midnight Channel South Range Front Light	RELIGHTED	11534	030NC	04/20	04/20
30554	Lower Midnight Channel South Range Rear Light	WATCHING PROPERLY	11534	031NC	04/20	04/20
30560	Reaves Point Channel Range Rear Light	RELIGHTED	11534	026NC	03/20	04/20
30805	Big Island Upper South Range Rear Light	RELIGHTED	11537	023NC	03/20	04/20
33115	South Creek Channel Light 4	WATCHING PROPERLY	11554	017NC	03/20	04/20
39940	Reaves Point Channel Range Rear Light	RELIGHTED	11534	026NC	03/20	04/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2119.04	Herring Creek Daybeacon 4	STRUCT DMGD	12216	172DB	28/19	
2805	**Bulkhead Shoal Channel Lighted Buoy 6A**	**OFF STA**	**12311**	**012DB**	**04/20**	
4925	Ocean Pines Yacht Club Light 2	LT EXT	12211	239MD	31/19	
7095	Chesapeake Channel Tunnel South Light	LT EXT	12221	158HR	25/19	
9522	Lehigh Portland Cement Lighted Mooring Dolphin A	LT EXT	12245	372VA	51/19	
9940	Norfolk Waterside Pier Light	LT EXT	12253	004HR	02/18	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10186	Lynnhaven River Daybeacon 1LR	STRUCT DEST	12254	080HR	08/15	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	
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	
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	
12143.71	Barretts Point Daybeacon 3	MISSING/STRUCT DEST	12251	291HR	39/19	
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	
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	

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
15005	Broad Creek Northern Branch Daybeacon 1N	DAYMK DMGD	12235	234HR	24/13
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
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST	12288	NONEMD	24/19
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.3	Tanner Creek Daybeacon 2	DAYMK DMGD	12233	196MD	08/18
18793.6	Tanner Creek Warning Daybeacon B	DAYMK MISSING	12233	197MD	08/18
19375	South Herrington Harbour Light 5	DAYMK DMGD	12266	139MD	19/19
19613	South River Warning Buoy B	MISSING	12270	NONEMD	39/18
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT IMCH	12282	221MD	30/19
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20705	Sollers Point Daybeacon 1	STRUCT DEST	12281	106MD	13/19
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	369MD	27/18
22430	Pocomoke Sound State Boundary Line Daybeacon H	STRUCT DEST/TRUB	12228	165MD	13/15
22440	Pocomoke Sound State Boundary Line Daybeacon K	STRUCT DEST/TRUB	12228	NONEMD	31/15
22865	Jenkins Creek Daybeacon 3	STRUCT DEST	12231	023MD	04/19
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD	12272	321MD	44/17
27635	Fishing Battery Buoy 1	MISSING	12274	319MD	41/19
27640	Fishing Battery Buoy 2	MISSING	12274	320MD	41/19
27675	Havre De Grace Yacht Basin Buoy 1	OFF STA/DAYMK IMCH	12274	340MD	44/19
27680	Havre De Grace Yacht Basin Buoy 2	OFF STA	12274	341MD	44/19
27683	Havre De Grace Yacht Basin Buoy 3	OFF STA/DAYMK IMCH	12274	342MD	44/19
27685	Havre De Grace Yacht Basin Buoy 4	OFF STA/DAYMK IMCH	12274	343MD	44/19
27690	Havre De Grace Yacht Basin Buoy 5	OFF STA/DAYMK IMCH	12274	344MD	44/19
27693	Havre De Grace Yacht Basin Buoy 6	OFF STA/DAYMK IMCH	12274	345MD	44/19
28552	Shallowbag Bay Warning Light A	DAYMK MISSING	12205	582NC	47/17
28553	ShallowBag Bay Warning Light D	DAYMK MISSING	12205	583NC	47/17
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
29273.3	Shell Point Channel Daybeacon 6	STRUCT DEST	11545	413NC	39/18
30477	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31055	Shallotte Inlet Buoy 1	MISSING	11534	256NC	29/19
31060	Shallotte Inlet Buoy 2	MISSING	11534	005NC	01/14
31065	Shallotte Inlet Buoy 3	MISSING	11534		21/19
31065	Shallotte Inlet Buoy 3	MISSING	11534	257NC	29/19
31080	Shallotte Inlet Buoy 6	MISSING	11534	258NC	29/19
31082	Shallotte Inlet Buoy 7	MISSING	11534	260NC	34/19
31087	Shallotte Inlet Buoy 9	MISSING	11534	317NC	23/13
31090	Shallotte Inlet Buoy 11	MISSING	11534	259NC	29/19

31270	Southern Shores Daybeacon 1	DAYMK DMGD	12204	NONENC	26/17
31275	Southern Shores Daybeacon 2	DAYMK IMCH	12204	NONENC	30/17
31305	Southern Shores Junction Daybeacon JG	STRUCT DEST	12204	NONENC	30/17
31315	Southern Shores Daybeacon 10	STRUCT DEST	12204	NONENC	30/17
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
38680	Eight And One Half Marina Daybeacon 1	DAYMK MISSING	11541	NONENC	41/19
38700	Eight And One Half Marina Daybeacon 5	DAYMK MISSING	11541	NONENC	41/19
39125	Cow Creek Channel Daybeacon CC	STRUCT DEST/TRUB	11541	398NC	44/19
39185	Cow Creek Channel Daybeacon 16	DAYMK MISSING	11541	NONENC	24/19
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
40017	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
	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
	Colington Harbor Entrance Light 5	DAYMK DMGD	12205	290NC	26/17
	Colington Harbor Entrance Light 6	DAYMK DMGD	12205	NONENC	30/17
	Deep Water Point Light 2	LT EXT	12316	331DB	47/19
	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
	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
	Jean Guite Creek Daybeacon 1	STRUCT DEST	12205	NONENC	33/17
	Jean Guite Creek Daybeacon 2	DAYMK IMCH	12205	NONENC	33/17

Price Creek Buoy 3	OFF STA	12270	277MD	37/19
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
3445	Schuylkill River Buoy 7	DISCONTINUED FOR DREDGING	12313	475D5	44/19	
8117	**NOAA Lighted Data Buoy SN**	**DISCONTINUED**	**12278**	**NONED5**	**04/20**	
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	
9595	Elizabeth River Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	518D5	49/19	
9600	Elizabeth River Channel Lighted Buoy 18	RELOCATED FOR DREDGING	12245	518D5	49/19	
9605	Elizabeth River Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	518D5	49/19	
9625	Elizabeth River Channel Lighted Buoy 21	RELOCATED FOR DREDGING	12245	518D5	49/19	
13100	Back River Channel Light 25	DISCONTINUED FOR DREDGING	12222	240D5	25/19	
19697	NOAA Lighted Data Buoy AN	DISCONTINUED	12283	148D5	16/19	
28027	Oregon Inlet Lighted Buoy 13	RELOCATED FOR DREDGING	12204	181D5	21/19	
28055	Oregon Inlet Buoy 17	DISCONTINUED FOR DREDGING	12204	524D5	50/19	
28447	Wanchese Channel Buoy 2A	DISCONTINUED FOR DREDGING	12204	471-19	44/19	
29245	Barden Inlet Light 26	TRDBN	11545	503D5	32/17	
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17	
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17	
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17	
29260	Barden Inlet Light 32	TRDBN	11545	503D5	32/17	

29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29270	Barden Inlet Light 35	TRDBN	11545	503D5	32/17
30037	New Topsail Inlet Buoy 11	DISCONTINUED	11541	502D5	45/18
30040	New Topsail Inlet Buoy 12	DISCONTINUED	11541	502D5	45/18
30047	New Topsail Inlet Buoy 14	DISCONTINUED	11541	502D5	45/18
30048.02	Banks Slough Channel Buoy 3	DISCONTINUED	11541	502D5	45/18
30048.04	Banks Slough Channel Buoy 4	DISCONTINUED	11541	502D5	45/18
30048.08	Banks Slough Channel Buoy 7	DISCONTINUED	11541	502D5	45/18
30140.02	Old Topsail Creek Buoy 2	DISCONTINUED	11541	497D5	44/18
30140.04	Old Topsail Creek Buoy 4	DISCONTINUED	11541	497D5	44/18
30140.05	Old Topsail Creek Buoy 5	DISCONTINUED	11541	497D5	44/18
30140.06	Old Topsail Creek Buoy 6	DISCONTINUED	11541	497D5	44/18
30140.07	Old Topsail Creek Buoy 6A	DISCONTINUED	11541	497D5	44/18
30140.08	Old Topsail Creek Buoy 7	DISCONTINUED	11541	497D5	44/18
30140.09	Old Topsail Creek Buoy 8	DISCONTINUED	11541	497D5	44/18
30140.11	Old Topsail Creek Buoy 11	DISCONTINUED	11541	497D5	44/18
30140.12	Old Topsail Creek Buoy 12	DISCONTINUED	11541	497D5	44/18
30140.13	Old Topsail Creek Buoy 13	DISCONTINUED	11541	497D5	44/18
30140.14	Old Topsail Creek Buoy 14	DISCONTINUED	11541	497D5	44/18
30140.15	Old Topsail Creek Buoy 15	DISCONTINUED	11541	497D5	44/18
30140.16	Old Topsail Creek Buoy 16	DISCONTINUED	11541	497D5	44/18
30140.17	Old Topsail Creek Buoy 17	DISCONTINUED	11541	497D5	44/18
30140.25	Old Topsail Creek Buoy 12A	DISCONTINUED	11541	497D5	44/18
30580	Sunny Point Terminal South Entrance Lighted Buoy 7S	RELOCATED FOR DREDGING	11534	532-19	50/19
30586	Sunny Point Terminal South Entrance Lighted Buoy 9S	RELOCATED FOR DREDGING	11534	532-19	50/19
30695	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
30795	Cape Fear River Channel Lighted Buoy 52	RELOCATED FOR DREDGING	11537	521D5	50/19
30810	Cape Fear River Channel Lighted Buoy 54	DISCONTINUED FOR DREDGING	11537	521D5	50/19
38825	Peletier Creek Entrance Channel Buoy 2	DISCONTINUED	11541	556D5	51/18
38830	Peletier Creek Entrance Channel Daybeacon 3	DISCONTINUED	11541	556D5	51/18
38833	Peletier Creek Entrance Channel Buoy 4	DISCONTINUED	11541	556D5	51/18
39601	New River - Cape Fear River Buoy 122A	RELOCATED FOR DREDGING	11541	153D5	17/19
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
3435	Schuylkill River Reserve Basin Junction Buoy RB	Returned to Assigned Position	12313	021D5	44/19	04/20
3450	Schuylkill River Buoy 8	Returned to Assigned Position	12313	021D5	44/19	04/20
3455	Schuylkill River Buoy 10	Returned to Assigned Position	12313	021D5	44/19	04/20

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.

11541 42nd Ed. 01-FEB-19 Last LNM: 22/19 NAD 83 04/20
ChartTitle: **Intracoastal Waterway Neuse River to Myrtle Grove Sound**
CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A

RELOCATE	Bogue Sound - New River Light 46C	CGD05 from 34-41-04.658N	077-07-24.521W
		to 34-41-04.200N	077-07-24.510W

11555 43rd Ed. 01-SEP-18 Last LNM: 18/19 NAD 83 04/20
ChartTitle: **Cape Hatteras-Wimble Shoals to Ocracoke Inlet**
Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOKE INLET - -. Page/Side: -

CHANGE	Hatteras Inlet Channel Buoy 15	CGD05 at 35-12-10.110N	075-43-51.290W
CHANGE	Hatteras Inlet Channel Lighted Buoy 17	CGD05 at 35-12-08.780N	075-43-46.460W

12316 37th Ed. 01-OCT-18 Last LNM: 43/19 NAD 83 04/20
ChartTitle: **Intracoastal Waterway Little Egg Harbor to Cape May;Atlantic City**
CHART NJ-IWW-LITTLE EGG HARBOR TO CAPE MAY. Page/Side: N/A

RELOCATE	Cape May Canal West Entrance Buoy 12	CGD05 from 38-58-01.024N	074-57-31.484W
		to 38-58-01.541N	074-54-31.494W

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)

******MD – APPROCHES TO BALTIMORE – MIDDLE RIVER – CHANGES TO AIDS TO NAVIGATION******

On or about March 16, 2020 the Coast Guard will:
Relocate Middle River Approach Lighted Buoy 1 (LLNR 27110) to approximate position 39 16 21.640N, 76 20 10.710W and rename to Middle River Lighted Buoy 1MR (LLNR 27110).
Discontinue Middle River Approach Lighted Buoy 3 (LLNR 27115).
Charts: 12274 12278 LNM: 03/20

******MD – APPROACHES TO BALTIMORE – WORTON CREEK – CHANGE IN SEASONAL STATUS******

On or about March 16, 2020, Warton Creek Lighted Buoy 2 (LLNR 27390) will be maintained from Mar 15 to Dec 1.
Chart 12278 LNM: 03/20

******MD – HEAD OF CHESAPEAKE BAY – SASSAFRAS RIVER – CHANGES TO THE AIDS TO NAVIGATION******

On or about February 3, 2020 the Coast Guard will make the following changes to the aids marking the Sassafras River.
Convert: Sassafras River Channel Lighted Buoy 2 (LLNR 27435) to Sassafras River Light 2SR in approximate position: 39 22 38.880N, 75 59 39.930W with a flashing 2.5 second red light and TR dayboards.
Convert: Sassafras River Channel Buoy 3 (LLNR 27440) to Sassafras River Daybeacon 3 in approximate position: 39 22 19.700N, 75 59 02.250W with SG dayboards.
Establish: Sassafras Daybeacon 4 in approximate position: 39 22 02.890N, 75 58 46.770W with TR dayboards.
Discontinue: Sassafras River Channel Buoy 5 (LLNR 27450).
Discontinue: Sassafras River Channel Buoy 6 (LLNR 27455).
Relocate: Sassafras River Channel Light 7 (LLNR 27460) to approximate position: 39 22 38.680N, 75 57 50.520W and rename to Sassafras River Light 5.
Convert: Sassafras River Channel Buoy 8 (LLNR 27465) to Sassafras River Daybeacon 6 in approximate position: 39 22 29.650N, 75 57 22.210W with TR dayboards.
Relocate: Sassafras River Channel Light 9 (LLNR 27470) to approximate position: 39 22 11.230N, 75 56 33.310W with a flashing 2.5s green light and rename to Sassafras River Light 7.
Convert: Sassafras River Channel Light 10 (LLNR 27495) to Sassafras River Daybeacon 8 in approximate position: 39 22 14.010N, 75 55 45.880W.
Convert Sassafras River Channel Buoy 12 (LLNR 27500) to Sassafras River Light 10 in approximate position: 39 21 50.690N, 75 54 43.900W with a flashing 2.5 second red light and TR dayboards.
Convert: Sassafras River Channel Buoy 14 (LLNR 27505) to Sassafras River Daybeacon 12 in approximate position: 39 21 54.850N, 75 53 44.670W with TR dayboards.

Charts: 12273 12274 LNM: 02/20

******MD – VA – UPPER POTOMAC RIVER – LOWER CEDAR POINT TO GEORGETOWN – SEASONAL BUOYS******

The following buoy stations will not be replaced by Lighted Ice Buoys (LIB)s of reduced intensity from 1 Dec 2019 to 15 Mar 2020. The summer hulls will remain on station over the winter.
Upper Potomac River Channel Lighted Buoy 2 (LLNR 17755)
Upper Potomac River Channel Lighted Buoy 11 (LLNR 17865)
Upper Potomac River Channel Lighted Buoy 13 (LLNR 17870)
Upper Potomac River Channel Lighted Buoy 18 (LLNR 17890)
Upper Potomac River Channel Lighted Buoy 21 (LLNR 17905)
Upper Potomac River Channel Lighted Buoy 22 (LLNR 17910)
Upper Potomac River Channel Lighted Buoy 27 (LLNR 18015)
Upper Potomac River Channel Lighted Buoy 47 (LLNR 18235)
Upper Potomac River Channel Lighted Buoy 51 (LLNR 18255)
Upper Potomac River Channel Lighted Buoy 55 (LLNR 18325)
Upper Potomac River Channel Lighted Buoy 59 (LLNR 18345)
Upper Potomac River Channel Lighted Buoy 60 (LLNR 18350)
Upper Potomac River Channel Lighted Buoy 62 (LLNR 18365)
Upper Potomac River Channel Lighted Buoy 64 (LLNR 18370)
Upper Potomac River Channel Lighted Buoy 67 (LLNR 18385)
Upper Potomac River Channel Lighted Buoy 71 (LLNR 18395)
Upper Potomac River Channel Lighted Buoy 77 (LLNR 18510)
Upper Potomac River Channel Lighted Buoy 84 (LLNR 18580)
Upper Potomac River Channel Lighted Buoy 90 (LLNR 18600)
Alexandria Channel Lighted Buoy 6 (LLNR 18620)
Alexandria Channel Lighted Buoy 7A (LLNR 18660)
Hains Point Junction Lighted Buoy HP (LLNR 18705)
The following buoy stations will remain marked with Lighted Ice Radar Reflective Buoys (LIRB)s and are burning at reduced intensity.
Upper Potomac River Channel Lighted Buoy 23 (LLNR 17950)
Upper Potomac River Channel Lighted Buoy 33 (LLNR 18040)
Upper Potomac River Channel Lighted Buoy 45 (LLNR 18155)

Charts: 12288 12289 LNM: 48/19

MD – VA – SEACOAST - OCEAN CITY INLET TO CAPE HATTERAS – DISCONTINUANCE OF AIDS TO NAVIGATION

UPDATED. On or about 18 Feb 2020 the Coast Guard will begin discontinuing the below aids to navigation:
Little Gull Bank Buoy LG (LLNR 250)
Winter Quarter Shoal Lighted Buoy 6 (LLNR 270)
Parramore Bank Lighted Buoy 10 (LLNR 315)
Hog Island Lighted Buoy 12 (LLNR 335)
Cape Charles Lighted Buoy 14 (LLNR 345)
Rudee Inlet Lighted Whistle Buoy RI (LLNR 500)
False Cape Lighted Buoy 4A (LLNR 545)

Charts: 12200 12210 12211 12221 12224 LNM: 48/19

******VA – THIMBLE SHOAL CHANNEL – AID RELOCATIONS FOR DREDGING******

In association with the ongoing dredging in Thimble Shoal Channel the Coast Guard will temporally relocate the below listed aids approximately 150' outside the channel toe, on or about February 10, 2020.
Thimble Shoal Channel Lighted Bell Buoy 9 (LLNR 9255) to approximate position: 36 58 39.290N, 76 07 55.810W.
Thimble Shoal Channel Lighted Buoy 10 (LLNR 9260) to approximate position: 36 58 51.630N, 76 07 51.130W.
Thimble Shoal Channel Lighted Buoy 11 (LLNR 9265) to approximate position: 36 59 04.490N, 76 09 33.370W.
Thimble Shoal Channel Lighted Buoy 12 (LLNR 9270) to approximate position: 36 59 16.700N, 76 09 28.240W.
Thimble Shoal Channel Lighted Buoy 13 (LLNR 9275) to approximate position: 36 59 29.590N, 76 11 10.610W.
Thimble Shoal Channel Lighted Buoy 14 (LLNR 9280) to approximate position: 36 59 41.900N, 76 11 05.800W.
Thimble Shoal Channel Lighted Buoy 15 (LLNR 9285) to approximate position: 36 59 54.800N, 76 12 48.130W.
Thimble Shoal Channel Lighted Buoy 16 (LLNR 9290) to approximate position: 37 00 07.090N, 76 12 43.360W.

Charts: 12222 12245 LNM: 04/20

******VA – ELIZABETH RIVER – DISCONTINUANCE OF AIDS TO NAVIGATION******

On or about 9 March 2020 the Coast Guard will discontinue Naval Base Pier Buoy 1 (LL NR 9485).

Charts: 12222 12245 LNM: 02/20

******NC – CAPE HATTERAS - BARNEY SLOUGH – AID TO NAVIGATION CHANGES******

During second week of February, the Coast Guard Fifth District will change Barney Slough Channel Buoy 4 (LLNR 28721.7) to Barney Slough Channel Lighted Buoy 4 (LLNR 28721.7) showing a Fl R 2.5s light.

Chart 11555 LNM: 03/20

******NC – OCRACOKE INLET – AIDS TO NAVIGATION CHANGES******

During the second week of March, the Coast Guard Fifth District will discontinue Ocracoke Inlet Entrance Lighted Whistle Buoy OC (LLNR 665). And then establish Ocracoke Inlet Lighted Buoy 2 (LLNR 28905) with Q R 5M light, change Ocracoke Inlet Buoy 1 (LLNR 28900) to a lighted buoy with Q G 5M, and change Ocracoke Inlet Lighted Buoy 3 (LLNR 28910) to Fl G 2.5s 4M.

Charts: 11548 11550 11555 LNM: 02/20

******NC - BEAUFORT INLET – AID TO NAVIGATION CHANGES******

Based on the Waterway Analysis and Management System Review completed in March of 2019, the Coast Guard will commence Phase 1 of the renumbering and realignment of the aids to navigation in Beaufort Inlet during the last two weeks of February.
To align the marked channel entrance with navigation routes customarily followed by large commercial vessels, the following aid to navigation will be discontinued:
Beaufort Inlet Channel Lighted Buoy 1 (LLNR 29329)
Beaufort Inlet Channel Lighted Buoy 2 (LLNR 29330)
Beaufort Inlet Channel Lighted Buoy 3 (LLNR 29331)
Beaufort Inlet Channel Lighted Buoy 4 (LLNR 29332)
The below changes will be made to the following aids to navigation:
Beaufort Inlet Channel Lighted Whistle Buoy BM (LLNR 720/29328) remove RACON, Whistle and relocate to 34°36'39.830"N / 076°41'11.975"W.
Beaufort Inlet Channel Lighted Buoy 5 (LLNR 29333) renumber to Buoy 1, change to Q G, 5 NM, and relocate to 34°37'38.323"N / 076°40'57.393"W
Beaufort Inlet Channel Lighted Buoy 6 (LLNR 29334) renumber to Buoy 2, change to Q R 5 NM, and relocate to 34°37'36.621"N / 076°40'48.347"W
Beaufort Inlet Channel Lighted Buoy 7 (LLNR 29345) renumber to Buoy 3, change to Fl G 2.5s, 4 NM and relocate to 34°38'37.129"N / 076°40'43.291"W
Beaufort Inlet Channel Lighted Buoy 8 (LLNR 29350) renumber to Buoy 4, change to Fl R 2.5s 4 NM and relocate to 34°38'36.286"N / 076°40'34.158"W
Beaufort Inlet Channel Lighted Buoy 9 (LLNR 29355) renumber to Buoy 5, change to 4 NM and relocate to 34°39'35.422"N / 076°40'29.315"W
Beaufort Inlet Channel Lighted Buoy 10 (LLNR 29360) renumber to Buoy 6, and relocate to 34°39'33.858"N / 076°40'20.388"W
Beaufort Inlet Channel Lighted Buoy 13 (LLNR 29372) renumber to Buoy 7, and relocate to 34°40'34.000"N / 076°40'14.100"W
Beaufort Inlet Channel Lighted Buoy 12 (LLNR 29370) renumber to Buoy 8, change to 4 NM and relocate to 34°40'33.300"N / 076°40'06.750"W
Phase 2 is scheduled for April 2020, and for Morehead City Channel buoys 19 through 27, involves renumbering, use of foam buoys, discontinuing buoys 20 and 22, and converting Beaufort Harbor Channel Lighted Buoy 1BH to a Junction Buoy located along the Morehead City Channel.
Phase 3 is scheduled for May 2020, and for Beaufort Inlet Channel Buoys 15 through 17, involves renumbering, establishing two new buoys in the cutoff, and discontinuing the Fort Macon Reach Range. Mariners should monitor weekly Local Notice to Mariners for updates to project number 05-19-061.

Charts: 11520 11543 11544 11547 LNM: 03/20

******NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER - CAPE FEAR RIVER - LITTLE RIVER - DISCONTINUANCE OF AIDS TO NAVIGATION******

During the first week of April, the Coast Guard Fifth District will discontinue Cape Fear River - Little River Buoy 46A (LLNR 40223) and Cape Fear River - Little River Buoy 46B (LLNR 40224).

Charts: 11520 11544 11548 LNM: 04/20

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

Periodically, the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website:
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 with a request for comments as indicated.

LNM: 04/20

******MD – HEAD OF CHESAPEAKE BAY – NORTHEAST RIVER – ELK RIVER – PROPOSAL TO CHANGE AIDS TO NAVIGATION******

Due to the ongoing shoaling in the North East River, the Coast Guard Fifth District is proposing making the following changes:
Discontinue: Elk River Junction Buoy ER (LLNR 8970) Change Susquehanna River Junction Lighted Buoy A (LLNR 27585) to Susquehanna River Junction Light SN in approximate position: 39 26 39.190N-76 02 07.540W, with JG dayboards on multi-pile structure.
Change Northeast River Lighted Buoy 2 (LLNR 27835) to Northeast River Light 2 in approximate position: 39 29 23.080N-75 59 49.190W, with a flashing 2.5 second red light and TR dayboards.
Change Northeast River Buoy 4 (LLNR 27840) to Northeast River Light 4 in approximate position: 39 30 44.080N-75 59 28.270W, with a flashing 4 second red light and TR dayboards.
Change Northeast River Buoy 5 (LLNR 27845) to Northeast River Lighted Buoy 5 in approximate position: 39 31 53.050N-75 59 03.710W, with a flashing 2.5s green light and maintained from March 15 to December 1.
Relocate: Northeast River Lighted Buoy 6 (LLNR 27850) to approximate position: 39 32 36.410N-76 58 22.280W, change authorized hull reducing the daytime visibility to 1.2nm and radar range to 0.5nm, and maintain from March 15 to December 1.
Relocate: Northeast River Buoy 7 (LLNR 27855) to approximate position: 39 33 10.414N-75 58 30.304W, change authorized hull reducing the daytime visibility to 1.2nm and radar range to 0.5nm, and maintain from March 15 to December 1.
Change Northeast River Light 8 (LLNR 27860) to Northeast River Lighted Buoy 8 in approximate position: 39 33 41.080N-75 58 19.520W, with flashing 2.5second red light and maintained from March 15 to December 1.
Discontinue: Northeast River Buoy 9 (LLNR 27865).
Change Northeast River Light 10 (LLNR 27875) to Northeast River Lighted Buoy 10 in approximate position: 39 34 21.480N-75 57 51.090W and maintained from March 15 to December 1.
Discontinue: Northeast River Daybeacon 12 (LLNR27870).
Discontinue: Northeast River Light 14 (LLNR27880).
Discontinue: Northeast River Buoy 16 (LLNR 27890).
Discontinue: Northeast River Light 17 (LLNR 27895).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to January 20, 2020 to be considered in the analysis. Refer to project number 05-20-014(D) Send comments to 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 12274 LNM: 01/20

******NC – CAROLINA BEACH - PROPOSAL TO DISCONTINUE CAROLINA BEACH INLET ENTRANCE LIGHTED WHISTLE BUOY CB******

The Coast Guard Fifth District is proposing to discontinue Carolina Beach Inlet Entrance Lighted Whistle Buoy CB (LLNR 805) based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area. In addition, the Coast Guard is proposing to change Carolina Beach Inlet Buoy 1 (LLNR 30265) and Carolina Beach Inlet Buoy 2 (LLNR 30270) to lighted buoys with the flash characteristic of Fl 4s 5M.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to February 10, 2020 to be considered in the analysis. Refer to project number 05-20-017(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ethan Coble
Portsmouth, VA 23704

Charts: 11520 11534 11539 LNM: 51/19

******NC – SHALLOTTE INLET - PROPOSAL TO DISCONTINUE SHALLOTTE INLET LIGHTED WHISTLE BUOY SH******

The Coast Guard Fifth District is proposing to discontinue Shallotte Inlet Lighted Whistle Buoy SH (LLNR 870) based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to February 10, 2020 to be considered in the analysis. Refer to project number 05-20-018(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ethan Coble
Portsmouth, VA 23704

Charts: 11520 11534 11536 LNM: 51/19

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA, Danger Zone 334.130. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a rotating alternately red and white beacon by night. The balloon will be flown from a position at 37-50-38N, 75-28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37-50-16N, 75-29-07W. While the warning signal is displayed, all persons and vessels in the Danger Zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The Danger Zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N, 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

Charts: 12210 12211 LNM: 04/17

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

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

Charts: 12222 12254 LNM: 19/16

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

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white 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 LNM: 01/16

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

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

AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.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 LNM: 01/16

VA - COASTAL - STATE MILITARY RESERVATION, CAMP PENDLETON, VIRGINIA BEACH - SMALL ARMS LIVE FIRE SCHEDULE

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49′ 09″N, 075° 58′ 45″W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221 LNM: 13/16

DREDGING AND MARINE CONSTRUCTION CAUTIONS

Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. 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.

******NJ – SEA GIRT TO LITTLE EGG INLET – SHARK RIVER – CR18 – OCEAN AVE BRIDGE******

Emergency bridge repairs will be performed on the CR18 (Ocean Avenue) Bridge across the Shark River, at Monmouth County, NJ. The work will begin on January 15, 2020, to May 18, 2020. The repairs will require one bascule being left in the open position. The bridge tender can be reached on VHF/FM CH 13. Mariners should use caution when transiting the area.

Chart 12323 LNM: 02/20

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

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

Chart 12324 LNM: 52/19

NJ – BARNEGAT INLET TO OCEAN CITY– OFF SHORE – SURVEY ACTIVITIES

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

Chart 12318 LNM: 04/20

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

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

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

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

Chart 12300 LNM: 44/19

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

The New Jersey Department of Transportation (NJDOT), who owns and operates the New Jersey Route 35 Bridge across Manasquan River, mile 1.1, in Brielle, NJ, has requested a temporary deviation from the current operating regulation to replace the motor control center, which incorporates the main power distribution and electrical control for the bridge. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from Monday, January 20, 2020, to Friday, March 27, 2020. This deviation allows the bridge to remain in the closed-to-navigation position throughout the project. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 30 feet above mean high water. NJDOT will be able to provide bridge openings for emergency vessels provided that at least 1 hour notice is provided Mon-Fri, 7 a.m. to 4 p.m., and 4 hours notice at all other times for the duration of the project. Mariners may contact the Bridge operator at the Route 88 Inland Waterway Canal at 732-899-9341 to request emergency bridge openings for this location. Mariners should use caution when

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

transiting the area.

Chart 12324 LNM: 52/19

******NJ – NEW JERSEY INTRACOASTAL WATERWAY - LITTLE EGG HARBOR TO CAPE MAY - ATLANTIC CITY - US 30 - ABSECON BOULEVARD BRIDGE******

An engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance at US 30 (Absecon Boulevard) bridge, over New Jersey Intracoastal Waterway (NJICW), Beach Thorofare, at mile 67.2, in Atlantic City, NJ. The maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 30 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.

Chart 12316 LNM: 02/20

******NJ – INTRACOASTAL WATERWAY-LITTLE EGG HARBOR TO CAPE MAY-ATLANTIC CITY-INSIDE THOROFARE - US40-322 - N ALBANY AVE BRIDGE ******

An engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance at US40-322 (N Albany Ave) bridge, over New Jersey Intracoastal Waterway (NJICW), Inside Thorofare, at mile 70.0, in Atlantic City, NJ. The maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 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.

Chart 12316 LNM: 02/20

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.

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

Chart 12214 LNM: 33/19

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

From September 1, 2019 through January 31, 2020, South State Contractors will begin removal of timber piles and conduct dredging operations along the shore of the Delaware River at Artificial Island near the northern side of the Salem Nuclear Power Plant. All operations will occur outside the navigational channel. Operations will include 3 barges (200', 180', and 165') and various work boats. VHF channel 13 will be monitored for bridge to bridge communication. Expected work schedule will be Monday-Friday between 7:00AM and 3:30PM. Mariners are advised to use caution when transiting the area.

Chart 12311 LNM: 35/19

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

The Captain of the Port, Delaware Bay has set a Seasonal Ice Alert for navigation on the Delaware River, Delaware Bay, Chesapeake Canal, Delaware Canal, all existing tributaries, and the New Jersey and Delaware Shores. Mariners observing any ice conditions are asked to report them using the Coast Guard Sector Delaware Bay Ice Reporting Form located on the unit's website. The address is:
https://www.atlanticarea.uscg.mil/Our-Organization/District-5/District-Units/Sector-Delaware-Bay/
Mariners can also report conditions to the CG Sector Delaware Bay Command Center on VHF Channel 16 or call (215) 271-4807. If you have any questions contact the Waterways Management staff at (215) 271-4889.

LNM: 51/20

******PA – DELAWARE RIVER – MARCUS HOOK RANGE – BLASTING - DREDGING******

Safety Zones have been established for this project, please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at https://homeport.uscg.mil/port-directory/delaware-bay for updated information regarding the safety zones.

SAFETY ZONE TWO HAS BEEN ACTIVATED

Beginning Saturday, January 25, 2020, vessels desiring to anchor within Marcus Hook anchorage must obtain permission from the COTP at least 24 hours in advance, at (215) 271-4807. The COTP will permit one vessel at a time in Marcus Hook anchorage on a "first-come, first-served" basis. Only the northernmost portion of the anchorage may be utilized. The maritime public will be notified of any changes to vessel traffic patterns or availability of Marcus Hook Anchorage No. 7 via subsequent updates to this MSIB and Broadcast Notice to Mariners. Normally, this is a 48 hour

******PA – DELAWARE RIVER – MARCUS HOOK RANGE – BLASTING - DREDGING******

anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours during this time. Vessels that require an examination by the Public Health Service, Customs or Immigration authorities will be directed to an anchorage for the required inspection by the COTP. Vessels are encouraged to use Mantua Creek Anchorage (anchorage #9), Naval Base, Philadelphia Anchorage (anchorage #10), and Deepwater Point Anchorage (anchorage #6) as alternatives.

Great Lakes Dredge & Dock Company will be conducting drilling, rock blasting, and dredging operations in the Delaware River within the Marcus Hook Range. Operations will be conducted from through February 03, 2019. Dredge NEW YORK, drill boat APACHE, and support vessels will be operating in the area 24 hours per day 7 days per week.

Chart 12313 LNM: 02/20

******PA – DELAWARE RIVER – MARCUS HOOK ANCHORAGE - DREDGING******

Safety Zones have been established for this project. Please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at https://homeport.uscg.mil/port-directory/delaware-bay for updated information regarding the safety zones.

The Dredge ESSEX will commence dredging (pipeline placing) operations in the Marcus Hook Channel and Anchorage of the Delaware River on or about January 14, 2020. The project will continue until approximately February 29, 2020. A submerged pipeline will be placed from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river. The submerged pipeline will enter the Marcus Hook anchorage from the east and will terminate outside the red side of the main channel approximately across from Monroe Energy's Trainer facility. A floating pipeline will be attached to the submerged pipeline when the dredge arrives. The submerged pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage.

LNM: 02/20

******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.

Schuylkill River 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. Please see Enclosure 8 chartlet for further information. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.

Chart 12313 LNM: 02/20

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

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

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

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

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

The U.S. Army Corps of Engineers is currently evaluating the objects and assessing the potential for removal. Please see Enclosure 5 and 6 chartlets for further information. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.

Chart 12314 LNM: 52/19

******PA – NJ – DELAWARE RIVER – EDGEWATER CHANNEL – SUBMERGED OBJECT******

A submerged object has been reported in the Edgewater Channel on the Delaware River. Mariners are advised to use extreme caution when transiting this portion of the Delaware River as depth at mean low low water could be hazardous to navigation. Vessels drafting over 35 feet should avoid this area and transit around the object.

Edgewater Channel Object:
Minimum depth 37.1 feet at mean low low water.
Approximate location 40°04.32016N, 074°54.581715W.
Approximately 30 feet inside green toe.

The U.S. Army Corps of Engineers is currently evaluating the object and assessing the potential for removal. Please see Enclosure 7 chartlet for further information.

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

Chart 12314 LNM: 02/20

******DE – DELAWARE RIVER – MIDDLETOWN – CABLE LAYING******

Marpro Marine LLC will begin underwater trenching, jetting, and burial of submarine cables on the Delaware River, outside of the navigable channel, in the vicinity of Middletown, DE, at approximate position Latitude: 39°27'31.10"N - Longitude: 75°34'44.33"W. Project work is expected from January 13, 2020, through February 25, 2020. Project vessels involved will include barges NS43 & NS91 and tug/push boats FRANKLIN & INTREPID.

******DE – DELAWARE RIVER – MIDDLETOWN – CABLE LAYING******

Working hours will normally be between 7am and 5pm but may shift depending on tide. All vessels will remain outside the navigable channel and will maintain proper marine lighting. Project vessels will be monitoring VHF channel 16. Mariners are advised to use caution when transiting the area.

Chart 12311 LNM: 02/20

******MD – FENWICK ISLAND TO CHINCOTEAGUE INLET – ISLE OF WIGHT BAY –SAFETY ZONE******

To facilitate submarine cable installation operations at the Harry W. Kelley Memorial (US-50) Bridge at Ocean City, MD, a Coast Guard safety zone will be established in the waters of Isle of Wight Bay, daily from 6 a.m. until 10 p.m. from January 27, 2020 through February 3, 2020. The work will involve divers working from a barge and floating platforms which will impede the channel. On-scene notice of the safety zone will be provided by a sign facing the northern and southern approaches of the navigation channel labeled "CABLE WORK –DANGER – STAY AWAY" affixed to the sides of the marine equipment and vessels operating within the area of the safety zone. The safety zone will cover all navigable waters of the Isle of Wight Bay encompassed by a line connecting the following points beginning at 38º19'57.2" N, 075º05'26.0" W, thence to 38º19'56.9" N, 075º05'24.8" W, thence to 38º19'55.6" N, 075º05'25.3" W, thence to 38º19'55.9" N, 075º05'26.6" W, and back to the beginning point, located at Ocean City, MD. The area of the safety zone is approximately 100 feet in width and 180 feet in length. Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region. Persons desiring to transit the area of the safety zone must first obtain authorization from the COTP Maryland-NCR or his designated representative, which can be contacted at telephone number 410-576-2693 or on Marine Band Radio VHF-FM channel 16. Vessels and persons transiting outside the safety zone during the enforcement periods do so at their own discretion. Mariners are urged to operate safely to eliminate wakes near the work site. Interested mariners can contact Covington Machine and Welding, Inc. or its subcontractors via marine band radio VHF-FM channel 13 or at telephone number (410) 643-5963. Coast Guard Sector Maryland-NCR Waterways Management Division can be contacted at telephone number (410) 576-2674 or (410) 576-2693.

Charts: 12270 12272 LNM: 02/20

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 - 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 LNM: 02/20

******MD – CHESAPEAKE BAY – WILLIAM PRESTON LANE JR. MEMORIAL BRIDGE – REDUCED VERTICAL CLEARANCE******

An engineering firm will be performing electrical upgrades on the US 50 (William Preston Lane Jr.) Memorial Bridge across Chesapeake Bay, mile 138.1, in Annapolis, MD. To facilitate the work, a temporary scaffolding system will be suspended 4ft below the East Bound bridge. Mariners should use caution when transiting the area.

Chart 12270 LNM: 02/20

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE – DREDGING******

Great Lakes Dredge and Dock (GLD&D) will be conducting dredging operations in Brewerton Eastern Extension, Tolchester channel, Brewerton Angle, Brewerton Channel, and the Northwest Branch (East Channel) Harbor channels. Dredging will commence 5 Feb until 31 Jul 2020, 24 hours a day, 7 days a week. CLD&D equipment on scene will be Dredge 54 and 55, tugs MICHAEL DAIGLE, BERING DAWN, ANNE JARRETT, ALLIE B, GULF DAWN, REED DANOS, HAYES, which may be contacted on VHF-FM channels 5, 13, 16. For more information or questions contact Lester Salinas at 630-649-8879.

Chart 12278 LNM: 03/20

******MD – APPROACHES TO BALTIMORE – STONEY CREEK – LONG, ELI AND SLOOP COVES – DREDGING******

Maintenance dredging operations will occur in Stoney Creek in Anne Arundel County, MD from January 20 until March 31, 2020. The offload operations will take place in Stoney Creek located at Green Haven Wharf, approximate position 39° 8'46.21"N, 76°33'5.15"W. Dredging will also take place in the Eli Cove, Sloop Cove and Long Cove with barges moving up and down Stoney Creek transporting dredge spoils. The channel width of Stone Creek, Long Cove, Eli Cove and Sloop Cove will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat "Big C Too" and dredge can be contacted on VHF-FM channels 13 and 16 or at 410-867-0200.

Chart 12278 LNM: 03/20

******MD – CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – RANGE POWER OUTAGES******

THIS PROJECT HAS BEEN DELAYED. NEW DATES WILL BE PUBLISHED WHEN AVAILABLE.
On Wednesday 29 Jan 2020, Coast Guard Aids to Navigation Team Baltimore will be conducting inspections on the submerged power cables on the following ranges. The ranges will be secured from 8:00 am to 4:00 pm.
Craighill Channel Range Rear Light (LLNR 8050)
Craighill Channel Entrance Range Front Light (LLNR 7995)
Craighill Channel Entrance Range Rear Light (LLNR 8000)
On Thursday 30 Jan 2020 the below ranges will be secured from 8:00 am to 4:00 pm.
Brewerton Channel Eastern Extension Range Front Light (LLNR 8390)
Swan Point Channel North Range Front Light (LLNR 8350)
Swan Point Channel North Range Rear Light (LLNR 8355)

Chart 12273 LNM: 04/20

******MD – VA – POTOMAC RIVER – GEOTECHNICAL DRILLING OPERATIONS******

Geotechnical drilling operations in support of the Harry W. Nice Memorial – Thomas "Mac" Middleton Bridge replacement project are scheduled to commence in the Potomac River between Newburg MD and Dahlgren VA on or about January 28, 2020. This phase of work will consist of drilling rigs on two spud barges and support vessels at various locations across the river north of the existing bridge, including two locations (future bridge piers) within the Federal navigation channel. This work will be conducted 24-hours per day Monday through Saturday with Sunday work possible, pending weather delays. Marine equipment on site will include the "CT511" (a 30x120 self-spudding deck barge), "H3090" (a 30x90 self-spudding

******MD – VA – POTOMAC RIVER – GEOTECHNICAL DRILLING OPERATIONS******

deck barge), and the "Annie G" (a 25-foot push boat). Mariners are urged to use caution when transiting the area and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact vessels Annie G or CT511 via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or call Bob Stothoff at 201.433.9797 or 201.704.8844 for information. Borings will be conducted in the approximate locations Pier 43, Pier 44, Pier 45.

Chart 12287 LNM: 03/20

******MD – VA – NC – OFFSHORE – UNMANNED MARITIME VEHICLE TRANSIT******

ThayerMahan, Inc. will be conducting an unmanned maritime vehicle (Wave Glider-WG) transit from approximately 100 NM East of Port Canaveral, FL to about 100 NM East of Cape May, NJ. The transit will commence on or about 7 Dec, 2019 and is expected to terminate on or about 6 Mar, 2020. 24/7 operations consist of scientific ocean data collection. The Wave Glider carries no fuel, lubricants or hydrocarbons. It is wave powered and remotely attended from the ThayerMahan Operations Center, moving at speeds of about 1kt, and is designed to automatically give way if encountered by a vessel transmitting AIS. It is approximately 6.5' x 2' (surfboard size), copper in color, with a contact plaque and mast extending 3' above the water surface. Mariners are requested to transit the area with caution. For more details, contact the ThayerMahan Operations center at 860-969-3171.

Charts: 11009 12200 LNM: 50/19

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

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

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

LNM: 50/19

******VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – ROCKET LAUNCH******

From the Launch Director, National Aeronautics and Space Administration, Wallops Flight Facility, Wallops Island, Virginia. The area in the Atlantic Ocean within the existing Danger Zone off Wallops Island and Chincoteague Inlet (depicted as Danger Zone 334.130) as shown on National Ocean Service Chart 12210, will be hazardous to navigation because of a rocket launch during the periods and times below.

Primary Launch Window: 2/9/2020 5:15 PM 2/9/20 7:15 PM
Alternate: 2/10/2020 5:00 PM to 2/10/20 6:45 PM
Alternate: 2/11/2020 4:30 PM to 2/11/20 6:30 PM
Alternate: 2/12/2020 4:00 PM to 2/12/20 6:00 PM
Alternate: 2/13/2020 3:45 PM to 2/13/20 5:45 PM
Alternate: 2/14/2020 3:15 PM to 2/14/20 5:15 PM
Alternate: 2/15/2020 3:00 PM to 2/15/20 5:00 PM
Alternate: 2/16/2020 2:30 PM to 2/16/20 4:30 PM
Alternate: 2/17/2020 2:15 PM to 2/17/20 4:00 PM
Alternate: 2/18/2020 1:45 PM to 2/18/20 3:45 PM
Alternate: 2/19/2020 1:30 PM to 2/19/20 3:15 PM
Public Ship Avoidance Areas in effect and bound by:
29NM radius of position 37-33.7N, 75- 01.0 W
36NM radius of position 36-57.3N, 74- 01.0 W
99NM radius of position 28-58.8N, 64- 19.6 W

Chart 12210 LNM: 03/20

******VA – POTOMAC RIVER – BONUM CREEK - PROPOSAL TO CHANGE AIDS TO NAVIGATION******

Due to the significant shoaling in Bonum Creek, the Coast Guard converted seven lateral fixed aids to non-lateral fixed aids in 2017. All of the fixed aids have exceeded their life expectancy. Based on increased shoaling the Coast Guard is proposing discontinuing and removing the non-lateral aids. The Coast Guard will continue to mark the North Jetty. Proposed changes for Bonum Creek:

Discontinue: Warning Light A (LLNR 16880)
Convert: North Jetty Warning Daybeacon B (LLNR 16882) to North Jetty Warning Light A with a flashing 2.5 second white light.
Discontinue: Warning Daybeacon C (LLNR16885).
Discontinue: Warning Daybeacon D (LLNR 16890).
Discontinue: Warning Daybeacon E (LLNR 16895).
Discontinue: Warning Daybeacon F (LLNR 16897).
Discontinue: Warning Daybeacon G (LLNR 16905).
Discontinue: Warning Daybeacon H (LLNR 16910).

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 24, 2020 to be considered in the analysis. Refer to project number 05-20-021(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 12274 LNM: 03/20

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – SURVEY WORK******

Survey work in the vicinity of the Hampton Roads Bridge Tunnel (HRBT) continues and is now taking place in waters between the bridge tunnel's north and south islands. Coast Guard Sector Virginia will broadcast specific updates on planned survey work if located in or near the channel on VHF

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – SURVEY WORK******

Channel 22A at 6:20 a.m. and 9:30 p.m. local time each day. Vessels on-scene in support of the geotechnical borings will be restricted in their ability to maneuver while boring. Concerned traffic can contact the lift boat RAM VII or RAM XV or tug SHAWN MILLER on VHF-FM Channel 16 and 13. Mariners are requested to use caution when transiting the area.

Chart 12245 LNM: 03/20

******VA – ELIZABETH RIVER – EASTERN BRANCH - CAMPOSTELLA BRIDGE******

The cluster pile causing an obstruction to the navigational channel in the vicinity of the northwest side of the Campostella Bridge has been removed. Even with the obstruction removed, the northwest corner of the fender system remains heavily damaged and unstable rendering it susceptible to continued failure and exposes the northwest quadrant of the bridge support structure. Mariners should continue to favor the south side of the channel to the extent possible to maintain safe speed, water depth, maneuverability and a reduced vertical clearance within the bridge span. Based on the most recent report, The Captain of the Port Sector Hampton Roads has set the horizontal clearance within the bridge span to 120 feet. Mariners are advised the fender system lights have been verified in the following condition: northwest fender light (missing), southeast fender light (extinguished), southwest fender light (extinguished), northeast fender light (working). Both centerline lights are operational. Plans to fix the damaged section of fender system are ongoing. Waterways users should not anticipate repairs being complete before March 31, 2020. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division at (757) 374-3408 or HamptonRoadsWaterways@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 16 or at 757-483-8567.

Chart 12216 LNM: 03/20

******VA – ATLANTIC INTRACOASTAL WATERWAY (AICW) - DISMAL SWAMP CANAL – CLOSED TO NAVIGATION******

On Monday, January 6, 2020, the U.S. Army Corps of Engineers will begin rehabilitation of the South Mills Lock canal gates on the Dismal Swamp Canal. As a result, the locks at Deep Creek, Virginia and South Mills, North Carolina will stop operating after the last scheduled locking at 3:30 PM on Sunday, January 5, 2020. The Dismal Swamp Canal, Route 2 of the Atlantic Intracoastal Waterway, will be closed temporarily to through vessel traffic at that time. The rehabilitation is expected to take 90 days. The Albemarle and Chesapeake Canal, Route 1 through the Great Bridge Lock in Chesapeake, Virginia, will be open 24 hours per day, seven days per week. Operators will monitor Channel 13. Should you have any questions concerning this matter, please call 757-201-7642.

Chart 12206 LNM: 51/19

******VA - NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORFOLK TO ALBEMARLE SOUND VIA NORTH LANDING RIVER******

Maintenance at the Centerville Turnpike (SR-170) Bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 15.2, at Chesapeake, VA began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for Phase V, scheduled from 6 a.m. on January 15, 2020, through 2 a.m. on February 20, 2020. Work hours are 7 days/week, from 6 a.m. to 2 a.m. The swing span of the bridge will be operational and maintained in the open-to-navigation position, except for testing. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet between 6 a.m. and 3:59 p.m., and closing the navigation span between 4 p.m. and 2 a.m. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for emergency vessels as defined in 33 CFR 117.31. From 6 a.m. to 3:59 p.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, upon request; and all vessels, upon request, if at least a two-hour notice is given. From 4 p.m. to 2 a.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, if at least a two-hour notice is given; and all vessels at 6 p.m., 8 p.m., 10 p.m. and midnight, if at least a two-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.

Chart 12206 LNM: 02/20

******VA – APPOMATTOX RIVER – POWER LINE CONSTRUCTION******

Dominion Energy Virginia is rebuilding an existing overhead transmission line, known as the Chesterfield—Hopewell 230 kV Rebuild Project. At the Appomattox River crossing, Dominion Energy will construct a new monopole for structure 211/42 on the south side of the river while the existing structure is still in place. Structure 211/41on the north side of the river will not be replaced as part of the Rebuild Project. Once the new Structure 211/42 is in place, the existing wire will be transferred to the new structure. Then the existing conductor/shield wire will be used to back pull hard line across the river. All of this work will occur above the river. Commencing 16 Mar 2020 line pulls across the river will take several days; however, the stoppage of boat traffic on the river will need to occur only in 15 minutes to 1-hour increments. The minimum vertical clearance above mean high water (MHW) for the lowest conductors of the existing transmission line will be 81 feet. For questions or more information contact Thomas Meadows – (336) 407-2006.

Chart 12225 LNM: 04/20

******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).

Chart 12225 LNM: 02/20

******VA – VIRGINIA BEACH – RUDEE INLET – MARINE CONSTRUCTION******

Precom Marine will be conducting Marine Construction Operations for the Off Shore Wind Energy Project south of Rudee Inlet in approximate position 36 49′1″N, 75 57′ 24″W. The Barges will be placed on Jan 20, 2020 (weather permitting) to assist in the current Cable Corridor/Off-shore Wind Energy Project. The proposed project will start 20 Jan and last until approximately Apr 2020.

Chart 12207 LNM: 03/20

NC – OFFSHORE – CAPE HATTERAS – SUB-SURFACE MOORING

On or about 3 Sep 2019, NOAA and UNC will deploy a sub-surface current meter approximately 22NM East of Cape Hatteras in position 35.1374 N, 75.0940 W. The top of the current meter will be approximately 100 meters below the waters surface. The meter will remain on station until Jun

NC – OFFSHORE – CAPE HATTERAS – SUB-SURFACE MOORING

2020. For more information or questions, contact Eric Breuer at 757-272-4057.

Charts: 11520 11555 12200 LNM: 33/19

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

Mariners are advised to use extreme caution transiting through the Bonner Bridge in Oregon Inlet, NC. Mariners should follow the aids to navigation closely and stay clear of construction areas. There are submerged concrete pilings just below the waterline in the vicinity of construction. The temporary bridge navigation span is between Bents 173 and 176 of the old bridge. The horizontal clearance of this span is 169 feet and the vertical clearance is 70 feet. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205 LNM: 18/16

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

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

(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47- N, 75°32'41- W, then southeast to 35°46'37- N, 75°32'33- W, then southeast to 35°46'09-N, 75°31'59- W, then southeast to 35°46'03- N, 75°31'51- W, then 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 – CAPE LOOKOUT TO NEW RIVER - EMERALD ISLE, PINE KNOLL SHORES, AND ATLANTIC BEACH – BEACH RENOURISHMENT******

Great Lakes Dredge & Dock Company will use an area approximately 1,690ft x 645ft between Radio Island and Goat Island in the Beaufort Inlet Channel as a staging area for pipeline and waterside equipment while for the duration of the referenced project including mob and demobilization. Boaters should note that inside the coordinates of this waterside staging area, there could be pipeline on the bottom that could cause hazards to navigation and thus all vessels should avoid and stay outside of this area defined by the coordinates listed below. This operation will involve dredges, tugs, barges, derricks, and crew boats to complete beach fill operations. Seven submerged pipeline setups will be placed on the ocean floor; one in Emerald Isle and two in Indian Beach with each pipeline composed of approximately 3,200ft of subline. The dredges Liberty Island and Doug Mackie/Ellis Island will perform fill operations in Emerald Isle, Pine Knoll Shores and Atlantic Beach. All pumped material will be dredged from the designated ODMDS Borrow Site just East of the Morehead City Navigation Channel between Buoys 5 and 7. Operations will be conducted from Jan to 30 Apr 2020. For more information or questions contact Eugene Corey – Site Manager: 630-418-8276, Nick Yancy – Project Engineer: 630-207-3593, Chris Pomfret – Project Manager: 239-250-0974.

Chart 11543 LNM: 03/20

******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 – NEW RIVER – CAMP LEJEUNE – POSSIBLLE 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 – INTRACOASTAL WATERWAY – BROWNS INLET CROSSING – SHOALING******

USACE Survey. Shoaling exists inside the ICW Corridor at Browns Inlet Crossing to depths of less than 1FT Mean Low Water (MLW). Floating aids to navigation mark route around shoal. Depths of less than 5 FT MLW may be encountered. Mariners are advised to exercise extreme caution when navigating the area and to refer to most recent USACE survey available at

https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFTCFR/

NC BNM 024-20

******NC – INTRACOASTAL WATERWAY – BROWNS INLET CROSSING – SHOALING******

Chart 11541 LNM: 03/20

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

Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:
Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.
Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods:
NONE SCHEDULED.
The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY
STONE CREEK SECTOR
STONE BAY SECTOR
WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR
EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY
The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods:
NONE SCHEDULED.
Atlantic Intracoastal Waterway, Inland Waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods:
NONE SCHEDULED.
Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations.
Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.
Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543 LNM: 01/16

******NC – TOPSAIL INLET – BANKS CHANNEL – DREDGING******

Starting approximately 31 January 2020 and continuing until approximately 30 March 2020 Weeks Marine hydraulic dredge "JS Chatry" will be operating in the Topsail Inlet and Banks Channel, Pender County, NC.
Work limits for borrow area at "Topsail Inlet" 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
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.
PM, James Ferguson - (985) 273-1286, jcferguson@weeksmarine.com
Site Mgr., Jimmy Rude - (985) 237-5063, jlrude@weeksmarine.com
Site Mgr., Paul Stewart - (985) 373-8352, pfstewart@weeksmarine.com

Chart 11541 LNM: 03/20

******NC – CAPE FEAR RIVER- NORTHEAST CAPE FEAR RIVER - US 74/SR 133 - ISABEL S. HOLMES BRIDGE – CLOSED TO NAVIGATION******

The US 74/SR 133 (Isabel S. Holmes) bridge, over Northeast Cape Fear River, mile 1.0, at Wilmington, NC, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The 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 6:59 p.m. on February 1, 2020. 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 (813) 376-1285. Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 11537 LNM: 02/20

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

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

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

Chart 11536 LNM: 03/19

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	
1677	Cape May Canal West Entrance Buoy 12	38-58-01.541N 074-54-31.494W				Red nun.	Removed when endangered by ice.	04/20
28736	Hatteras Inlet Channel Buoy 15	* 35-12-10.110N 075-43-51.290W				Green can.		04/20
28753	*Hatteras Inlet Channel Lighted Buoy 17*	* 35-12-08.780N 075-43-46.460W	Q G		4	Green.		04/20
39085	BOGUE SOUND - NEW RIVER LIGHT 46C	* 34-41-04.200N 077-07-24.510W	Q R	17	4	TR-TY on pile.		04/20

*

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. Frankfort and Tacony Channel Obstructions.
6. Mud Island range Obstruction.
7. Edgewater Channel Obstruction.
8. Schuylkill River Obstruction.

SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

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

NEW JERSEY SHOALING

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

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

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported.
NJICWW Light 4 (LLNR 34995).
NJICWW Light 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 – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING
Delaware Department of Natural Resources and Environmental Control (DNREC) reports shoaling in Baker's Channel between Baker's Channel Lighted Buoy 1A (LLNR 2136) and Baker's Channel Lighted Buoy 1B (LLNR 2137) as well as Baker's Channel Lighted Buoy 5 (LLNR 2137.04) and Baker's Channel Lighted Buoy 6 (LLNR 2137.05). DNREC has established two warning buoys worded "DANGER SHOAL" to mark the shoaling. Ref LNM 26/17
Chart 12216

MARYLAND SHOALING

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

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

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING
Shoaling exist between Sinepuxent Bay Channel Lighted Buoy 11 (LLNR 5042) to Sinepuxent Bay Channel Light 13 (LLNR 5055), water depth of 3 ft. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy (LLNR 5017), water depth of 4 1/2 ft. Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), shoaling encroaches approximately 20 yds into the channel in a southwesterly direction. Water depths have been found as low as 2.5 ft during low tide. Between Sinepuxent Bay Channel Light 8 (LLNR 5020) and Sinepuxent Bay Channel Daybeacon 10 (LLNR 5035), shoaling encroaches approximately 15 yds into the channel in an easterly direction. Water depths have been found as low as 2 ft during low tide. Between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) on the eastern side of the channel. Water depths have been found as low as 3 ft during low tide.
Chart 12211

MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING
There is shoaling in the Honga River extending out at 500yds radius from approximate position 38 - 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 Army Corps of Engineers, Baltimore District, Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Warning Light A (LL 16760) to 500 feet up the channel of St. George Creek West Channel Warning Daybeacon B (LL 16765), with a least depth of 3.1 feet MLLW.
Chart 12233

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

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

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

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

MD - CHESAPEAKE BAY - 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 – CHESAPEAKE BAY – ST. PETERS CREEK – SHOALING
Shoaling has been located in the channel of St. Peters Creek from Entrance Light 1SP (LLNR 23435) to St. Peters Creek Daybeacon 2 (LLNR 23440) least depth of 5.3' in center of channel, 4.3' on the green side of the channel, and 2.3' on the red side of the channel. From St. Peters Creek Daybeacon 2 (LLNR 23440) to St. Peters Creek Daybeacon 3 (LLNR 23445) least depth of 3.7' in the center of channel, 1.7' on the green side of the channel, and 1.7' of the red side of the channel. From St. Peters Creek Daybeacon 3 (LLNR 23445) to St. Peters Creek Daybeacon 5 (LLNR 23450) least depth of 3.3' in center of channel, 1.7' on the green side of the channel, and 2.3' on the red side of the channel. From St. Peters Creek Daybeacon 5 (LLNR 23450) to St. Peters Creek Daybeacon 6 (LLNR 23455) least depth of 3' in the center of the channel, 2.3' on the green side of the channel and 2.7' on the red side of the channel.
Chart 12231

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

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

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

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

VIRGINIA SHOALING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VA – 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 - 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
Survey dated January 8, 2020 indicates shoaling; least depth 8.6'MLLW, from the approximate end of the North Jetty out eastward 315' and width of 40' from the channel edge.

NORTH CAROLINA SHOALING

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

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

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

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

NC – BARNEY SLOUGH - SHOALING
Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. And shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7). NC BNM 013-20
Chart 11555

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

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

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

NC – BOGUE SOUND – SHOALING
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895), 10 yards into the channel to a depth of 1-2 feet MLW. Mariners are advised to use extreme caution while navigating this area. NC BNM 228-18
Chart 11541

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

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

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

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

NC – INTRACOASTAL WATERWAY =- NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 282-19
Chart 11541

NC - NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET
Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

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

NC – INTRACOASTAL WATERWAY – BROWNS INLET CROSSING – SHOALING
USACE Survey. Shoaling exists inside the ICW Corridor at Browns Inlet Crossing to depths of less than 1FT Mean Low Water (MLW). Floating aids to navigation mark route around shoal. Depths of less than 5 FT MLW may be encountered. Mariners are advised to exercise extreme caution when navigating the area and to refer to most recent USACE survey available at
https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFTCFR/
NC BNM 024-20
Charts 11541

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

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

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

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

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

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

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

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR DELAWARE BAY

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

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

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

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

  Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)

- ***Washington DC*** –
  Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)
- ***Virginia (Northern)***
  Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)

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)

SECTOR NORTH CAROLINA

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

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

Regulations:

SECTOR DELAWARE BAY

- *Delaware* – None

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- *Virginia (Southern)* - None

SECTOR NORTH CAROLINA

- *North Carolina* – None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*
  Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)
  Lewes and Rehoboth Canal - Savannah Road (Business Route 9) Bridge – To facilitate bridge maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. on Monday, August 19, 2019, through 8 p.m. on Friday, January 31, 2020. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 15 feet above mean high water; however, the maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to approximately 11 feet above mean high water throughout the maintenance period. Vessels able to transit through the bridge in the closed position with a reduced vertical clearance of approximately 11 feet above mean high water may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area. (MB)
- *New Jersey (Central & Southern)*
  Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution. (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 December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 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 Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 30 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)
  Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 21, 2019, to January 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance of the bridge will require a vertical clearance restriction of 3 feet in the arched span, between piers D and E, and 4 feet vertical clearance restriction along the remaining sections of the bridge. The project supervisor may be reached at (267) 767-2550. The bridge tender may be reached on VHF-FM channels 13 or 16. Mariners are urged to use caution when transiting the area. (MB)
  Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)
  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)
  Mullica River - Green Bank Bridge - Bridge will remain in the closed-to-navigation position from 7 a.m., January 9, 2020, until 3:30 p.m., January 17, 2020, to facilitate bridge maintenance. The bridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 5 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is no alternate route for vessels to pass. Mariners should use caution when transiting the area. (MB)
  Pennsylvania –
  Schuylkill River - Grays Ferry Railroad Bridge - Modification (pedestrian bridge) activities which began June 2018, are expected to finish on

May 1, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. 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. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-651-6278 or 215-783-2262. Mariners should use extreme caution when transiting the area. (MT)

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

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

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

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)

  Neale Sound - Bridge No. 0803800 (MD-254) Bridge - Construction activities will began on May 21, 2018, and are expected to conclude on August 31, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the Tug Rising Sun; whirley crane Hampton Road on a 46-foot by 108-foot barge; pedestal crane Patapsco on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot car float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

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

- *Washington DC*

  Potomac River - Arlington Memorial Bridge **-** Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). From Monday, January 13 through Friday, February 7, 2020, the temporary channel will be located under Arch 3, due to marine construction under Arch 5 and Arch 4. On Saturday, February 8, 2020, the temporary channel will be reverted back to Arch 4. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. 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)*

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

  Sarah Creek (Northwest Branch) - SR 641 (Tidemill Road) Bridge –Bridge maintenance which began in June 2019, will continue to be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; through February 17, 2020. During work hours, a work platform and work boat will be in and around the vicinity of the bridge that will reduce the horizontal clearance of the bridge to approximately 39 feet. The bridge will be unrestricted, at all other times. Vessels able to safely transit through the bridge with the reduced clearance, may do so at any time. Vessels that cannot safely transit through the bridge with the reduced clearance should notify the project foreman no less than one hour prior to transiting through the bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman may be reached at (804) 238-1182 or (804) 517-7225. Mariners should use caution navigating through the area. (MT)

  Elizabeth River – Eastern Branch - Route 460 (Campostella Road) Bridge – Bridge has been damaged. The cluster pile causing the obstruction to the navigational channel in the vicinity of the northwest side of the Campostella Bridge has been removed. Even with the obstruction removed, the northwest corner of the fender system remains heavily damaged and unstable rendering it susceptible to continued failure and exposes the northwest quadrant of the bridge support structure. Mariners should continue to favor the south side of the channel to the extent possible to maintain safe speed, water depth, and maneuverability. Based on the most recent report, The Captain of the Port Sector Hampton Roads has set the horizontal clearance within the bridge span to 120 feet. Mariners are advised the fender system lights have been verified in the following condition: northwest fender light (missing), southwest fender light (extinguished), southeast fender light (extinguished), northeast fender light (working). Both bridge centerline lights are operational. Plans to fix the damaged section of fender system are ongoing. Waterways users should not anticipate repairs being complete before January 10, 2020. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division duty phone at (757) 374-3408 or HamptonRoadsWaterways@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 16 or at 757-483-8567. (MB)

  Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Centerville Turnpike (SR-170) Bridge – Bridge maintenance began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for Phase V, scheduled from 6 a.m. on January 15, 2020, through 2 a.m. on February 20, 2020. Work hours are 7 days/week, from 6 a.m. to 2 a.m. The swing span of the bridge will be operational and maintained in the open-to-navigation position, except for testing. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet between 6 a.m. and 3:59 p.m., and closing the navigation span between 4 p.m. and 2 a.m. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for emergency vessels as defined in 33 CFR 117.31. From 6 a.m. to 3:59 p.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, upon request; and all vessels, upon request, if at least a two-hour notice is given. From 4 p.m. to 2 a.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, if at least a two-hour notice is given; and all vessels at 6 p.m., 8 p.m., 10 p.m. and midnight, if at least a two-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

  Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge – A temporary deviation in operating schedules will be in effect from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. The temporary deviation in the operating schedules for the Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge is necessary to provide for public safety and mobility of vehicular traffic, while providing for the reasonable needs of navigation, during scheduled maintenance of the Centerville Turnpike (SR-170) Bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 15.2, at Chesapeake, VA. The Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge will be maintained in the closed-to-navigation position from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays, from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. These bridges will open on signal at any time for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in Title 33 Code of Federal Regulations Part 117.31. All other provisions of Title 33 Code of Federal Regulations Part 117.997(g) for the Route 168 (Great Bridge) and Part 117.1021 for the Route 165 (North Landing River) Bridge remain in effect. The Route 168 (Great Bridge) has a vertical clearance of 8 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 100 feet. The Route 165 (North Landing River) Bridge has a vertical clearance of 6 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Vessels able to pass through these bridges in the closed position may do so at any time. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

  James River - US 17/US 258/SR 32 (James River Bridge) Bridge – Bridge maintenance will be conducted from 6:30 a.m. to 7:30 p.m.; Monday-Saturday; from 6:30 a.m. on December 2, 2019, through 7:30 p.m. on May 21, 2020. During the maintenance period, work barges, vessels, vehicles, platforms and lifts will be in and around the vicinity of the bridge and the small boat navigation channel. The work platform will occupy the small boat navigation channel, which will reduce the vertical clearance of the small boat navigational channel to approximately 19 feet above mean high water. The work vehicle will be performing maintenance on the lift span portion of the bridge from 9 p.m. to 5 a.m.; Sunday-Thursday; from 9 p.m. on January 1, 2020, through 5 a.m. on January 31, 2020. During work hours, the work vehicle will extend below low steel of the bridge approximately six feet, reducing the vertical clearance of lift span to approximately 54 feet above mean high water in the closed position. Vessels that require the work vehicle to clear the lift span to transit through the bridge navigation span should notify the work foreman no less than 10 minutes prior to navigating through the bridge. The work vehicle and work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (252) 305-1674 or (423) 494-0833. Mariners should use caution navigating through the area. (MT)

  Pamunkey River - US 30 (Eltham Road) Bridge – Bridge inspection personnel will be on-scene from December 02, 2019, to December 27, 2019. The inspection will require the use of an under-bridge inspection vehicle/snooper truck on the roadway and safety boat in the navigable channel each day from 8 a.m. to 5 p.m. The inspection crew is requesting a 10-minute advance notice for an opening to allow inspection

personnel and equipment to relocate from the moveable span. The bridge tender may be reached on VHF/FM CH 13. Mariners should use caution when transiting the area. (KB)

SECTOR NORTH CAROLINA

- *North Carolina*
  Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by January 31, 2020. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between 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 22 and 23 (span 23) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. (HP)
  Atlantic Intracoastal Waterway (Bogue Sound) - SR 1184 (Atlantic Beach Bridge) Bridge –Bridge maintenance, which began October 2018, will continue to be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; through January 31, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in the vicinity of the bridge. The snooper truck will be performing concrete repairs outside the navigation span from September 1, 2019, through November 30, 2019, and within the navigation span from December 1, 2019, through January 31, 2020. During work hours, within the navigation span period from December 1, 2019, through January 31, 2019, the snooper truck will extend below low steel of the bridge approximately five feet, reducing the vertical clearance in the navigation span to approximately 60 feet above mean high water. Vessels that require the snooper truck to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than 30 minutes prior to navigating through the bridge. The tugs, barges, and work vessels and platforms will reduce the horizontal clearance in the navigation span to approximately 50 feet. Vessels that require the tugs, barges, and work vessels and platforms to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than one hour prior to navigating through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 231-8589. Mariners should use extreme caution navigating through the area. (MT)
  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 will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The 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 6:59 p.m. on February 1, 2020. 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 (813) 376-1285. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)
  Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge - As part of the bridge closures and maintenance ongoing until June 30, 2021, the following maintenance will be conducted from 6 a.m. to 6 p.m.; Monday-Saturday; from December 16, 2019, through February 15, 2020. During this maintenance period, an 80-foot work barge, a 50-foot crane barge, two 24-foot work vessels, and divers will be in the vicinity of the bridge which will reduce the horizontal clearance of the bridge to approximately 50 feet or may occupy up to the entire navigational channel. During complete channel closures, a safety zone will be in effect and the public will be notified via Broadcast Notice to Mariners. A work platform will be located beneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Maintenance vessels, barges, equipment and personnel will clear the entirety of, or relocate to, one side of the navigable channel, upon request. Vessels that are able to safely transit through the bridge in the closed position with the reduced vertical and horizontal clearances and do not need the barges to clear the entirety of, or relocate to one side of the navigation channel, should notify the bridge tender at least 2 hours prior to transiting through the bridge to allow for navigation safety. During work hours, vessels that require the barges to clear the entire navigation span to safely transit through the bridge should notify the bridge tender at least 12 hours prior to transiting through the bridge. Vessels that only require the barges to relocate to one side of the navigational channel to safely transit through the bridge, should notify the bridge tender at least 4 hours prior to transiting through the bridge. The bridge tender may be reached on VHF-FM channel 13 and (910) 251-5774. The project foreman may be reached at (561) 232-9773. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

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

- *Virginia (Northern)* – None

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

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

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

NJ – GREAT EGG HARBOR BAY – OCEAN CITY – NORTHERN AND CENTRAL HARBOR DREDGING
UPDATED END DATE. Charter Contracting Company on behalf of the City of Ocean City will be conducting mechanical dredging operations in the northern and central harbors of Ocean City, NJ. Operations are expected from October 1, 2019 through **May 31, 2020**. Work will involve operation of barges in shallow water and narrow channels. Barges will be transporting dredge material via Great Egg Harbor Bay and Great Egg Harbor River and may be restricted in ability to maneuver. Mariners are advised to use caution when transiting in the vicinity of dredging operations. For more information or questions, contact Conor Nielsen at 857-225-5911.
Chart 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 – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY– OCEAN CITY – DREDGING
The Great Lakes Dredge & Dock Company, LLC will be conducting dredging operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Ocean City, NJ, at the below approximate locations. Equipment during the project will include a combination of the following: Hydraulic Dredge Illinois, Tug Charlotte V, Tug Volunteer State, Crew Boat Vessel Muskegon
River, Derrick GL 66, Anchor Barge GL 115. Project work is expected early January 2020 through **April 2020.** Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.
Approximate Locations:

Great Egg Harbor Inlet Borrow Area

39°17'34.38"N	74°32'16.42"W
39°17'41.99"N	74°31'49.78"W
39°17'25.35"N	74°31'22.89"W
39°17'8.31"N	74°31'13.25"W
39°16'40.96"N	74°32'20.33"W
39°17'4.31"N	74°32'36.10"W
39°17'10.70"N	74°32'13.97"W

Chart 12316

Submerged Pipeline - Great Egg Harbor Inlet to Ocean City North

Latitude (N)	Longitude (W)
39°17'5.17"N	74°33'16.31"W
39°16'55.60"N	74°32'31.80"'W

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

Corson's Inlet Borrow Area

Latitude (N)	Longitude (W)
39°12'22.10"N	74°38'46.73"W
39°12'14.56"N	74°38'54.26"W
39°11'52.39"N	74°38'24.12"W
39°12'2.46"N	74°38'11.43"W
39°12'10.21"N	74°38'9.40"W
39°12'23.95"N	74°38'34.87"W
39°12'20.65"N	74°38'44.11"W

Chart 12316

Submerged Pipeline – Corson's Inlet

Latitude (N)	Longitude (W)
39°11'56.90"N	74°39'7.40"W
39°12'0.38"N	74°38'41.42"W

PA – DELAWARE RIVER – MARCUS HOOK RANGE – BLASTING - DREDGING
Safety Zones have been established for this project. Please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at https://homeport.uscg.mil/port-directory/delaware-bay for updated information regarding the safety zones.
Great Lakes Dredge & Dock Company will be conducting drilling, rock blasting, and dredging operations in the Delaware River within the Marcus Hook Range. Operations will be conducted from through February 03, 2019. Dredge NEW YORK, drill boat APACHE, and support vessels will be operating in the area 24 hours per day 7 days per week.
Chart 12312

PA – DELAWARE RIVER – MARCUS HOOK ANCHORAGE - DREDGING
Safety Zones have been established for this project. Please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at https://homeport.uscg.mil/port-directory/delaware-bay for updated information regarding the safety zones.

The Dredge ESSEX will commence dredging (pipeline placing) operations in the Marcus Hook Channel and Anchorage of the Delaware River on or about January 14, 2020. The project will continue until approximately February 29, 2020. A submerged pipeline will be placed from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river. The submerged pipeline will enter the Marcus Hook anchorage from the east and will terminate outside the red side of the main channel approximately across from Monroe Energy's Trainer facility. A floating pipeline will be attached to the submerged pipeline when the dredge arrives. The submerged pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage.
Chart 12312

PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION
Commerce Construction Corporation will be performing marine construction for Energy Transfer Partners at their Fort Mifflin Terminal Dock, located along the Del River in Tinicum Township, PA. All Work will occur outside of the channel in the immediate vicinity of the Energy Transfer Partners Marine Terminal docks. Crews will be on the water from 6:00 AM to 6:00 PM Monday thru Sunday, thru **Dec 2020**. Multiple barge mounted cranes, support barges and small craft will be near the dock supporting construction activities. Operators of vessels of all types should be aware that men will be working on floating equipment and within the water around the crane barge and docks. A NO WAKE transit is requested. LNM 40/18
Chart 12312

PA - NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION
The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through **Oct 2021**. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. Mariners are urged to use caution when transiting near the area, stay clear of all equipment, and maintain a minimal wake. For questions or concerns, contact United States Coast Guard Sector Delaware Bay Waterways.
Chart 12312

DE - CAPE HENLOPEN TO INDIAN RIVER INLET – MASSEY'S DITCH – DREDGING
J. F. Brennan Co will be conducting dredging operations for the ACOE in Massey's Ditch. Project mobilization (pipeline and marine equipment) will begin on 2 December 2019; dredging operations will be conducted during the month of January 2020; and the demobilization for the project is expected to be completed by **26 Feb 2020**. The dredge MARK ANTHONY will be on scene and may be contacted on VHF-FM channels 13 and 16. For more information, contact David Horne at 608-518-0563.
Chart 12216

MD – FISHING BAY - WICOMICO RIVER – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Rockbridge will be conducting dredging operations in the vicinity of Wicomico River Channel Light 43 (LLNR 23915) to 1.5 miles North of Wicomico River Channel Light 57 (LLNR 23960) on the Wicomico River, Wicomico County, MD for the period of approximately December 7, 2019 through **Feb 1, 2020**.
Chart 12216

MD - CHESAPEAKE BAY - CHOPTANK RIVER - FISHING CREEK - CONSTRUCTION OPERATIONS
Pile driving, bulkhead and deck replacement operations with barges operating in or near the Fishing Creek Channel is scheduled to occur in Fishing Creek, in Calvert County , MD from Oct 21, 2019 until **Jan 30, 2020**. The work is located at the approximate position 38° 41'27.79"N, 76°32'00.18"W. The channel width will be restricted during the construction activities. Mariners are urged to use caution when transiting the area, and reduce to a no-wake speed in the vicinity of the equipment for worker safety. Edwin A. and John O. Crandell, Inc can be contacted at 410-867-0200 or 410-703-7186.
Chart 12266

MD – CHOPTANK RIVER – CAMBRIDGE – MARINE CONSTRUCTION
McLean Contracting Company will be replacing the Timber Bulkhead at Cambridge Marine Terminal in Cambridge Creek in Dorchester County MD. Construction equipment and barges will be in the waterway during construction. Work will begin on 15 Jan and is expected to last until **30 Nov 2020.** Equipment will monitor VHF-FM channels 13 and 16. Contact John Hackmann 443-623-8412 or Jay Musser 443-392-8089 for questions or additional information.
Chart 12266

MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER -WEST RIVER-PARISH CREEK-SNUG HARBOR
Maintenance dredging operations will occur in entrance to Snug Harbor at Shady Side in Anne Arundel County, MD in approximate position 38° 50'4.52"N, 76°29'25.73"W until **Feb 15, 2020.** The channel width will be reduced during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 6 hours advance notice for passage into Snug Harbor, and reduce to a no-wake speed in the vicinity of the marine equipment. The Edwin A. and John O. Crandell Inc. tug boat BIG C TOO and dredge can be contacted on VHF-FM channels 13 and 16.
Chart 12270

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

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

MD – CHESAPEAKE BAY – CARRS CREEK – DREDGING
Lindstrom Excavating Contractors Inc will be conducting dredging operations in Carrs Creek from 16 Oct 2019 to **15 Feb 2020**. For more information or question, contact Mike Branham 410-708-3528.
Chart 12283

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

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

MD – APPROACHES TO BALTIMORE – STONEY CREEK – LONG, ELI AND SLOOP COVES – DREDGING
Maintenance dredging operations will occur in Stoney Creek in Anne Arundel County, MD from January 20 until **March 31, 2020**. The offload operations will take place in Stoney Creek located at Green Haven Wharf, approximate position 39° 8'46.21"N, 76°33'5.15"W. Dredging will also take place in the Eli Cove, Sloop Cove and Long Cove with barges moving up and down Stoney Creek transporting dredge spoils. The channel width of Stone Creek, Long Cove, Eli Cove and Sloop Cove will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat "Big C Too" and dredge can be contacted on VHF-FM channels 13 and 16 or at 410-867-0200.
Chart 12278

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE – DREDGING
Great Lakes Dredge and Dock (GLD&D) will be conducting dredging operations in Brewerton Eastern Extension, Tolchester channel, Brewerton Angle, Brewerton Channel, and the Northwest Branch (East Channel) Harbor channels. Dredging will commence 5 Feb until **31 Jul 2020**, 24 hours a day, 7 days a week. CLD&D equipment on scene will be Dredge 54 and 55, tugs MICHAEL DAIGLE, BERING DAWN, ANNE JARRETT, ALLIE B, GULF DAWN, REED DANOS, HAYES, which may be contacted on VHF-FM channels 5, 13, 16. For more information or questions, contact Lester Salinas at 630-649-8879.
Chart 12278

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

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

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

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Weeks Marine Inc. will be conducting dredging operations in and in the vicinity of Thimble Shoal Channel, West Norfolk, Virginia. Continuing until approximately **31 August 2020** the Clamshell Dredge "Weeks 506",Tug "Thomas", Scows (258 and 259) and tender tug "Liz Alma" will be operating in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235). The clamshell dredge will start dredging approximately 1,000 feet west of Thimble Shoal Channel Lighted Buoy 19 moving east. All dredge material will be towed to the Dam Neck Ocean Disposal Site. For questions, contact David McNeill at 985-237-5069.
Chart 12256

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION
Allan Myers will be conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA. This bridge passes Great Neck Creek. Work will begin 1 Dec 2019 and is estimated to be complete **Oct 2022**. A cofferdam and turbidity curtains will be installed at the work site. For more information or questions, contact Pat Robinson at 610-960-3139.
Chart 12222

VA – HAMPTON ROADS – ELIZABETH RIVER – NEWPORT NEWS CHANNEL – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be conducting dredging operations in various locations within the Norfolk Harbor Federal Channel. Dredging will be between Elizabeth River Channel Lighted Buoy 1ER (LLNR 9445) and Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) and in the Newport News Channel between Newport News Channel Lighted Buoy 2 (LLNR 10840) and Newport News Channel Lighted Buoy 10 (LLNR 10875). The dredge will continue until **April 1, 2020.**
Chart 12222

VA – ELIZABETH RIVER – NORFOLK HARBOR – CRANEY ISLAND – DREDGING
Dredging and unloading operations will continue until **1 Jun 2020** east of the Craney Island Dredge Material Management Facility, Elizabeth River VA in the vicinity of 36-54-7.69N, 076-20-38.04W (South Dike Area) and 36-54-37.3N, 076-20-39.60W (Center Dike Area). Loaded scows will be towed from this location to the Unloader Barge at Craney Island Dredge Material Management Facility, near 36-54-20.09N, 076-20-49.36W. The Dredges CKC 2400 and R-5 will be operating in the dredging areas with the assistance of a Tender Tug, a Towing Tug, and three scows. All vessels and crew will monitor VHF-FM channels 13 and 7 during the project execution. Should you have any questions and or comments, contact Jim Matters at 410-320-7534.
Chart 12245

VA – LAFAYETTE RIVER – DREDGING
H&H Enterprises will be dredging two tributaries of the Lafayette River, a half mile Northwest of the Granby Street Bridge. The tugboat, Jesse Lee, will be transiting the Lafayette River with mud barges to the Craney Island Dump Basin and standing by on VHF-FM channels 13, 16 and cell 757-407-1829. Dredging operations will begin October 7 and end **May 30, 2020**. For more information or questions, contact Chris Hodges at 757-484-0308.
Chart 12222

VA – PORTSMOUTH – CRANEY ISLAND – MARINE CONSTRUCTION
UPDATED COMPLETION DATE. Marine construction at North Pier D located at the Defense Fuel Supply Point (DFSP), Craney Island, Portsmouth, VA will **end Feb 2020**. The structure consists of 24 inch square precast, concrete batter pies with a 25 ft by 30 ft cast-in-place concrete pile cap for the south breasting dolphin, and a 21.5 ft by 33 ft cast-in-place concrete pile cap for the north breasting dolphin. The on-site construction barge expected to extend approximately 200 feet off the pier in an eastwardly direction. For more information of question, contact Wes Norton at 757-375-4840.
Chart 12245

VA - CHESAPEAKE BAY - ELIZABETH RIVER
Crofton Construction Services Inc. will be working at Norfolk Naval Shipyard near berths 18 & 19 until **Feb 2020.** Work will consist of pier replacement and repair of existing structures requiring multiple surface assets to including a crane barge, material barges, tugs and assist vessels. Mariners should maintain a minimal wake while transiting within 500 feet of the work site. On-scene vessels can be contacted via VHF-FM channels 13 and 16.
Chart 12253

VA – ELIZABETH RIVER – SOUTHERN BRANCH – CONSTRUCTION
Construction of Well Access Platforms and Piers at the Chesapeake Energy Center located on the Elizabeth River at Deep Creek between the Gilmerton Bridge and the I-64 Bridge will begin on 18 Nov and continue until approximately **Mar 2020**. The structures will extend a few feet from the shoreline and will be marked with reflective tape. For more information or questions, contact Oula Shehab-Dandan at 804-273-2697.
Chart 12253

VA – JAMES RIVER - NEWPORT NEWS MARINE TERMINALS – DREDGING
W3 Marine dredge MOBRO 112 will be conducting dredging operations at Newport News Marine Terminal Pier B, north and south; and Pier C, north and south; beginning on 2 January 2020 to until **31 Mar 2020**. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING AND MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dump scows, and attendant plant and exercise extreme caution when approaching, passing, and leaving the dredge area.
Chart 12245

VA – JAMES RIVER – NEWPORT NEWS - DREDGING
Dredging and unloading operations will continue daily until approximately **31 Jan 2020** at DTA's Newport News Export Facility Pier 11, 600 Harbor Road Newport News, VA. The Facility is located in the James River Virginia in the vicinity of 36° 57' 48.18" N, 076° 25' 23.4" W. Loaded scows will be towed from this location to the Unloader Barge at Craney Island Dredge Material Management Facility for offloading on a daily basis. The Dredge CKC 2400 will be operating in the area with the assistance of a Tender Tug, a Towing Tug, and two scows. All vessels and crew will monitor VHF-FM channels 13 and 7. For more information or questions, contact Jim Matters at 410-320-7534 or Harry Tolson at 301-343-6081.
Chart 12245

VA – JAMES RIVER – RICHMOND DEEPWATER TERMINAL – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge MARION will be conducting dredging operations at the Richmond Deepwater Terminal on the James River. Work will begin approximately 650 Feet South of James River Channel Light 166 (LLNR 12795) and continue to 3500 Feet North of James River Channel Light 166 (LLNR 12795) from 8 December 2019 to **1 Feb 2020.**
Chart 12248

VA - JAMES RIVER – BENJAMIN HARRIS BRIDGE – UNDERWATER OPERATIONS
Until **1 Feb 2020,** Seaward Marine Corp will be conducting underwater rehabilitation of Pier 20 and 21 on the Route 156, Benjamin Harris Bridge over the James River. A barge will be at each location and a turbidity curtain will be deployed and encompass the pier being worked on. All marine assets will be located behind the fender system and not encroach into the channel. Divers will be in the water and units on scene may be contacted on VHF-FM channel 16. For more information or questions, contact Seaward Marine Corp, Ken Morningstar 757-435-9097 or 757-558-3939.
Chart 12251

VA – YORK RIVER - PAMUNKEY RIVER – TRANSMISSION LINE REPLACEMNET
STANTEC on behalf of Dominion Energy will be rebuilding an existing overhead transmission line which crosses the Pamunkey River approximately 6.5 miles west northwest of West Point, VA. Work will consist of the removal and replacement of five transmission structures within the Pamunkey River and adjacent tidal marsh. All new structures will be located outside the navigational channel. One existing structure, 224/228 is located within the river. Construction will begin on Sep 22, 2019. During the wire pulling operation, two boats will be actively patrolling the waterway and making contact with any vessel traffic. Barges will be moored in the Pamunkey River outside of the navigational channel when not actively working.
Chart 12244

VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION
Construction activities by Croman Construction for the for Dominion Energy Virginia Rappahannock River Cable Crossing will commence on or about September 23rd, 2019 east of the VA Route 3 Rappahannock River Bridge in the vicinity of 37 37 01.655N, 076 25 44.9693W (South Platform) and, 37 37 55.1326N, 076 24 52.724W (North Platform). Work will continue until **Apr of 2021**. The Crane Barges Xavier and CKCC 495 will be performing the construction activities supported by a Tender Tug, a Towing Tug, and material barges. All vessels and crew will monitor VHF channels 13 and 7. For more information or questions, contact James Matters 410-320-7534.
Chart 12237

VA – POTOMAC RIVER – DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN
In conjunction with the Shoreline Stabilization Project, a Turbidity Curtin will be installed in the Potomac River at Dumfries, VA. The curtain will extend approximately 75 to 100 feet into the Potomac River in approximate position 38.549073, 77.274838, to 38.547058, 77.276584 and will be lighted every 100 feet. It is expected to be in place until **Aug 2020**. For any questions, contact Jessica Kelly at 757-778-7337.
Chart 12288

VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE – DEMOLITION
Sandbridge Road Bridge over Hell's Point Creek demolition. Demolition of the existing bridge structure will affect the waterway beginning 2 Dec 2019. The overall duration of the project is 14 months and has a scheduled completion date of **July 2020**. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050.
Chart 12205, 12207

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, and will occur over the next 12 months. For more information, contact Jordan Byrum with the Division's Artificial Reef Program at 252-808-8036 or at jordan.byrum@ncdenr.gov. The following artificial reefs will be used.
AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)
Chart 12204

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 – CAPE LOOKOUT TO NEW RIVER - EMERALD ISLE, PINE KNOLL SHORES, AND ATLANTIC BEACH – BEACH RENOURISHMENT
Great Lakes Dredge & Dock Company will use an area approximately 1,690ft x 645ft between Radio Island and Goat Island in the Beaufort Inlet Channel as a staging area for pipeline and waterside equipment for the duration of the referenced project including mob and demobilization. Inside the coordinates of this waterside staging area, there could be pipeline on the bottom that could cause hazards to navigation and thus all vessels should avoid and stay outside of this area defined by the coordinates listed below. This operation will involve dredges, tugs, barges, derricks, and crew boats to complete beach fill operations. Seven submerged pipeline setups will be placed on the ocean floor; one in Emerald Isle and two in Indian Beach with each pipeline composed of approximately 3,200ft of subline. The dredges Liberty Island and Doug Mackie/Ellis Island will perform fill operations in Emerald Isle, Pine Knoll Shores and Atlantic Beach. All pumped material will be dredged from the designated ODMDS Borrow Site just East of the Morehead City Navigation Channel between Buoys 5 and 7. Operations will be conducted from Jan to **30 Apr 2020**. For more information or questions contact Eugene Corey, Site Manager 630-418-8276, Nick Yancy, Project Engineer 630-207-3593, Chris Pomfret, Project Manager 239-250-0974.
Chart 11543

NC – TOPSAIL INLET – BANKS CHANNEL – DREDGING
Starting approximately 31 January 2020 and continuing until approximately **30 March 2020** Weeks Marine hydraulic dredge "JS Chatry" will be operating in the Topsail Inlet and Banks Channel, Pender County, NC.
Work limits for borrow area at "Topsail Inlet" 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
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.
PM, James Ferguson - (985) 273-1286, jcferguson@weeksmarine.com, Site Mgr., Jimmy Rude - (985) 237-5063, jlrude@weeksmarine.com
Site Mgr., Paul Stewart - (985) 373-8352, pfstewart@weeksmarine.com
Chart 11541

NC – MASON AND MASONBORO INLETS – DREDGING

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

Staging Area at Masonboro Inlet
will be bound by the following approximate positions:
34°11'21.83"N, 77°48'49.21"W
34°10'56.00"N, 77°48'1.26"W
34°10'30.23"N, 77°48'21.38"W
34°10'57.02"N, 77°49'7.93"W

Staging Area at Masonboro Banks Channel will be
bound by the following approximate positions:
34°11'50.39"N, 77°48'28.73"W
34°11'47.21"N, 77°48'24.88"W
34°11'16.10"N, 77°49'3.18"W
34°11'19.30"N, 77°49'6.71"W

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

Work limits for the borrow area at "Mason Inlet"
will be bound by the following approximate positions:
34°15'0.84"N, 77°46'54.99"W
34°14'49.86"N, 77°46'24.07"W
34°14'33.53"N, 77°45'51.30"W
34°14'24.21"N, 77°45'58.54"W
34°14'43.81"N, 77°46'28.05"W
34°14'53.55"N, 77°47'1.51"W

Work limits for the borrow area at "AIWW"
will be bound by the following approximate positions:
34°15'8.07"N, 77°46'51.10"W
34°15'6.13"N, 77°46'48.02"W
34°14'43.70"N, 77°47'7.74"W
34°14'45.57"N, 77°47'10.61"W

Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.
Chart 11539, 11541

NC – CAPE FEAR RIVER – DREDGING

The dredge CHEROKEE will be working in the Cape Fear River Channel between the Hwy 17 Cape Fear Memorial Bridge to the Upper and Lower Brunswick Channel in the vicinity of Cape Fear river Channel Lighted Buoy 58 (LLNR 30840) 24 hours per day, 7 day per week until approximately **Jan 31, 2020**. Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage in the vicinity of the operation, boaters should establish contact with the dredge on VHF-FM channels 13 and 16. For more information or questions contact Neil Rodgers at 843-729-1269 or Michael Kitchell at 843-830-1015.
Charts 11537

NC – CAPE FEAR RIVER – PORT OF WILMINGTON – DREDGING

Orion Marine Construction, Inc will be conducting dredging operations north of the Port of Wilmington, General Cargo Terminal Berth 1, east of the channel and turning basin until **Mar 2020.** The dredge and approximately 100 ft radius around the dredge will be surrounded by an anchored floating turbidity curtain. Loaded scow barges will be transporting dredge material from the east side of turning basin to west side via tugboats. For questions or more information, contact John Vannoy at 813-205-6352.
Chart 11537

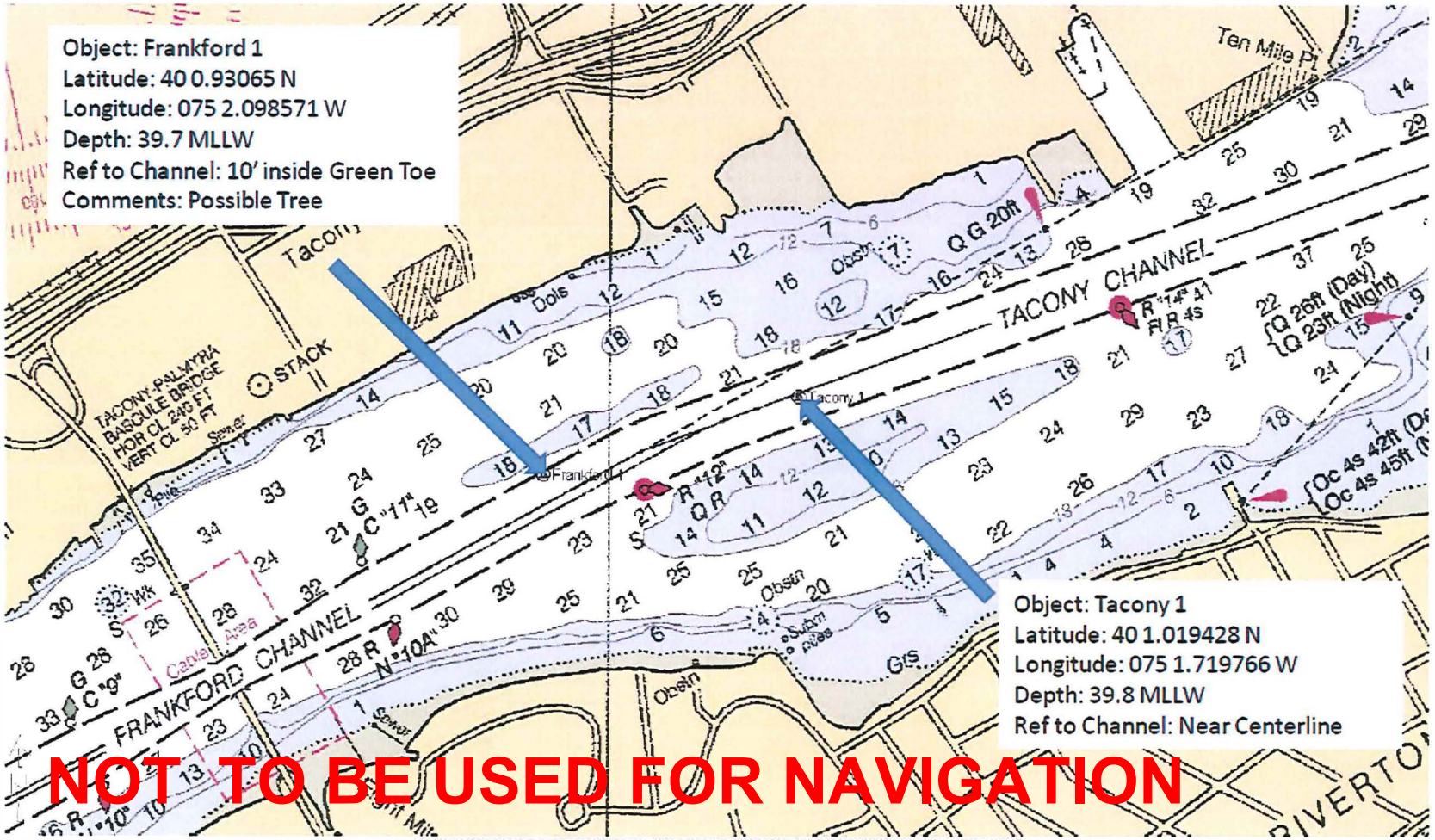
NC – ATLANTIC INTRACOASTAL WATERWAY - LOCKWOODS FOLLY – DREDGING

UPDATED END DATE. The Dredge BETTIE G II will be conducting dredging operations until approximately 19 Feb 2020 at Lockwood's Folly Inlet crossing in North Carolina. Shoal material will be removed from Tangent 11 and the channel widener located on the ocean side. Dredged material will be pumped thru 20-inch pipeline that will extend onto beach at Holden Beach. The dredge can be contacted on Channel 16 and 67. There will be numerous buoys, anchors and pipelines within the channel and mariners are requested to pass at a slow speed and use caution. Point of contact will be Ben Goodloe 813-355-7494 for Goodloe Marine.
Charts 11536, 11541

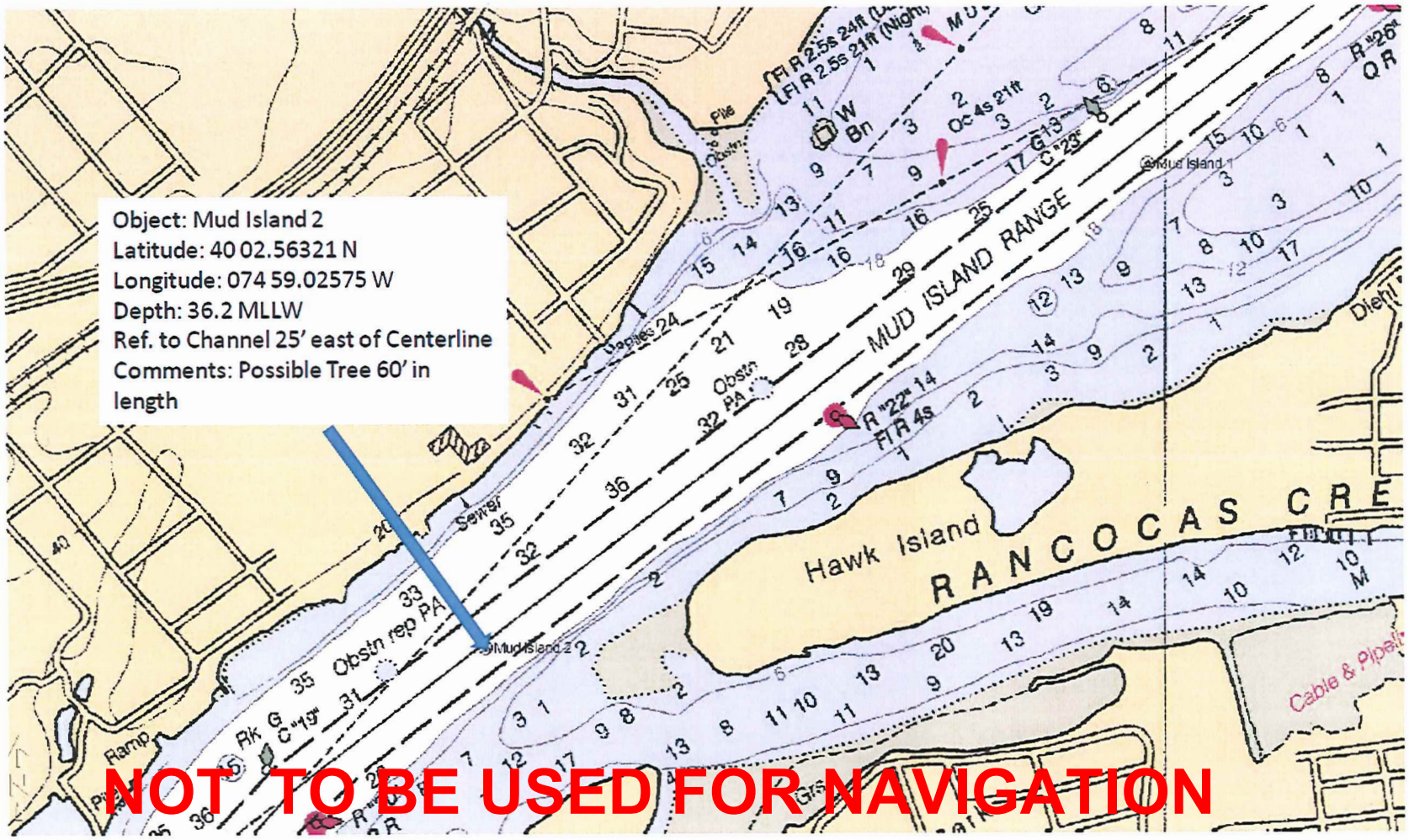
SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS IN THE FIFTH COAST GUARD DISTRICT

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

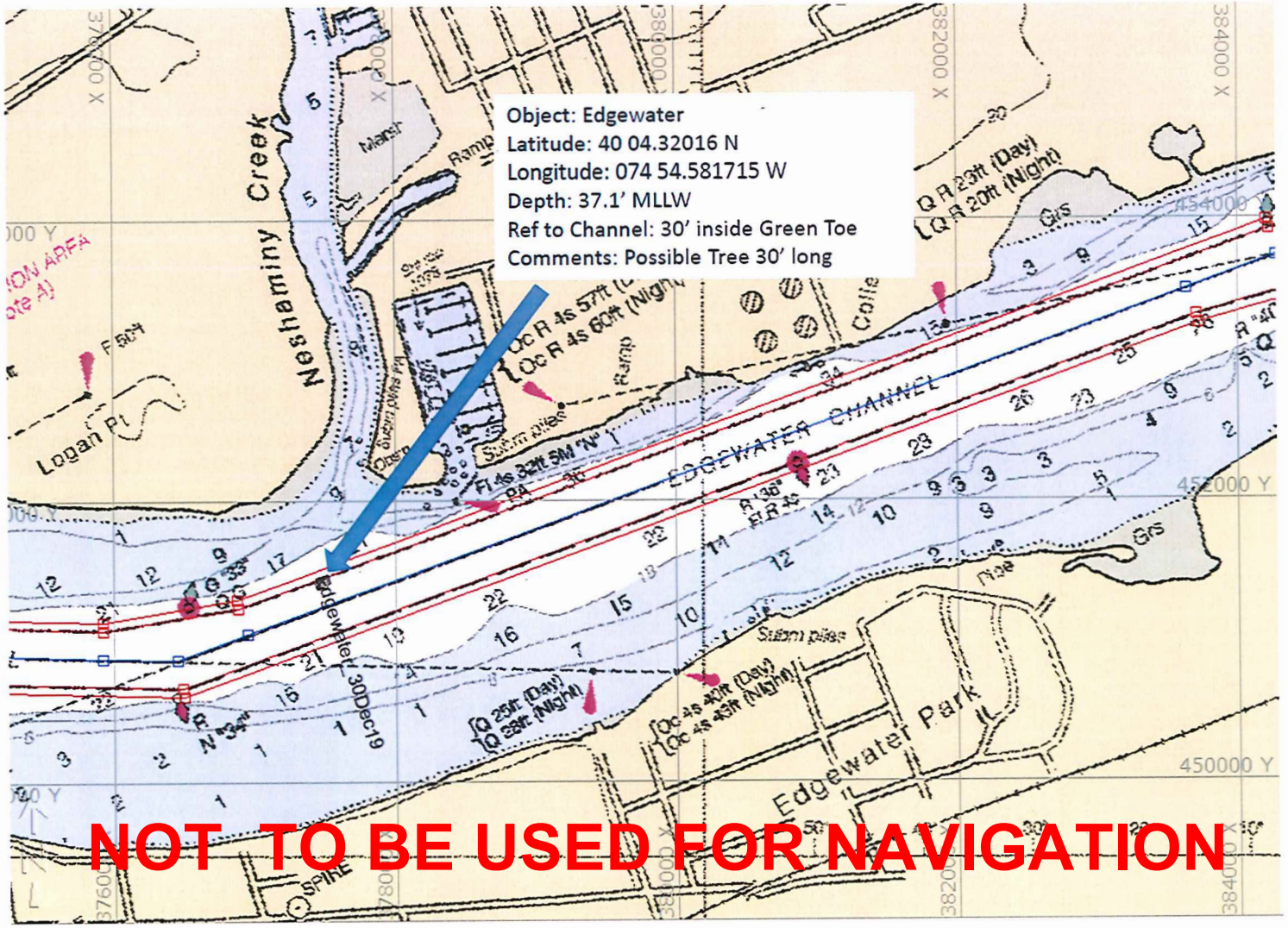
NO MARINE EVENTS TO REPORT.


Object: Frankford 1
Latitude: 40 0.93065 N
Longitude: 075 2.098571 W
Depth: 39.7 MLLW
Ref to Channel: 10' inside Green Toe
Comments: Possible Tree
Object: Tacony 1
Latitude: 40 1.019428 N
Longitude: 075 1.719766 W
Depth: 39.8 MLLW
Ref to Channel: Near Centerline
NOT TO BE USED FOR NAVIGATION
TACONY CHANNEL
FRANKFORD CHANNEL
Ten Mile Pt
TACONY-PALMYRA BASCULE BRIDGE
STACK
Q G 20ft
Q 26ft (Day)
Q 23ft (Night)
Oc 4s 42ft
Oc 4s 45ft
Obstn
Dols
Wk
Cable Area
Sewer
Pile
Frankford 1
Tacony 1

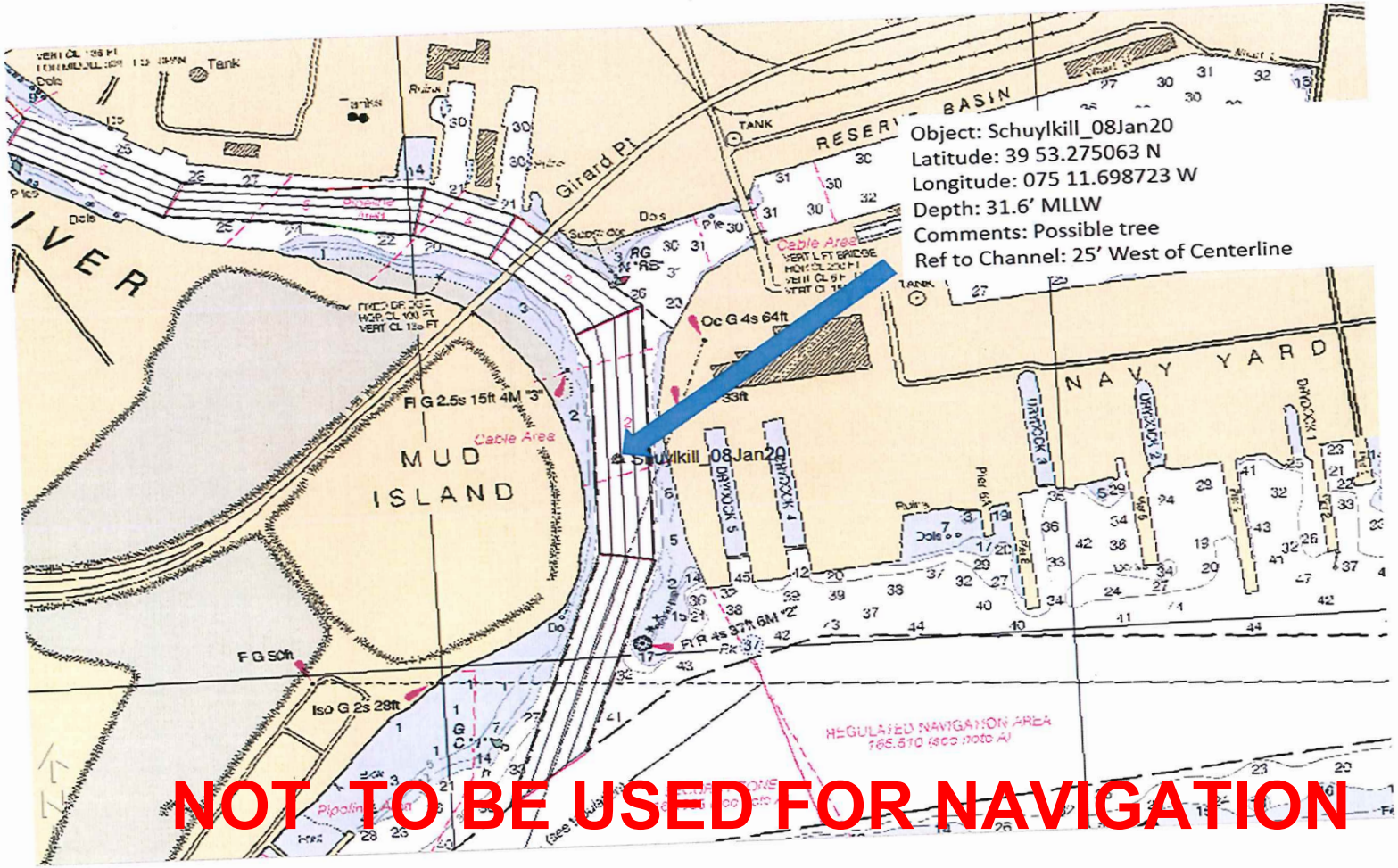
Enclosure 5


Object: Mud Island 2
Latitude: 40 02.56321 N
Longitude: 074 59.02575 W
Depth: 36.2 MLLW
Ref. to Channel 25' east of Centerline
Comments: Possible Tree 60' in length
MUD ISLAND RANGE
Hawk Island
RANCOCAS CRE
Mud Island 1
Mud Island 2
Obstn rep PA
Sewer
Ramp
Cable & Pipeli
NOT TO BE USED FOR NAVIGATION

Enclosure 6


Object: Edgewater
Latitude: 40 04.32016 N
Longitude: 074 54.581715 W
Depth: 37.1' MLLW
Ref to Channel: 30' inside Green Toe
Comments: Possible Tree 30' long
Neshaminy Creek
Logan Pt
EDGEWATER CHANNEL
Edgewater Park
Edgewater_30Dec19
Q R 23ft (Day)
Q R 20ft (Night)
Oc R 4s 57ft (Day)
Oc R 4s 60ft (Night)
Fl 4s 32ft 5M "N"
Q 25ft (Day)
Q 28ft (Night)
Oc 4s 40ft (Day)
Oc 4s 43ft (Night)
Q "N" 34"
Q 35"
Q R 36"
Q R 4s
Stdm piles
Ramp
Marsh
Gis
Pipe
SPIRE
450000 Y
452000 Y
454000 Y
NOT TO BE USED FOR NAVIGATION

Enclosure 7



This release has been issued for public information and notification purposes only.

Enclosure 8