LOCAL NOTICE TO MARINERS

District: 5

Week: 06/20

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

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

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

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

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

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

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

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

NAVIGATION INTERNET SITES
2019 Light List/ Weekly Updates.

Bridges Public Notice Website.
https://www.navcen.uscg.gov/-pageName=bnBridges

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

Coast Pilots, along with corrections are available at

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

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

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

Weather
http://www.weather.gov
ABBREVIATIONS

A through H | I through O | P through Z
---|---|---
ADRF - Buoy Adrift | I - Interrupted | PRIV - Private Aid
ADIC - Atlantic Intracoastal Waterway | ICW - Intracoastal Waterway | Q - Quick
AI - Alternating | IMCH - Improper Characteristic | R - Red
B - Buoy | INL - Inlet | RACON - Radar Transponder Beacon
BK - Breakwater | INOP - Not Operating | Ra ref - Radar reflector
bl - Blast | INT - Intensity | RB - Radio Beacon
BNM - Broadcast Notice to Mariner | ISL - Ilet | REBUILTED - Aid Rebuilt
bu - Blue | Iso - Isophase | RECOVERED - Aid Recovered
C - Canadian | kHz - Kilohertz | RED - Red Buoy
CHAN - Channel | LAT - Latitude | REF - Reflective
CGD - Coast Guard District | LB - Lighted Buoy | RRL - Range Rear Light
C/O - Cut Off | LBB - Lighted Bell Buoy | RELIGHTED - Aid Rebuilt
CONT - Contour | LH - Lighted Horn Buoy | RELOC - Relocated
CRK - Creek | LGB - Lighted Gong Buoy | RESET ON STATION - Aid Reset on Station
CONST - Construction | LONG - Longitude | RFL - Range Front Light
DAYM/Daymk - Daymark | LNM - Local Notice to Mariners | RV - River
DBN/Dbn - Daybeacon | LT - Light | RRASS - Remote Radio Activated Sound Signal
DBD/DAYBD - Dayboard | LT CONT - Light Continuous | s - seconds
DEFAC - Defaced | LWB - Lighted Whistle Buoy | SEC - Section
DEST - Destroyed | LWP - Left Watching Properly | SHL - Shoaling
DISCON - Discontinued | MH - Megahertz | SIG - Signal
ec - eclipse | MISS/MSNG - Missing | SND - Sound
EST - Established Aid | Mo - Morse Code | SPM - Single Point Mooring Buoy
ev - every | MRASS - Marine Radio Activated Sound Signal | SS - Sound Signal
EVAL - Evaluation | MSLD - Misleading | STA - Station
EXT - Extinguished | N/C - Not Charted | STRUCT - Structure
F - Fixed | NGA - National Geospatial-Intelligence Agency | St M - Statute Mile
fl - flash | NO/NUM - Number | TEMP - Temporary Aid Change
fl - Flashing | NOS - National Ocean Service | TMK - Topmark
G - Green | NW - Notice Writer | TRLM - Temporarily Replaced by Lighted Buoy
GIWW - Gulf Intracoastal Waterway | OBSCU - Obscured | TRLT - Temporarily Replaced by Light
HAZ - Hazard to Navigation | OBST - Obstruction | TRUB - Temporarily Replaced by Unlighted Buoy
HBR - Harbor | OBSTR - Obstruction | USACE - Army Corps of Engineers
HOR - Horizontal Clearance | Oc - Occulting | W - White
HT - Height | ODAS - Anchored Oceanographic Data Buoy | 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

**** 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

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 (30 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See link to compliance guide for specific times, areas, and exceptions to this law.


Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALES NORTH 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.msrl@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
- Shallot Inlet

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


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

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

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

**CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision'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. Mariner 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.
CCGDS (DS) - 043 thru 048, 050, 051, 052, 057, 058, 059, 060, 062-20.
Sector Delaware Bay (DB) - 012, 014, 017-20.
Sector Maryland (MD) - 011, 013, 016-20.
Sector Virginia (VA) - 024, 025, 026, 027, 028-20.
Sector North Carolina (NC) - 034, 035, 039, 040, 041, 043, 045, 046-20.

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

DISCREPANCIES (FEDERAL AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
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<td>120</td>
<td>Five Fathom Bank Lighted Buoy F</td>
<td>RAC INOP</td>
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<td>NONEDB</td>
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<td>Lat/Long</td>
<td>Date/Time</td>
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<td>635</td>
<td>NOAA Lighted Data Buoy 41001 (ODAS)</td>
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<td>Ocracoke Inlet Entrance Lighted Whistle Buoy OC</td>
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<td>Salem River Entrance Channel Light 7</td>
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21725  Occohannock Creek Daybeacon 10  STRUCT DEST/TRUB  12226  144HR  05/18
22285  Hunting Creek Daybeacon 9  STRUCT DEST/TRLB  12228  162HR  25/19
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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
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24530  Honga River Back Creek Entrance Light 12B  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
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28015  Oregon Inlet Lighted Buoy 9  MISSING  12204  039NC  06/20
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
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28653  Hatteras Inlet Lighted Buoy 5  MISSING  11555  NONENC  40/18
28660  Hatteras Inlet Lighted Buoy 6  MISSING  11555  066NC  09/17
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28667  Hatteras Inlet Lighted Buoy 8  MISSING  11555  NONENC  37/19
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28753  Hatteras Inlet Channel Lighted Buoy 17  OFF STA  11555  040NC  06/20
28795  Hatteras Inlet Channel Daybeacon 26  STRUCT DEST/TRUB  11555  468NC  48/19
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30010  New Topsail Inlet Buoy 5  MISSING  11541  338NC  31/18
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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
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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
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31135  Calabash Creek Daybeacon 7  MISSING/TRUB  11534  216NC  25/19
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31170  Whale Head Bay Light 1  STRUCT DEST/TRLB  12204  220NC  18/15
31220  Poplar Branch Light 1  LT EY/DAKMK 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
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SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

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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.

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Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER

Main Panel 2245 NEW YORK HARBOR

(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W

(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.

ChartTitle: Intracoastal Waterway Neuse River to Myrtle Grove Sound

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

CGD05
| ChartTitle: Beaufort Inlet Channel Lighted Buoy 16 | CGD05 from 34-41-06.411N to 34-41-04.651N | 076-39-57.914W 076-39-59.381W |
| ChartTitle: Bogue Inlet Lighted Buoy 1 | CGD05 from 34-38-04.009N to 34-38-05.363N | 077-05-57.008W 077-05-55.263W |

### Chart 11543

**25th Ed. 01-APR-15 Last LNM: 45/17 NAD 83**

| ChartTitle: Cape Lookout to New River Main Panel 507 CAPE LOOKOUT TO NEW RIVER. Page/Side: A | 06/20 |
| RELOCATE Bogue Inlet Lighted Buoy 1 | CGD05 from 34-38-04.009N to 34-38-05.363N | 077-05-57.008W 077-05-55.263W |

### Chart 11544

**42nd Ed. 01-FEB-20 Last LNM: 45/17 NAD 83**

| ChartTitle: Portsmouth Island to Beaufort, Including Cape Lookout Shoals Main Panel 508 PORTSMOUTH ISL TO BEAUFORT INCL CAPE LOOKOUT SHOALS - -. Page/Side: - NOS | 06/20 |
| NEW EDITION Scale 1: 80,000; New Edition (42 ed, 02/01/20) due to numerous Notice to Mariner changes, hydrographic changes This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://www.charts.noaa.gov/MCD/Dole.shtml for details. | -- -- |

### Chart 11545

**67th Ed. 01-JUL-19 Last LNM: 23/19 NAD 83**

| ChartTitle: Beaufort Inlet and Part of Core Sound;Lookout Bight CHART NC- BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A | 06/20 |

### Chart 11547

**40th Ed. 01-JUL-15 Last LNM: 19/19 NAD 83**

| ChartTitle: Morehead City Harbor Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: A | 06/20 |

### Chart 11548

**43rd Ed. 01-FEB-20 Last LNM: 46/17 NAD 83**

| ChartTitle: Pamlico Sound Western Part Main Panel 512 PAMLICO SOUND WESTERN PART NORTH CAROLINA - -. Page/Side: - NOS | 06/20 |
| NEW EDITION Scale 1: 80,000; New Edition (43 ed, 02/01/20) due to numerous Notice to Mariner changes, hydrographic changes This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://www.charts.noaa.gov/MCD/Dole.shtml for details. | -- -- |

### Chart 12270

**40th Ed. 01-JUL-19 Last LNM: 39/19 NAD 83**

| ChartTitle: Chesapeake Bay Eastern Bay and South River; Selby Bay CHART MD- CHESAPEAKE BAY: EASTERN BAY AND SOUTH RIVER. Page/Side: N/A | 06/20 |
| ADD Duvall Creek Entrance Daybeacon 1 Green | CGD05 at 38-55-38.059N | 076-29-19.497W |
| ADD Duvall Creek Entrance Daybeacon 3 Green | CGD05 at 38-55-39.058N | 076-29-17.477W |

### Chart 12273

**60th Ed. 01-APR-18 Last LNM: 15/19 NAD 83**

| ChartTitle: Chesapeake Bay Sandy Point to Susquehanna River Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER - -. Page/Side: - | 06/20 |
| DELETE Fishing Battery Buoy 1 at | CGD05 39-29-40.320N | 076-05-08.460W |
| DELETE Fishing Battery Buoy 2 at | CGD05 39-29-39.120N | 076-05-06.960W |

### Chart 12274

**38th Ed. 01-FEB-19 Last LNM: 39/19 NAD 83**

| | | |
Head of Chesapeake Bay  
**Chart Title:** HEAD OF CHESAPEAKE BAY  
**Page/Size:** N/A  
**DELETE**  
Fishing Battery Buoy 1 at  
CGD05  
39-29-40.320N  
076-05-08.460W  
**DELETE**  
Fishing Battery Buoy 2 at  
CGD05  
39-29-39.120N  
076-05-06.960W

Potomac River; District of Columbia  
**Chart Title:** POTOMAC RIVER.  
**Page/Size:** N/A  
**RELOCATE**  
Anacostia River Buoy 2  
CGD05  
from 38-51-45.150N  
to 38-51-45.204N  
077-00-31.550W  
077-00-31.913W  
**RELOCATE**  
Hains Point Buoy 1  
CGD05  
from 38-51-16.190N  
to 38-51-16.405N  
077-01-14.280W  
077-01-13.914W

**Main Panel 664 POTOMAC RIVER MATTAWOMAN CREEK TO GEORGETOWN**  
**Page/Size:** N/A  
**NEW EDITION**  
Scale: 1: 40,000; New Edition (52 ed, 02/01/20) due to numerous Notice to Mariner changes, hydrographic changes This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://www.charts.noaa.gov/MCD/Dole.shtml for details.

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

**SUMMARY OF ADVANCED APPROVED PROJECTS**

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Advance Notice(s)**

****PA – DELAWARE RIVER – EARLY SEASONAL BUOY REPLACEMENTS****  
The following buoys will be replaced by their seasonal hull (summer hull) and seasonal lights IAW the Light List approximately two weeks earlier than the dates listed in the Light List.  
- Delaware River Lighted Buoy 1 DR (LLNR 2485)  
- Delaware River Lighted Bell Buoy 6 (LLNR 2575)  
- Delaware River Lighted Buoy 8 (LLNR 2595)  
- Delaware River Lighted Buoy 9 (LLNR 2620)  
- Salem River Entrance Channel Lighted Buoy 2 (LLNR 2645)  
- Delaware River Lighted Buoy 12 (LLNR 2725)  
- Delaware River Lighted Buoy 22 (LLNR 2925)  
- Delaware River Lighted Buoy 50 (LLNR 3245)  
- Delaware River Lighted Buoy 66 (LLNR 3490)  

- **Chart 12311**  
  **LNM:** 06/20

****MD – APPROACHES 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, Worton Creek Lighted Buoy 2 (LLNR 27390) will be maintained from Mar 15 to Dec 1.  
- **Chart 12278**  
  **LNM:** 03/20

****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) 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 18340)
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 – DISCONTINUITY 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 SOAL CHANNEL – AID RELOCATIONS FOR DREDGING****

In association with the ongoing dredging in Thimble Shoal Channel the Coast Guard will temporarily 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 39.20N, 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

****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 FI 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 FI 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 18H to a Junction Buoy located along the Morehead City Channel.
Phase 3 is scheduled for May 2020, and for Beaufort Inlet Channel Buoy 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/lmns/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

****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/lmns/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 CGDSWaterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dqm)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704
Chart 12274

LNM: 03/20

LNM: 06/20

11 February 2020
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 irregularly 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°50'38"N, 75°28'47"W and the beacon will be displayed approximately 200 feet above mean high water in position 37°50'16", 75°29'07"W. 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°43'20", 075°29'41"W; 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°55'24"N 76°08'43"W, 36°55'50"N 76°08'37"W, 36°57'16"N 76°08'14"W, 36°57'16"N 76°07'44"W. Firing is conducted Monday through Friday from 7:00 am to 8:00 pm. For questions contact Range Operations and Training Area, Mr. Asaf or Ms. Lawrence at 757-422-7103/7101.

Charts: 12222 12254  
LNM: 19/16  

VA - WILLILOWBY 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-60R helicopter at low altitudes over the following inland and coastal waterways:
- Willpilowby 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 sied 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 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 Willpilowby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 easterly 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°09'00"N 075°31'00", 37°09'00"N 075°34'37", 37°12'00"N 075°31'00", 37°12'00"N 075°34'37.  
AREA B: 36°29'00"N 075°31'00", 36°29'00"N 075°35'50", 36°26'00"N 075°35'50", 36°26'00"N 075°31'00.  
AREA C: 36°29'00"N 075°20'00", 36°29'00"N 075°24'50", 36°26'00"N 075°24'50", 36°29'00"N 075°20'00.  
AREA D: 36°46'50"N 075°47'00", 36°46'50"N 075°46'50", 36°47'05"N 075°46'50", 36°47'05"N 075°47'80.  
Each area contains a number of 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 Pendleto 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 344.380 of Chapter 3 of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221  
LNM: 13/16  

DREDGING AND MARINE CONSTRUCTION CAUTIONS
Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoy's 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
DREDGING AND MARINE CONSTRUCTION CAUTIONS
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 – 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 OKeefe at 857-332-4485.

Chart 12318
LNM: 04/20

****PA – NJ – DELAWARE RIVER – TACONY PALMYRA BRIDGE – TWO HOUR ADVANCE NOTICE****
A contractor on behalf of Burlington County Bridge Commission, will be performing maintenance at the SR 73 (Tacony-Palmyra) Bridge, over Delaware River, mile 107.2, between Tacony, PA and Palmyra, NJ. The maintenance will be conducted from February 12, 2020, to April 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance will require a 2-hour advance notice for all requested bridge openings during the entire maintenance period. The project supervisor can be reached at (856) 429-3400. The bridge tender may be reached on VHF-FM channels 13 or 16. The movable span shall be unable to open for an emergency during the specified working hours unless a 2-hour notice is provided. Mariners are urged to use caution when transiting the area.

Chart 12314
LNM: 06/20

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 has 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 – DELAWARE RIVER - ARTIFICIAL ISLAND - PILE REMOVAL AND DREDGING OPERATIONS****
From September 1, 2019 through March 1, 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: 05/20

****PA - MD – DELAWARE RIVER – C AND D CANAL – UPPER CHESAPEAKE BAY – BALTIMORE HARBOR – DEAD SHIP MOVEMENT****
The 996-foot vessel N.S. SAVANNAH is scheduled to be towed in a dead ship status to begin on or about February 13, 2020 at 6:30 a.m. The tow will depart Philadelphia Ship Repair facility at Philadelphia, PA, proceed along an intended route that includes the Chesapeake and Delaware Canal, Upper Chesapeake Bay and the Patapsco River, to the Canton Marine Terminal Pier 13 at Baltimore, MD, to arrive on February 14, 2020 at approximately 4:30 p.m. The tow will be accompanied by McAllister Towing assist tugs. Interested mariners may contact the lead towing vessel MARJORIE B. MCALLISTER via marine band radio VHF-FM channel 16 or 13. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

Charts: 12274 12277 12278 12311
LNM: 06/20

****PA – DELAWARE RIVER – MARCUS HOOK RANGE – BLASTING - DREDGING****
UPDATED INFORMATION. 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 one *Active* includes all waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range. Safety zone two *Active* includes all waters of Marcus Hook Anchorage No. 7 found in 33 CFR 110.157 (a) (8). Safety zone three *Active* includes all waters of the Delaware River within 500 yards of the drill boat APACHE and the dredge NEW YORK. 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 two vessels at a time in Marcus Hook anchorage on a "first-come, first-served" basis. One vessel may utilize the extreme northernmost portion of the anchorage while a second vessel may utilize the extreme southernmost portion of the anchorage. Vessels wishing to transit through safety zone three may do so if they can make satisfactory passing arrangements with the drill boat APACHE or dredge NEW YORK, in accordance with the Navigational Rules in 22 Code of Federal Regulations Subchapter E via VHF-FM channel 13 at least 1 hour prior to arrival. Rock blasting will be conducted via explosive detonations by the drill boat APACHE intermittently from sunrise through sunset, daily. No vessels may transit through safety zone three during times of explosive detonation. During rock blasting operations, vessels will be required to maintain a 500 yard distance from the drill boat APACHE. The drill boat APACHE will make broadcasts, via VHF-FM Channel 13 and 16, at 2 hours, 1 hour, 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation via VHF-FM 16. After every explosive detonation, a survey will be conducted to ensure the navigational channel is clear for vessels to transit. The drill boat APACHE will make broadcasts, via VHF-FM channel 13 and 16, confirming when the channel is clear to transit. Vessels requesting to transit through safety zone three shall proceed as directed by the designated representative of the COTP and shall contact the drill boat APACHE on VHF-FM channel 13 for safe passing information. The maritime public will be notified of any changes to vessel traffic patterns or availability of Marcus Hook Anchorage No. 7 via subsequent updates.
****PA – DELAWARE RIVER – MARCUS HOOK RANGE – BLASTING - DREDGING****
to this MSIB and Broadcast Notice to Mariners. Normally, this is a 48 hour anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours 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.
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 pipe will need to be moved occasionally as the dredge progresses. The Dredge Operator will stand by on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage.
LNM: 02/20

****PA – NJ - DELAWARE RIVER – COMODORE BARRY BRIDGE – REDUCED VERTICAL HEIGHT****
Bridge work will continue on the Commodore Barry Bridge, at mile 81.4, across the Delaware River, between Bridgeport NJ and Chester, PA, through 2023. Repainting of the main (cantilever) truss span, signal gantries, steel barriers along the entire bridge, and water tower. Work platforms will be installed, reducing the available vertical clearance by 3 feet, reducing the clearance from 190 feet to 187 feet above mean high water. Mariners should exercise caution when transiting the area.
Chart 12312 LNM: 06/20

****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 water could be hazardous to navigation. Vessels drafting over 25 feet should avoid this area and transit around the object. Minimum depth 31.6 feet at mean low low water. Approximate location 39°53.275063N, 075°11.698723W. Approximately 25 feet west of channel centerline.
The U.S. Army Corps of Engineers is currently evaluating the object and assessing the potential for removal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.
Chart 12313 LNM: 02/20

****PA – NJ – DELAWARE RIVER – FRANKFORT CHANNEL – TACONY CHANNEL – MUD ISLAND RANGE - SUBMERGED OBJECTS****
Submerged objects that have been reported in the Frankford Channel, Tacony Channel, Mud Island Range and Edgewater Channel on the Delaware River. Mariners are advised to use extreme caution when transiting these portions 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°1.109N, 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.
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 objects and assessing the potential for removal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.
Chart 12314 LNM: 52/19

****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, near Middletown, DE, at approximate position 39°27’31.10”N, 75°34’44.33”W. Work is expected to continue through February 25, 2020. Project vessels involved will include barges NS43 & NS91 and tug/push boats FRANKLIN & INTREPID. 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. Working vessels may also be contacted at 330-420-5943 or 206-420-5943.
Chart 12311 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 38°21.474N 075°05.701W. Mariners are urged to transit the area with caution. MD-NCR BNM 170-19
Chart 12211 LNM: 24/19

****MD – CHESAPEAKE BAY – CHESAPEAKE BEACH – FISHING CREEK – DREDGING****
**** MD – CHESAPEAKE BAY – CHESAPEAKE BEACH – FISHING CREEK – DREDGING****
Southern Maryland Dredging will be conducting operations in Fishing Creek Channel, Chesapeake Beach, Calvert County, Maryland. Dredging will continue until 31 Mar 2020. The dredge ELLICOTT 670 with 2 small work skiffs, a pipeline from the dredge to the spoil site and one anchor barge will be in the area. The pipeline will be clearly marked and sunk where necessary. Work will be conducted 5 days a week, 12 hours a day and the vessels will monitor VHF-FM channel 08.
Chart 12266
LNM: 06/20

**** MD – CHESAPEAKE BAY – ST JEROME NECK – FLOATING OYSTER CAGES****
St Jeromes Crossroads LLC will be establishing floating oyster cages within lease boundaries in approximate position 38-10-14.7N, 76-20-39.4W in 5.6 feet of water.
Chart 12233
LNM: 06/20

****MD – EASTERN BAY - MILES RIVER – OAK CREEK – MD 33 – ST MICHAELS ROAD – REDUCED VERTICAL CLEARANCE****
The Maryland Department of Transportation State Administration is clearing/painting bridge number 2000200, MD 33 (St. Michaels Road) over Oak Creek in the Newcomb area of Talbot County. Scaffolding hung from all spans will reduce existing clearance by four (4) feet. This reduced clearance will be in effect from February 8, 2020 through April 1, 2020.
Chart 12270
LNM: 06/20

**** MD – PA – DELAWARE RIVER – C AND D CANAL – UPPER CHESAPEAKE BAY – BALTIMORE HARBOR – DEAD SHIP MOVEMENT****
The 596-foot vessel S.SAVANNAH is scheduled to be towed in a dead ship status to begin on or about February 13, 2020 at 6:30 a.m. The tow will depart Philadelphia Ship Repair facility at Philadelphia, PA, proceed along an intended route that includes the Chesapeake and Delaware Canal, Upper Chesapeake Bay and the Patapsco River, to the Canton Marine Terminal Pier 13 at Baltimore, MD, to arrive on February 14, 2020 at approximately 4:30 p.m. The tow will be accompanied by McAllister Towing assist tugs. Interested mariners may contact the lead towing vessel MARJORIE B. MCALLISTER via marine band radio VHF-FM channel 16 or 13. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Charts: 12274 12277 12278 12311
LNM: 06/20

**** MD – VA – POTTOMAC 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 “CTS11” (a 30x120 self-spudding deck barge), “H3090” (a 30x90 self-spudding 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 CTS11 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 approximately 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 – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – ROCKET LAUNCH****
PRIMARY LAUNCH DATE CHANGED TO 14 FEB. 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: 2/1/2020 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, approximately 30 NM East of Wallops island.
36NM radius of position 36-57.3N, 74-01.0 W, approximately 95 NM East of the Entrance to the Chesapeake Bay.
99NM radius of position 28-58.8N, 04-19.6 W, approximately 200 NM South of Hamilton, Bermuda.
Chart 12210
LNM: 03/20

****VA – LYNNHAVEN INLET – CRAB CREEK – LONG CREEK - DREDGING****
Caroline Marine Structures will be conducting dredging operations in two locations within the Lynnhaven Inlet. The dredging will begin in Crab Creek on February 3rd and end on February 29th 2020. The dredging will then continue into Long Creek on March 1st and end on April 29th 2020. Dredging will be conducted during daylight hours only 7 days per week. On-site supervisors will monitor marine VHF-FM channels 13 and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.
Chart 12254
LNM: 05/20
*****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 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 – SOUTHERN BRANCH – IVO JORDAN BRIDGE – MARINE CONSTRUCTION*****
Beginning February 17 through March 31, 2020 Seaward Marine Corporation in conjunction with Atlantic Wood Industries will be installing pipe piles at the west side of the of the Southern Branch on the Elizabeth River at Mile Marker 2.5 on the ICW. More precisely at the west wall parallel with the Elizabeth River at the Jordan Bridge on the Portsmouth, VA side. All Mariners are requested to maintain a slow bell and adhere to the no wake zone when transiting north and south bound and remain a safe distance away from any crane barges working at the job site. Construction will be well west of the navigable channel of the ICW. Any vessels working with the construction crews and the Job Superintendent will be monitoring VHF-M channels 13 and 16. For more information or questions contact Eric Wiedemann Project Manager 757-288-7824.
Chart 12206  LNM: 06/20

*****VA – ATLANTIC INTRACOASTAL WATERWAY (ACW) – 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 – 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 stopping 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 – JAMES RIVER – RICHMOND DEEPWATER TERMINAL – DREDGING*****
Cottrell Contracting Corporation of Chesapeake, Virginia Dredge MARION will be conducting dredging operations at the Richmond Deepwater Terminal on the James River. Work will begin approximately 650 feet South or James River Channel Light 166 (LLNR 12790) and continue to 3500 feet North of James River Channel Light 166 (LLNR 12790) until 1 March 2020.
Chart 12252  LNM: 05/20

*****VA – VIRGINIA BEACH – GPS TESTING*****
The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as E-911, AIS and DSC, may be affected at an approximate testing center point of 36°46'15.2"N 75°55'36.7"W, with a possible impact radius of 10 nm from center point. GPS testing is scheduled to be conducted on 17 - 21 Feb 2020. More information is available at the Coast Guard Navigation Center Web Site www.navcen.uscg.gov. During this period GPS users are encouraged to report any GPS service outages that they may experience to the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Web Site to submit a GPS problem report.
Charts: 12207 12224  LNM: 06/20

*****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

*****VA – NC – CAPE HENRY TO CORolla TO OREGOn INLET – OFFSHORE SURVeyINg*****
The GERRY BORDELOMN will be conducting surveying, seabed mapping and other work offshore. The main survey area is: 43nm SE of the Cape Henry Lighthouse, 37nm NNE of Oregon Inlet, NC. 26nm E of Corolla, NC. Survey Corridor to Shore: a series of lines from the main survey area at 43nm SE of the Cape Henry Lighthouse to shore approximately 11nm S of the Cape Henry Lighthouse. Main survey area stretches from 36d 08' N to 36d 28' N and 75d 20' W to 75d 00’ W. At times the vessel will also be engaged in benthic sampling of the seabed and will be stationary while grab samples are collected. Towed Survey Equipment may extend up to 1000 feet behind the vessel. The GERRY BORDELOMN will be restricted in her ability to maneuver and requests a 1 NM CPA. Survey work will be conducted 24 hours a day, seven days a week until 29 Nov. See Enclosure 5 for more information. For questions, contact James Hougham at 713-690-4900.
Chart 12207  LNM: 06/20

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 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 outside 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/bonnerbridgerelocation/.

Chart 12205

LNM: 18/16

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

33CFR165.705-1065  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°46'09"-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 - ATLANTIC INTRACOASTAL WATERWAY - MOREHEAD CITY HARBOUR-BOGUE SOUND – BRIDGE MAINTENANCE AND REDUCED CLEARANCE*****

An engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 1184 (Atlantic Beach Bridge) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 206.7, between Morehead City, NC and Atlantic Beach, NC. The maintenance, which began October 2018, will continue to be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; through November 30, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational span of the bridge performing concrete repairs through November 30, 2020. During work hours, the crane barge, material barge, several tugs, several work vessels and platforms will be located within the navigation span performing work on the fender system through March 31, 2020. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 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 38 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.

Chart 11547

LNM: 05/20

****NC – MCAS CHERRY POINT – GPS TESTING*****

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate testing center point of 34°54'08.0"N 76°53'08.1"W, with a possible impact radius of 62 nm from center point. GPS testing is scheduled to be conducted on 17 - 21 Feb 2020. More information is available at the Coast Guard Navigation Center Web Site www.navcen.uscg.gov. During this period GPS users are encouraged to report any GPS service outages that they may experience to the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Web site to submit a GPS problem report.

Chart 11552

LNM: 05/20

****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/imact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahooque 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 – POSSIBLE HAZARDS TO NAVIGATION*****

Mariners traveling on the western side of the New River between Stone Bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had
****NC – NEW RIVER – CAMP LEJEUNE – POSSIBILLE HAZARDS TO NAVIGATION****
signs denoting areas of caution around the Stone Bay Rifle Range and Verona Loop Firing Ranges. Signs are located along the Stone Bay, Grey Point and Farnell Bay sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.
Charts: 11542 11543

LNM: 24/19

****NC - NEW RIVER - FIRING EXERCISES****
Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:
Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.
Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods:
NONE SCHEDULED.
The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY
STONE CREEK SECTOR
STONE BAY SECTOR
WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR
EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY
The Target Bombing Area N1/8T-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 unexplored 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 – 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

<table>
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<th>(3) Position</th>
<th>(4) Characteristic</th>
<th>(5) Height</th>
<th>(6) Range</th>
<th>(7) Structure</th>
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LNM: 06/20

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Coast Guard District 5

11 February 2020
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ENCLOSURES

Enclosures
1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
5. VA - NC Offshore Surveying.
SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

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

NEW JERSEY SHOALING

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

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

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported.
NJICWW Light 4 (LLNR 34995).
NJICWW Light 36 (LLNR 35115).
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).
NJICWW Daybeacon 49 (LLNR 35108).
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).
North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).
NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35685) Black Point on the red side.
Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.
IVO NJICWW Daybeacon 221 (LLNR 35867).
Between NJICWW Light 233 (LLNR 35905) and Daybeacon 243 (LLNR 353945) Broad Thorofare.
IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.
Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36355) Great Channel.
Between NJICWW Light 449 (LLNR 36625) and Light 453 (LLNR 36369) Grassy Sound. Ref LNM 24/17
Chart 12316, 12324

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

 PENNSYLVANIA SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.35427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18
Chart 12312

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

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 4438). 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 MLW. 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 13 (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. SE C MD-NCR BNM 335-19
Chart 12261

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

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

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

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

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

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

MD - CHESAPEAKE BAY - 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

Chart 12211
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' on 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

VA – FENWICK ISLAND TO CHINCOTEAGUE INLET – SINEPUXENT BAY – SHOALING
Shoaling has been reported at the entrance to Sinepuxent Bay Buoy 11B (LLNR 5050). Lowest recorded depth is 1.8 feet across the entire channel.

Chart 12211

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

Chart 12210

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

Chart 12226

VA – CHINCOTEAQUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING
There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 6680) 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 104-16

VIP 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 – RAPPAPAHANNOCK 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.
Chart 12248

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE – DAVIS CREEK – SHOALING
Significant shoaling has been identified from USACE 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 – 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.
Chart 12248

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 12930). Mariners are advised to transit the area with caution. HR BNM 006-20
Chart 12238

VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – 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 1/28/2020 least depth 7.2’ from the end of north jetty eastward approximately 250’ and across the entire width of the channel.

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. NC BNM 463-19, NC BNM 445-19
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 17 (LLNR 28753). Reported water depths of less 5 feet. NC BNM 477-19
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 BNM 464-19

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 – BOUGE 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 262-19 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 295-19 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

CURRENT PROJECTS

1. 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)

2. 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)

3. New Jersey (Northern)
   - Governors Island – Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (53b-73-5) signed May 1, 2019. (HP)

4. 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 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB)

5. 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 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)

6. 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)

7. 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)

8. California
   - 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 Chincamingo Channel and the emergency ferry terminal in Rodanthe, Dare County, NC. Permit (1-19-5) signed on February 20, 2019. (HP)
   - Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (6-19-5) signed December 31, 2019. (HP)
   - Currituck Sound - All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Turnpike Authority and North Carolina Department of Transportation with plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

   WATERWAY AND LOCATION: Currituck Sound, approximately 18 miles north of Wright Memorial Bridge, between Aydlett on the mainland and Corolla on the Outer Banks, in Currituck County, NC.

   CHARACTER OF WORK: The proposed project is to construct a new bridge across Currituck Sound from the mainland to the Outer Banks.
The proposed two-lane, fixed span bridge is approximately 4.7 miles long and will have a minimum vertical clearance of 15 feet above mean high water and 40 feet of horizontal clearance between piers. The navigation span will be placed over deepest water. The proposed bridge will extend from a point on the mainland just north of Aydlett to the Outer Banks near the Corolla Bay community just south of Great Beach Pond and Whale Head Bay. The purpose of the project is to substantially improve traffic flow on the project area’s thoroughfares (US 158 and NC 12), reduce travel time for persons traveling between the Currituck County mainland and the Currituck County Outer Banks, and reduce hurricane clearance time for residents and visitors who use US 158 and NC 168 during a coastal evacuation.

The new bridge will be a fixed bridge with a horizontal clearance of 40 feet between piers and a vertical clearance of 15 feet above mean high water.

A copy of Preliminary Public Notice D05PPN-04-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at https://www.navcen.uscg.gov/?pageName=pnBridges. Comments on this proposal should be forwarded to the address in the notice no later than March 24, 2020. (MB)
high water. The bridge will be able to open for emergency vessels from Mon-Fri, from 7 a.m. to 4 p.m., if at least a 1-hour notice is given, and at all other times for the duration of the project, if at least a 4-hour notice is given. 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 transiting the area. (MB)

Delaware River - SR 73 (Tacony-Palmyra) Bridge - Bridge maintenance will be conducted from February 12, 2020, to April 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance will require a 2-hour advance notice for all requested bridge openings during the entire maintenance period. The project supervisor can be reached at (856) 429-3400. The bridge tender may be reached on VHF-FM channel 13 or 16. The movable span shall be unable to open for an emergency during the specified working hours unless a 2-hour notice is provided. Mariners are urged to 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 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 begin on May 21, 2018, and are expected to conclude on August 31, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. 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 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) 576-2673 or (410) 576-2683. (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 new 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 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
- 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)

Elizabeth River – Eastern Branch - Route 460 (Campostella Road) Bridge – Bridge has been damaged. The cluster pile causing 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. Waterway users should not anticipate temporary deviations to bridge closure beyond April 30, 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 10 a.m. on February 2 a.m. prior to navigating through the bridge. The work vehicle and work vessels may be reached on VHF-FM Channel 16. 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. Waterway users should not anticipate temporary deviations to bridge closure beyond April 30, 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 - 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 28, 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, if at least a two-hour notice is given; 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, upon request; and all vessels, upon request, if at least a two-hour notice is given. Vessels may contact the bridge tender 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 28, 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, if at least a two-hour notice is given; 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, upon request, if at least a two-hour notice is given. Vessels may contact the bridge tender 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 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/State Route 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 working hours prior to the work vessel’s anticipated transit through 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 (Etthan 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 MARYLAND-NATIONAL CAPITAL REGION

- *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 November 30, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational span of the bridge performing construction repairs through November 30, 2020. During work hours, the crane barge, material barge, several tugs, several work vessels and platforms will be located within the navigation span performing work on the fender system through March 31, 2020. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 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 38 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 (910) 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 walk 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.

- 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

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 monitored on VHF Channel 13. Project work will be conducted 7 days a week a day 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.

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.

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.

NJ – DELAWARE RIVER – ARTIFICIAL ISLAND – PILE REMOVAL AND DREDGING OPERATIONS
From through March 1, 2020, South State Contractors will begin removal of timber piles and conduct dredging operations along the shore of the Delaware River at Artificial Island on 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.

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.
PA – DELAWARE RIVER – MARCUS HOOK ANCHORAGE – DREDGING

UPDATED INFORMATION. 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 one "Active" includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range.

Safety zone two "Active" includes all the waters of Marcus Hook Anchorage No. 7 found in 33 CFR 110.157 (a) (8).

Safety zone three "Active" includes all waters of the Delaware River within 500 yards of the drill boat APACHE and the dredge NEW YORK. 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 two vessels at a time in Marcus Hook anchorage on a "first-come, first-served" basis. One vessel may utilize the extreme northeastermost portion of the anchorage while a second vessel may utilize the extreme southermost portion of the anchorage. Vessels wishing to transit through safety zone three may do so if they can make satisfactory passing arrangements with the drill boat APACHE or dredge NEW YORK, in accordance with the Navigational Rules in 22 Code of Federal Regulations Subchapter E via VHF-FM channel 13 at least 1 hour prior to arrival. Rock blasting will be conducted via explosive detonations by the APACHE intermittently from sunrise through sunset, daily. No vessels may transit through safety zone three during times of explosive detonation. During rock blasting operations, vessels will be required to maintain a 500 yard distance from the APACHE. The APACHE will make broadcasts, via VHF-FM Channel 13 and 16, at 2 hours, 1 hour, 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation via VHF-FM 16. After every explosive detonation, a survey will be conducted to ensure the navigational channel is clear for vessels to transit. The APACHE will make broadcasts, via VHF-FM channel 13 and 16, confirming when the channel is clear to transit. Vessels requesting to transit through safety zone three shall proceed as directed by the designated representative of the COTP and shall contact the APACHE on VHF-FM channel 13 for safe passing information.

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 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.

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 Delaware 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. For questions contact 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

UPDATED COMPLETION DATE. Cottrell Contracting Corporation of Chesapeake, Virginia dredge ROCKBRIDGE will be conducting dredging operations near 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 until approximately 1 Mar 2020. Equipment will monitor VHF-FM channels 13 and 16. Contact John Hackmann 443-623-8412 or Jay Musser 443-392-8089 for additional information.

Chart 12216

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 additional information.

Chart 12266

MD – CHESAPEAKE BAY – CHESAPEAKE BEACH – FISHING CREEK – DREDGING

Southern Maryland Dredging will be conducting operations in Fishing Creek Channel, Chesapeake Beach, Calvert County, Maryland. Dredging will continue until 31 Mar 2020. The dredge ELLICOTT 670 with 2 small work skiffs, a pipeline from the dredge to the spoil site and one anchor barge will be in the area. The pipeline will be clearly marked and sunk where necessary. Work will be conducted 5 days a week, 12 hours a day and the vessels will monitor VHF-FM channel 08.

Chart 12266

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

Maintenance dredging operations will occur in entraince 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

2
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 - 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 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 - CYPRESS CREEK - DREDGING OPERATIONS
Maintenance dredging operations will occur in Cypress Creek, Anne Arundel County, MD until Feb 29, 2020. Cypress Creek is located at the approximate position latitude 39° 8’46.21"N, longitude -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. 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 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 – POTTOMAC 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. 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 marker buoys labeled "Danger" that are placed approximately 85 yards (250 feet) upstream of the bridge. 3. The temporary West 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 – LYNNHAVEN INLET – CRAB CREEK – LONG CREEK - DREDGING
Caroline Marine Structures will be conducting dredging operations in two locations within the Lynnhaven Inlet. The dredging will begin in Crab Creek on February 3rd and end on February 29th 2020. The dredging will then continue into Long Creek on March 1st and end on April 29th 2020. Dredging will be conducted during daylight hours only 7 days per week. On-site supervisors will monitor marine VHF-FM channels 13 and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.
Chart 12254
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 and the tug. 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”, Scows (258 and 259) and tender “Liz Alma” will be operating in the Thimble Shoal Channel between Thimble Shoal Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235).

VA – HAMPTON ROADS – ELIZABETH RIVER – NEWPORT NEWS CHANNEL – DREDGING

Consitio 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.
Charts 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 36-54-7.89N, 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 or comments, contact Jim Matters at 410-320-7534.
Charts 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 and the navigable channel of the ICW. Any vessels working with the construction crews and the job Superintendent will be monitoring VHF-M channels 13 and 16. 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 and the tug. 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 – 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 sites. For more information or questions, contact Pat Robinson at 610-960-3139.
Chart 12222

VA – ELIZABETH RIVER – SOUTHERN BRANCH – CONSTRUCTION

Beginning February 17 through March 31, 2020 Seaward Marine Corporation in conjunction with Atlantic Wood Industries will be installing pipe piles at the west side of the of the Southern Branch on the Elizabeth River at Mile Marker 2.5 on the ICW. More precisely at the work site. Construction will be well west of the navigable channel of the ICW. Any vessels working with the construction crews and the job Superintendent will be monitoring VHF-FM channels 13 and 16. For more information or questions, contact Wes Norton at 757-375-4840.
Charts 12245

VA – CHESAPEAKE BAY – LAFAYETTE RIVER – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be conducting dredging operations in various locations within the Elizabeth River at the Jordan Bridge on the Portsmouth, VA side. All Mariners are requested to maintain a slow bell and adhere to the no wake zone when transiting north and south bound and remain a safe distance away from any crane barges working at the job site. Construction will be well west of the navigable channel of the ICW. Any vessels working with the construction crews and the job Superintendent will be monitoring VHF-FM channels 13 and 16.

VA – PORTSMOUTH – CRANEY ISLAND – MARINE CONSTRUCTION

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 or questions, contact Wes Norton at 757-375-4840.
Charts 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. Mariner 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 – IVO JORDAN BRIDGE - MARINE CONSTRUCTION

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”, Scows (258 and 259) and tender “Liz Alma” will be operating in the Thimble Shoal Channel between Thimble Shoal 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.
Charts 12222

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – 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 or questions, contact Wes Norton at 757-375-4840.
Chart 12245

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 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 – RICHMOND DEEPWATER TERMINAL – DREDGING
Cottom Contracting Corporation of Chesapeake, Virginia Dredge MARION will be conducting dredging operations at the Richmond Deepwater Terminal on the James River. Work will begin approximately 650 feet South or James River Channel Light 166 (LLNR 12790) and continue to 3500 feet North of James River Channel Light 166 (LLNR 12790) until 1 March 2020.
Chart 12252

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

VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION
Construction activities by Croman Construction for the for Dominion Energy Virginia Rappahannock River Cable Crossing will commence on or about September 23rd, 2019 east of the VA Route 3 Rappahannock River Bridge in the vicinity of 37 37 01.655N, 076 25 44.9693W (South Platform) and, 37 37 55.1326N, 076 24 52.724W (North Platform). Work will continue until Apr of 2021. The Crane Barges Xavier and CKCC 495 will be performing the construction activities supported by a Tender Tug, a Towing Tug, and material barges. All vessels and crew will monitor VHF channels 13 and 7. For more information or questions, contact 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 12288

VA – POTOMAC RIVER – DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN
In conjunction with the Shoreline Stabilization Project, a Turbidity Curtain 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 12237

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 – HATTERAS INLET – CONSTRUCTION AREA
NCDOT is performing construction work in Hatteras Inlet on the shoreline near the Ocracoke North Ferry Terminal in approximate position 35-11’29”N, 75-46’48”W. Mariners are advised to travel at no wake speeds and use caution while navigating this area. NC BNM 311-19

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. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050.

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 1,690 ft x 645 ft 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 3,200 ft 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 Pommert, 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°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

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 Waterway (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°15’05.32"N, 77°46’51.10"W

Work limits for the borrow area at “AIWW” 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°15’05.32"N, 77°46’51.10"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 – 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 widening 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
NEW OR UPDATED INFORMATION

New, updated or very important information in this enclosure will be highlighted in yellow.

DC - POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN - WASHINGTON CHANNEL – FIREWORKS DISPLAY

An annual aerial fireworks display is scheduled to occur over the Washington Channel on February 22, 2020 (no rain date), between 6:30 p.m. and 6:45 p.m. The fireworks will be launched from a floating platform located near the District Pier at The Wharf (southwest waterfront in Washington, DC), in approximate position latitude 38° 52' 45.49'' N., longitude 077° 01' 41.06'' W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 200 feet from the fireworks floating platform. Comments or questions should be directed to Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number 410-576-2674 or 410-576-2893.

Chart 12289
Main Survey Area and Cable Corridor

Enclosure 5