LOCAL NOTICE TO MARINERS

District: 5  Week: 07/19

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

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

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

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

or for correspondence and article requests:
ward.b.posey@uscg.mil, (757) 398-6229 or matthew.e.kehney@uscg.mil, at (757) 398-6552 or CGDSWaterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

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

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

REFERENCES

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

NAVIGATIONAL INTERNET SITES

2018 Light List/ Weekly Updates.

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

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

Coast Pilots, along with corrections are available at

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

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

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

A through H

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

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LWR - Lighted Whistle Buoy
LWP - Left Watching Properly
LAT - Latitude
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LWR - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/NSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NSS - National Ocean Service
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy
P through Z

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

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

**** NEW OR UPDATED INFORMATION IN THE LOCAL NOTICE TO MARINERS ****
In an effort to bring attention to new, updated or very important information in the Local Notice to Mariners (LNM) this information will be preceded and followed by four asterisks.

LNM: 25/16

2019 LIGHT LIST
2019 Light Lists are available on the USCG Navigation Center's website at: http://www.navcen.uscg.gov/?pageName=lightLists
Coast Guard Light Lists are a means for communicating aids to navigation information to the maritime public. The last government printed Light Lists were the 2014 editions. While the Light Lists will no longer be available in government printed form, commercial reproductions may be available for purchase from maritime service providers. Local Notice to Mariners will continue to advise Light List corrections and NAVCEN will continue to publish a compilation of corrections. Complete versions of the 2019 Light Lists are updated weekly on the NAVCEN website and
mariners should download applicable copies and updates as needed at: http://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates
NOTE: Due to the lapse in federal funding, the weekly updates may not be up-to-date. We cannot guarantee this service until after appropriations are enacted.
A summary of 2019 Light List corrections are available at: https://www.navcen.uscg.gov/?pageName=lightListCorrections
Guidance for use of electronic navigation publications onboard U.S. vessels can be found at:

LNM: 04/19

****US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING****
US - Atlantic Seacoast - Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow-moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See link to compliance guide for specific times, areas, and exceptions to this law.
Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16.
WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr@noaa.gov.

LNM: 44/18

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS
This notice is to notify mariners about accessing hazardous inlets, to heighten public awareness about the hazards that exist in and around the inlets, and to provide the mariner with available information. Mariners are advised that shoaling conditions exist at following North Carolina coastal inlets:
Oregon Inlet Hatteras Inlet
Ocracoke Inlet Barden Inlet
Beaufort Inlet Bogue Inlet
New River Inlet Topsail Inlet
Masonboro Inlet Carolina Beach Inlet
Lockwoods Folly Inlet Shallotte Inlet
Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes. Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:
Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the area. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5
To report any aids to navigation discrepancies (missing, damaged, off station, extinguished lights), shoaling, hazards to navigation, or discrepancies on bridge lighting, please contact Sector North Carolina Command Center (910) 343-2200.

LNM: 17/16

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

LNM: 13/16

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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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER 1.7

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

BROADCAST NOTICES TO MARINERS

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

CCGD5 (DS) - 037, 038, 039, 044, 045, 047 THRU 055-19.
Sector Delaware Bay (DB) - 028, 029, 030, 032, 033-19.
Sector Maryland (MD) - 059/051/050/046/041/018-19.
Sector Hampton Roads (HR) - 035-19, 033-19.
Sector North Carolina (NC) - 028, 032, 034, 035, 038, 041, 045, 046, 047, 048, 049, 051, 052, 055-19.
### SECTION II - DISCREPANCIES

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

#### DISCREPANCIES (FEDERAL AIDS)

<table>
<thead>
<tr>
<th>LNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
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<th>LNM End</th>
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26255  Philpots Island Buoy 6  OFF STA/TRUB  12270  447MD  34/18
26700  Davis Creek Entrance Daybeacon 2  STRUCT DMGD  12272  321MD  44/17
27896  Elk River - Welch Point Buoy 2  OFF STA  12277  531MD  43/18
27896.01  Elk River - Welch Point Buoy 4  OFF STA  12277  531MD  44/18
28552  Shallowbag Bay Warning Light A  DAYMK MISSING  12205  582NC  47/17
28553  ShallowBag Bay Warning Light D  DAYMK MISSING  12205  583NC  47/17
29273  Shell Point Channel Daybeacon 2  DAYMK MISSING  11545  413NC  39/18
29273.1  Shell Point Channel Daybeacon 3  DAYMK MISSING  11545  413NC  39/18
29273.3  Shell Point Channel Daybeacon 6  STRUCT DEST  11545  413NC  39/18
30477  Cape Fear River Warning Light A  LT EXT  11534  045NC  06/17
30905  Wilmington Marine Center Daybeacon 6  DAYMK DMGD  11537  NONENC  05/16
30910  Wilmington Marine Center Daybeacon 7  DAYMK DMGD  11537  NONENC  05/16
31060  Shallotte Inlet Buoy 2  MISSING  11534  005NC  01/14
31087  Shallotte Inlet Buoy 9  MISSING  11534  317NC  23/13
31270  Southern Shores Daybeacon 1  DAYMK DMGD  12204  NONENC  26/17
31275  Southern Shores Daybeacon 2  DAYMK IMCH  12204  NONENC  30/17
31305  Southern Shores Junction Daybeacon JG  STRUCT DEST  12204  NONENC  30/17
31315  Southern Shores Daybeacon 10  STRUCT DEST  12204  NONENC  30/17
31350  Colington Harbor Entrance Daybeacon 3  STRUCT DEST  12205  NONENC  30/17
31416.5  Whitehall Shores Channel Daybeacon 2  DAYMK MISSING  12206  585NC  47/17
31419.6  Whitehall Shores West Channel Daybeacon 1  DAYMK MISSING  12206  584NC  47/17
32725.16  Swanquarter PPA Warning Daybeacon R  STRUCT DEST  11548  424NC  33/16
32725.23  Swanquarter PPA Warning Daybeacon X  STRUCT DEST  11548  089NC  09/16
32725.24  Swanquarter PPA Warning Daybeacon Y  STRUCT DEST  11548  NONENC  09/16
33427.5  Swan Point Warning Daybeacon B  DAYMK MISSING  11552  177NC  12/15
33428  Swan Point Warning Light C  DAYMK MISSING  11552  178NC  12/15
33428.5  Swan Point Warning Daybeacon D  DAYMK MISSING  11552  179NC  12/15
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35230  Manahawkin Bay Lower Warning Light  LT EXT  12324  371DB  32/13
35780  Absecon Waterway Upper Pier Light  LT IMCH  12316  521DB  38/14
35785  Absecon Waterway Lower Pier Light  LT IMCH  12316  522DB  38/14
36777.3  Cape May Village Daybeacon 4  STRUCT DEST  12316  556DB  41/15
38535  Triple S. Marina Daybeacon 1  STRUCT DEST  11547  200NC  18/17
39621.4  Bradley Creek Daybeacon 4  DAYMK MISSING  11541  391NC  32/17
39621.9  Bradley Creek Light 9  LT IMCH  11541  414NC  34/17
39623.3  Bradley Creek Light 14  DAYMK IMCH  11541  487NC  40/17
40017  Cape Fear River Warning Light A  LT EXT  11534  045NC  06/17
40117  Asquith Creek Daybeacon 6  DAYMK IMCH  12282  520MD  45/14
Beach Cove South Channel Daybeacon 8  MISSINNG  12216  NONEAC  10/06
Big Timber Creek Buoy 12  OFF STA  12313  428DB  38/18
Broad Creek Daybeacon 17 Eastern Branch Elizabeth R  STRUCT DEST  12253  377HR  50/17
Cherrystone Artificial Reef Buoys  MISSINNG  12221  NONED5  24/05
Colington Harbor Entrance Light 5  DAYMK DMGD  12205  290NC  26/17
Colington Harbor Entrance Light 6  DAYMK DMGD  12205  NONENC  30/17
Fox Hill Channel Daybeacon 4  DAYMK DMGD  12238  175HR  23/12
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Gosnold Hope Channel Daybeacon 2  STRUCT DEST  12222  NONEHR  07/18
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Hambleton Cove Daybeacon 1  STRUCT DEST  12270  324MD  22/18
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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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**Platform 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. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Chart Edition</th>
<th>Last Local Notice to Mariners</th>
<th>Horizontal Datum Reference</th>
<th>Source of Correction</th>
<th>Current Local Notice to Mariners</th>
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<tr>
<td>12327</td>
<td>91st Ed.</td>
<td>19-APR-97</td>
<td>NAD 83</td>
<td>CGD01</td>
<td>27/97</td>
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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

Corrective Action: RELOCATE Carolina Beach Inlet Buoy 3

Object of Corrective Action: Green can

Position: from 34-04-50.410N to 34-04-55.194N

077-51-54.260W

077-51-54.333W

077-51-02.361W

077-51-59.482W

077-52-03.576W

077-52-04.898W

077-52-14.250W

077-52-10.751W

077-52-28.750W

077-52-24.621W

077-52-27.513W

077-52-20.401W

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bears of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

PLATFORM TEMPORARY CHANGES CORRECTED

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11534 39th Ed. 01-NOV-15 Last LNM: 34/18 NAD 83 07/19

Chart Title: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek. Page/Side: N/A

CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A

RELOCATE Carolina Beach Inlet Buoy 3 from 34-04-50.410N to 34-04-55.194N 077-51-54.260W 077-51-54.333W

11541 41st Ed. 01-NOV-15 Last LNM: 47/17 NAD 83 07/19

Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound

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


11543 25th Ed. 01-APR-15 Last LNM: 45/17 NAD 83 07/19

Chart Title: Cape Lookout to New River

Main Panel 507 CAPE LOOKOUT TO NEW RIVER. Page/Side: A

LNM: 07/19
12 February 2019
<table>
<thead>
<tr>
<th>ChartTitle: Portsmouth Island to Beaufort, Including Cape Lookout Shoals</th>
<th>Page/Side: N/A</th>
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<td>CGD05</td>
<td>from 34-39-45.042N to 34-39-45.024N</td>
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<tr>
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<td>076-40-18.821W to 076-40-18.358W</td>
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<tr>
<td>(Temp) RELOCATE</td>
<td>Beaufort Inlet Channel Lighted Buoy 13</td>
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<tr>
<td>CGD05</td>
<td>from 34-40-28.738N to 34-40-28.456N</td>
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<tr>
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<td>076-40-13.329W to 076-40-12.956W</td>
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<td>Beaufort Inlet Channel Lighted Buoy 9</td>
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<td>CGD05</td>
<td>from 34-39-46.113N to 34-39-46.323N</td>
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<td>076-40-25.179W to 076-40-26.204W</td>
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<td>075-47-10.402W to 075-47-10.550W</td>
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<td>075-47-25.015W to 075-47-25.533W</td>
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<td>075-31-26.364W to 075-31-34.764W</td>
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12214
50th Ed.  01-SEP-18  Last LNM:  45/17  NAD 83  07/19
ChartTitle: Cape May to Fenwick Island
Main Panel 554  CAPE MAY TO FENWICK ISLAND - -.  Page/Side: -
ADD  Deepwater Wind Met Buoy SKJ
      Yellow  (Priv.)
      Fl Y 4s

12225
61st Ed.  01-FEB-17  Last LNM:  45/17  NAD 83  07/19
ChartTitle: Chesapeake Bay Wolf Trap to Smith Point
Main Panel 563  CHESAPEAKE BAY WOLF TRAP TO SMITH POINT.  Page/Side: A
DELETE  Nassawadox Creek Warning Buoy H at
         CGD05  37-28-27.206N
         CGD05  075-57-01.156W
DELETE  Nassawadox Creek Warning Buoy I at
         CGD05  37-28-26.489N
         CGD05  075-56-43.295W
DELETE  Nassawadox Creek Warning Daybeacon G at
         CGD05  37-28-28.935N
         CGD05  075-57-23.654W

12226
19th Ed.  01-AUG-14  Last LNM:  45/17  NAD 83  07/19
ChartTitle: Chesapeake Bay Wolf Trap to Pungoteague Creek
ChartTitle: VA- CHESAPEAKE BAY:  WOLF TRAP TO PUNGOTEAUGE CREEK.  Page/Side: N/A
DELETE  Nassawadox Creek Warning Buoy H at
         CGD05  37-28-27.206N
         CGD05  075-57-01.156W
DELETE  Nassawadox Creek Warning Buoy I at
         CGD05  37-28-26.489N
         CGD05  075-56-43.295W
DELETE  Nassawadox Creek Warning Daybeacon G at
         CGD05  37-28-28.935N
         CGD05  075-57-23.654W

12233
39th Ed.  01-SEP-17  Last LNM:  40/17  NAD 83  07/19
ChartTitle: Potomac River Chesapeake Bay to Piney Point
Main Panel 570  POTOMAC RIVER-CHESAPEAKE BAY TO PINEY POINT - -.  Page/Side: -
DELETE  Potomac River Sandy Point Lighted Data Buoy A at
         CGD05  38-05-25.940N
         CGD05  076-31-21.560W

12274
38th Ed.  01-FEB-19  Last LNM:  47/17  NAD 83  07/19
ChartTitle: Head of Chesapeake Bay
Main Panel 626  HEAD OF CHESAPEAKE BAY - -.  Page/Side: -
NEW EDITION  Scale 1: 40,000; New Edition (38 ed, 02/01/19) 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

12285
42nd Ed.  01-AUG-15  Last LNM:  41/17  NAD 83  07/19
ChartTitle: Potomac River; District of Columbia
ChartTitle: MD-VA-DC- POTOMAC RIVER.  Page/Side: N/A
DELETE  Potomac River Sandy Point Lighted Data Buoy A at
         CGD05  38-05-25.940N
         CGD05  076-31-21.560W
ADD  Dyke Marsh Lighted Danger Buoy B
       (Priv)
       Q W
         CGD05
ADD  Dyke Marsh Lighted Danger Buoy C
       (Priv)
       Q W
         CGD05
ADD  Dyke Marsh Lighted Danger Buoy D
         CGD05  38-45-33.000N
         CGD05  077-02-43.000W
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>
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<th>Approved Project(s)</th>
<th>Project Date</th>
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Advance Notice(s)

*****NJ – INTRACOASTAL WATERWAY SANDY HOOK TO LITTLE EGG HARBOR – SEASONAL RELIEF SCHEDULE****

During the first week of March, the Coast Guard will modify the seasonal relief schedule for the following aids in the New Jersey Intracoastal Waterway. The following aids will be “Removed when endangered by ice.” during winter months.

New Jersey Intracoastal Waterway Buoy 46 (LLNR 35167)
New Jersey Intracoastal Waterway Buoy 101 (LLNR 35395)
New Jersey Intracoastal Waterway Buoy 102 (LLNR 35400)

Charts: 12316 12324

*****MD – CHESAPEAKE BAY – KENT ISLAND NARROWS – AIDS TO NAVIGATION CHANGES****

Following dredging of Kent Island Narrows North Channel, on or about February 24, 2019, the Coast Guard will make the following changes to the aids to navigation in the area.

Discontinue – Kent Island Narrows North Approach Lighted Buoy 3 (LLNR 26417).
Change - Kent Island Narrows North Approach Light 4 (LLNR 26420) to Kent Island North Approach Light 3 with a flashing 4 second green light, 4NM range with SG dayboards.
Change - Kent Island Narrows North Approach Warning Daybeacon (LLNR 26425) to Kent Island Narrows North Approach Light 4 with a flashing 4 second red light, 4NM range with TR dayboards.
Discontinue Kent Island Narrows North Approach Buoy 6A (LL 26437).

Chart 12272

*****VA – CHINCOTEAGUE CHANNEL – TEMPORARILY CHANGES FOR DREDGING****
On or about February 12, 2019 Chincoteague Channel Lighted Buoy 27 (LLNR 5392), and Chincoteague Channel Lighted Buoy 29 (LLNR 5400) will be temporarily discontinued for dredging of Chincoteague Channel. Chincoteague Channel Lighted Buoy 11A will be relocated. Upon completion of the dredging and review of the after dredge survey the buoys will be re-established.

Charts: 12210 12211

LNM: 07/19

****NC – NEUSE RIVER – TRENT RIVER – AID TO NAVIGATION CHANGE****

Due to significant shoaling near missing Trent River Daybeacon 20 (LLNR 34315), the Coast Guard will convert to Trent River Buoy 20 (LLNR 34595) during the first week of April.

Chart 11552

LNM: 06/19

****NC - BEAUFORT INLET AND SOUTHERN CORE SOUND – CORE SOUND – AID TO NAVIGATION CHANGE****

Due to significant shoaling near Oyster Creek Daybeacon 3 (LLNR 34595), the Coast Guard will convert to Oyster Creek Buoy 3 (LLNR 34595) during the first week of April 2019.

Charts: 11544 11548 11550

LNM: 06/19

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
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<td>PROPOSED CHANGE NOTICE(S)</td>
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</tr>
</tbody>
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**COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES**

Periodically, the Coast Guard, evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aids is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website: https://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

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

LNM: 41/11

****VA – SEACOAST – OCEAN CITY INLET TO CAPE HATTERAS – PROPOSAL TO DISCONTINUE AIDS TO NAVIGATION****

The Coast Guard is proposing to discontinue the three lighted gunnery area buoys off the Virginia Coast.

Surface Gunnery Area 8 Lighted Buoy GA (LLNR 347)
Surface Gunnery Area 8 Lighted Buoy GB (LLNR 348)
Surface Gunnery Area 8 Lighted Buoy GC (LLNR 349)

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at http://www.navcen.uscg.gov/pdf/lnms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

All comments will be carefully considered and are requested prior to April 9, 2019 to be considered in the analysis. Refer to project number 05-19-020(D)

Send comments to CGDSWaterways@uscg.mil, or

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

Charts: 12200 12208

LNM: 07/19

****VA – CHESAPEAKE BAY – PROPOSAL TO DISCONTINUE AIDS TO NAVIGATION****

The Coast Guard is proposing to permanently discontinue Tail of the Horseshoe Shoal Lighted Buoy 2T (LLNR 7065) and Horseshoe Crossing Lighted Whistle Buoy HC (LLNR 12820). Based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area, these aids are no longer needed and do not serve any lateral significance.

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 5th Coast Guard District Special Notice Waterway Feedback Form

All comments will be carefully considered and are requested prior to April 9, 2019 to be considered in the analysis. Refer to project number 05-19-019(D)

Send comments to CGDSWaterways@uscg.mil, or

U.S. Coast Guard Fifth District
****NC – CORE SOUND – WAINWRIGHT SLOUGH – PROPOSAL TO DISCONTINUE AIDS TO NAVIGATION****
Due to significant shoaling in Wainwright Slough, the Coast Guard is proposing to permanently discontinue the following aids to navigation. The Coast Guard will continue to monitor waterway and review USACE surveys, with possible remarking if water depths provide safe accessibility throughout the waterway.
Core Sound Warning Light CS (LLNR 34325)
Core Sound Warning Light AA (LLNR 34330)
Core Sound Buoy 3A (LLNR 34335)
Core Sound Buoy 4 (LLNR 34340)
Core Sound Buoy 4A (34343)
Core Sound Warning Light BB (LLNR 34345)
Core Sound Buoy 5A (LLNR 34349)
Core Sound Warning Daybeacon CC (LLNR 34350)
Core Sound Warning Daybeacon DD (LLNR 34355)
Core Sound Lighted Buoy 7 (LLNR 34360)
Core Sound Warning Light EE (LLNR 34365)
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 5th Coast Guard District Special Notice Waterway Feedback Form
All comments will be carefully considered and are requested prior to April 1, 2019 to be considered in the analysis. Refer to project number 05-19-013(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ethan Coble
Portsmouth, VA 23704

****NC – CAPE FEAR RIVER – SUNNY POINT TERMINAL SOUTH ENTRANCE – AID TO NAVIGATION CHANGE****
The Coast Guard is proposing replacing Sunny Point Terminal South Entrance Lighted Buoy 1S (LLNR 30565) and Sunny Point Terminal South Entrance Lighted Buoy 2S (LLNR 30570) with a preferred channel buoy Sunny Point Terminal Lighted Junction Buoy SP (LLNR 30570). 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 5th Coast Guard District Special Notice Waterway Feedback Form
All comments will be carefully considered and are requested prior to 1 April 2019 to be considered in the analysis. Refer to project number 05-19-016(D)
Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or
U.S. Coast Guard Fifth District Waterways Management (dpw)
Attn: Mr. Ethan Coble
431 Crawford Street
Portsmouth, VA 23704
Charts: 11534 11537

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

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

LNM: 07/19
Live firing is conducted continuously off Joint Expeditionary Base Little Creek in Danger Zone 334.370, the area west of the south end of the Chesapeake Bay Bridge Tunnel, bounded by the following positions: 36-55-24N 76-08-40W, 36-55-50N 07-08-37W, 36-57-16N 07-08-14W, 36-57-16N 07-08-14W, 36-56-58.5N 07-07-11W, 36-57-07N 07-07-44W. Firing is conducted Monday through Friday from 7:00 am to 8:00 pm. For questions contact Range Operations and Training Area, Mr. Assaf or Ms. Lawrence at 757-422-7103/7101.

Charts: 12222 12254

LNM: 19/16

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

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

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

LNM: 01/16

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

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

AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.0N 075-34.7W.

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

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

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

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

Chart 12200

LNM: 01/16

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

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

Charts: 12205 12207 12221

LNM: 13/16

DREDGING AND MARINE CONSTRUCTION CAUTIONS

Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel.

Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week. All fishnets, 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.

LNM: 01/16

NOAA ELECTRONIC NAVIGATIONAL CHART (ENC) FOR NAVIGATION IN U.S. WATERS

NOAA recommends that mariners take advantage of the most recent chart updates by using the NOAA Electronic Navigational Chart (ENC) for navigation in U.S. waters. ENCs provide the most up to date information, whereas paper and raster nautical chart updates may be up to one month behind the corresponding ENC coverage. Over the next few years, mariners will see continued improvement in the extent and detail of ENC.
NOAA ELECTRONIC NAVIGATIONAL CHART (ENC) FOR NAVIGATION IN U.S. WATERS

coverage, while there will be a reduction in RNC and paper chart coverage and service. ENCs will include routine changes between editions that are not published through notices to mariners. One significant change to the RNC and paper charts will be the removal of controlling (minimum) depth information from many maintained channels. Controlling channel depths will still be provided on ENCs.

Comments or concerns can be addressed through ASSIST, NOAA's Nautical Inquiry and Comment System.
https://www.nauticalcharts.noaa.gov/customer-service/assist/

LNM: 50/18

****NJ – INTRACOASTAL WATERWAY – MANASQUAN RIVER – SANDY HOOK TO LITTLE EGG HARBOR****
An engineering firm, on behalf of the New Jersey Transit Corporation will be performing a dive inspection at the Brielle Point Pleasant Railroad Bridge, at mile 0.9, over the Manasquan River, in Point Pleasant, New Jersey. The inspection will be conducted between February 13 and February 15, 2019; from 8 a.m. to 2 p.m. The inspection will require a 22 foot dive boat to be in and around the navigable channel and divers to be working outside the navigable channel. Contact the dive boat at 973-418-0079, or on VHF-FM channels 13 and 16. Mariners should use caution when transiting the area.

Chart 12324

LNM: 07/19

****NJ – SEA GIRT TO LITTLE EGG INLET – BARNEGAT BAY – OYSTER FARM****
An Oyster Farm has been established approximately 1/2 NM North-East of Clam Island, South of Oyster Creek Channel. The perimeter is marked with 2" PVC stakes that extend 4 feet out of the water at MHW. Many obstructions exist in the Farm Area and a 10’ X 20’ work platform remains in the area at all times. The platform is lighted with one white light at night. Mariners should avoid this area. For question or more information, contact Barnegat Oyster Collective at 201-787-6458.

Chart 12323

LNM: 07/19

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

Chart 12312

LNM: 02/19

****PA -NJ – DELAWARE RIVER – MARCUS HOOK - TINICUM RANGES – ROCK BLASTING – DREDGING****
Great Lakes Dredge & Dock Company will be conducting drilling, rock blasting, and dredging operations in the Delaware River within the Marcus Hook and Tinicum Ranges. Operations will be conducted from February 15, 2019 through March 15, 2019. A safety zone will be in effect for all navigable waters of the Delaware River within 500 yards of vessels and machinery performing rock blasting, rock removal, and dredging operations. The operator of any vessel requesting to transit through the safety zone shall proceed as directed by the drill boat APACHE, the dredges TEXAS and NEW YORK, or the designated representative of the Captain of the Port and must operate at the minimum safe speed necessary to maintain steerage and reduce wake.

No vessel may transit through the safety zone during times of explosive detonation. The drill boat APACHE will make broadcasts via VHF-FM Channel 13 and 16, at 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation on VHF-FM Channel 16. After every explosive detonation, a survey will be conducted to ensure the navigational channel is clear for vessels to transit. APACHE will broadcast, via VHF-FM 13 and 16, when survey is complete and the channel is clear to traffic. For safe passing arrangements, contact drill boat APACHE on VHF-FM channel 13. If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Situation Unit Controller at (215) 271-4807.

Chart 12312

LNM: 06/19

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

39.946901, 75.196842
39.944531, 75.190677
39.94435, 75.190349
39.944149, 75.190021
39.942757, 75.193016
39.942514, 75.192811
39.94227, 75.192605
39.942557, 75.196720

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

Chart 12313

LNM: 42/18

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

Chart 12266

LNM: 03/19

MD – CHESAPEAKE BAY – TRED AVON RIVER – HARRIS CREEK - OYSTER REEFS
The U.S. Army Corps of Engineers and Maryland Department of Natural Resources have placed rock and shell on the bottom at sites to restore...
**MD – CHESAPEAKE BAY – TRED AVON RIVER – HARRIS CREEK – OYSTER REEFS**

Oyster Reef Habitat in the Tred Avon River in Talbot County, MD. In those areas, water depths are between 1 ft to 2 ft shallower than what is currently shown on NOAA nautical charts. More information including maps and site coordinates may be obtained from http://www.nab.usace.army.mil/Missions/Environmental/Oyster-Restoration/ or the USACE Project Manager at 410-962-7440. Please also see Enclosure 5.

Chart 12266  
LNM: 42/18

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******MD – CHESAPEAKE BAY – LOVE POINT – ARTIFICIAL REEF DEPLOYMENT******

The Maryland Artificial Reef Initiative will be deploying concrete material at the Love Point artificial reef site for one day on or after 4 Feb, 2019, weather permitting. The material will be deployed via crane at or near 39 03.980’N, 76 17.415’W, approximately two miles NNE of Love Point near the mouth of the Chester River. On the day of deployment, a tugboat and barges carrying a crane and concrete will be spudded down at the site from 07:00 to 18:00. The Maryland DNR Artificial Reef Coordinator will be on site monitoring the deployment, and can be reached at Michael.Malpezzi@maryland.gov for questions.

Chart 12266  
LNM: 06/19

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******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – BEAR CREEK – OVERHEAD TRANSMISSION LINE OPERATIONS******

Utility line construction operations continue on Bear Creek in the vicinity of the I-695 (Baltimore Beltway) Bridges until March 30, 2019. The work will be conducted as weather permits, 7 days a week, during daylight hours. Marine equipment on site includes the spud barge "502" (120’ x 30’ with 50’ long spuds), the tugs "MISS DEE" or "JUNIOR", and the crewboats "SMOKEY" or "BRUISER". The spud barge will remain outside the navigation channel and may remain on site. All equipment will be marked and lighted in accordance with USCG regulations. The support boats will be dispatched from Smith's Yard and Anchor Bay East Marina for the project duration. Interested mariners can contact the vessels on site via VHF-FM channels 16 & 13.

Charts: 12278 12281  
LNM: 05/19

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******MD - CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – BALTIMORE HARBOR - DREDGING OPERATIONS******

The Dredges ATLANTIC and VIRGINIAN continue to have on-going dredging operations in the Federal Channels serving Baltimore Harbor primarily in Craighill Angle, Craighill Upper Range, and Cutoff Angle. Dredge Scow Barges continue to be transported via tugs to the Poplar Island Confined Disposal Facility. Between February 11-18, 2019, Dredging Pipeline will be placed outside the Masonville Confined Disposal Facility north east of Fairfield Marine Terminal Pier 3 in preparation of discharging dredge Material from Curtis Bay Channel inside the Masonville Dike at the end of February 2019. This pipeline will be submerged outside the Federal Channel. Approximately (2) lengths of 600 feet of pipeline will be staged outside the Ferry Bar Channel near Green #3, and moved into place at the NE end of the Masonville Dike during the period Feb 11-18, 2019. The Curtis Bay Channel Dredging will last for approximately one month. Both the Dredge ATLANTIC and VIRGINIAN Dredging will perform the dredging at Curtis Bay Channel after finishing excavating areas inside Cutoff Angle on or about March 15, 2019. The overall dredging project is expected to continue until approximately April 30, 2019. The Dredge Operators will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For more information or questions, contact Norfolk Dredging Company at 757-547-9391.

Charts: 12278 12281  
LNM: 06/19

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******MD – BALTIMORE HARBOR – PATAPSCO RIVER (MIDDLE BRANCH) – STUCK IN THE CLOSED POSITION******

The SR-2 (Hanover Street) Bridge, at mile 12.0, across the Middle Branch of the Patapsco River in Baltimore, MD, is having electrical problems and the center and tail locks are frozen in place. Bridge repairs have commenced and will be ongoing until further notice. The bridge is inoperable and cannot open at this time. The bridge has a vertical clearance of 21 feet above Mean High Water in the closed position. Mariners should exercise caution when transiting the area.

Chart 12281  
LNM: 07/19

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******MD – VA – UPPER POTOMAC RIVER – SEASONAL AIDS TO NAVIGATION******

The following aids to navigation in the Upper Potomac River will not be replaced with a Lighted Ice Buoy (LIB) of reduced intensity this 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 47 (LLNR 18235)  
Upper Potomac River Channel Lighted Buoy 51 (LLNR 18255)  
Upper Potomac River Channel Lighted Buoy 55 (LLNR18325)  
Upper Potomac River Channel Lighted Buoy 59 (LLNR18345)  
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 18660)  
Alexandria Channel Lighted Buoy 6 (LLNR 18620)  
Alexandria Channel Lighted Buoy 7A (LLNR 18660)  
Hains Point Junction Lighted Buoy HP (LLNR 18705)

Chart 12288  
LNM: 06/19
The USACE dredge CURRITUCK will be dredging in Chincoteague Inlet in the vicinity of Chincoteague Channel Lighted Buys 10 and 11 (LLNRs 5310 and 5315) and Chincoteague Channel Lighted Buoy 26 (LLNR 5390) to Chincoteague Channel Lighted Buoy 29 (LLNR 5400) until 22 Feb 2019.

Salmons, Inc. will be conducting dredging operation for the City of Virginia Beach from January 28 through May 9, 2019 during daylight hours Monday through Friday in Crab Creek and Long Creek Channel. For more information or question, contact Jerry Strohkorb at 757-426-6824.

Chesapeake Tunnel Joint Venture will commence Tug, Crane and Barge operations along with the Tug Robert T (or other similar vessel) around the existing Chesapeake Bay Bridge Tunnel protection berms for Island 1 and Island 2 on or about February 11, 2019. Work is expected to last 2020. This work will not impede the navigational channel. Operators of vessels of all types should be aware that at different times, the crane barge and material barges may be held in place by way of spuds and at other times, it may be held in place by a single, or up to a six point anchoring system.  Buos are attached to the anchors so that the anchors may be moved as the crane barge advances along the project. All Mariners are cautioned to strictly comply with the Rules of the Road when in the vicinity of the job site and approaching or leaving the area of operations, and remain a safe distance away from any and all buoys, cables, barges, workboats, and tugs working at the job site. The anchor buoys will be illuminated at night by flashing white lights and the barges will be illuminated by steady white lights on all corners. The Tug Robert T (or other similar vessel) will standby by on VHF-FM channels 13 and 16.

VA – CHESAPEAKE BAY – TEMPORARY RESEARCH BUOYS – ESTABLISHED

The following temporary buoys have been established in the Chesapeake Bay approximately 2.5 NM WSW of the town of Cape Charles:

- Cape Charles Temporary Wave Buoy A in approximate position 37-14-57.80N, 76-04-35.07W, Yellow 3 meter diameter disk research buoy showing a Fl (5) 20 sec yellow light.
- Cape Charles Temporary Wave Buoy B in approximate position 37-14-50.18N, 76-04-30.16W, Yellow 3 meter diameter disk research buoy showing a Fl (5) 20 sec yellow light.

For more information contact William Douglas at 410-507-8587.
mean high water. Vessels able to pass through the bridge in the closed position may do so, after receiving authorization from on scene law enforcement vessels. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area.

VA – ELIZABETH RIVER – I-64 WIDENING AND HIGH RISE BRIDGE EXPANSION

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

H&H Enterprises will be installing stone breakwaters and driving piles for a pier, ½ mile northwest of the Great Bridge Locks, in the southern branch of the Elizabeth River. Barges will be located outside the main channel. Work will begin February 11 and estimated to finish April 12, 2019. When the riprap barges are being delivered the tugboat, JESSE LEE, will be monitoring VHF channels 13 and 16. For more information or questions, contact Mike Hodges at 757-435-9668.

1) On February 20 and February 21, 2019, installation of a cofferdam on north east end of lock wall will occur. The Lock will be closed from 7:00 AM to 7:00 PM on both days.
2) From February 25 to approximately March 16, 2019, a crew will be working on the removal and installation of the replacement valve 7 days per week. During this time period, there will be occasional delays to navigation to provide crane support in the lock.
3) During the week of March 19, 2019, the removal and relocation of the cofferdam will take place, and the exact time and closure will be issued in a separated Notice to Navigation Interest issued in March 2019. The horizontal clearance of the lock will be limited to 70 feet during these repairs. Vessels shall provide a large berth to the work area which will be marked with a yellow safety beam on the lock wall. Those planning to use this route can contact the Great Bridge Lock operator at 757-547-3311 or call the Norfolk District office at 757-201-7642.

VA – INTRACOASTAL WATERWAY – ALBEMARLE AND CHESAPEAKE CANAL – LOCK MAINTENANCE

The U.S. Army Corps of Engineers will be performing valve replacement and diving at the Great Bridge Lock, located in Chesapeake, Virginia, starting on February 20 and concluding on approximately March 16, 2019.
1) On February 20 and February 21, 2019, installation of a cofferdam on north east end of lock wall will occur. The Lock will be closed from 7:00 AM to 7:00 PM on both days.
2) From February 25 to approximately March 16, 2019, a crew will be working on the removal and installation of the replacement valve 7 days per week. During this time period, there will be occasional delays to navigation to provide crane support in the lock.
3) During the week of March 19, 2019, the removal and relocation of the cofferdam will take place, and the exact time and closure will be issued in a separated Notice to Navigation Interest issued in March 2019. The horizontal clearance of the lock will be limited to 70 feet during these repairs. Vessels shall provide a large berth to the work area which will be marked with a yellow safety beam on the lock wall. Those planning to use this route can contact the Great Bridge Lock operator at 757-547-3311 or call the Norfolk District office at 757-201-7642.

VA – INTRACOASTAL WATERWAY – GREAT DISMAL SWAMP CANAL – DREDGING

PCI Dredging LLC will be conducting dredging operations in the Great Dismal Canal from 22 Feb until approximately 30 Mar 2019. Dredged material will be placed in the Upland USACE CDF on the westside of the Canal. Work vessels may be contacted on VHF-FM channels 13 and 16. Mariners are urged to transit at the slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Pipeline and vessels will be marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the shoreline of the federal channel thence traversing upland and west into the CDF. For more information or question contact Kent Petersen at 715-356-7311.

VA – RUDEE INLET – SHOALING

Survey dated January 23, 2019 indicates shoaling across the entire channel from the east ends of the jetties eastward for approximately 270'; least depth 5.9' MLLW. Additional shoaling in the south channel; least depth 9.1', from the East end of the South jetty and continuing West for approximately 190'.

NC – GPS TESTING

GPS Testing will be conducted on the below dates at the listed times. Impacts of the testing may be noticed within 38NM of the center point near Fort Bragg NC in position 35-07-13.140N, 079-13-38.866W.

For additional information, you may contact the Navigation Information Service (NIS) watch stander at (703) 313-5900.

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

Construction activities for the replacement bridge are ongoing and are expected to finish on August 30, 2019. Work will be conducted 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. Crane barges will be secured in place with four anchors.
connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. In addition, construction activities for the replacement bridge immediately adjacent to the current navigation channel are scheduled to begin on July 24, 2017 and continue until December 31, 2017. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnebridgereplace/.

Chart 12205  LNM: 18/16

****NC – CORE SOUND - ATLANTIC HARBOR – DREDGING****

Cottrell Contracting Corporation of Chesapeake, VA dredge MARION and associated dredge equipment will be conducting dredging operations in the vicinity of Atlantic Harbor, NC. Operations will take place in the Atlantic Harbor Channel from Atlantic Channel Daybeacon 1 (LLNR 34495) to Atlantic Channel Light 2 (LLNR 34500) and from Core Sound Light 22 (LLNR 34475) to the intersection of Atlantic Harbor Channel. Dredging operations will take place on or about 8 Feb until 1 Mar 2019.

Chart 11545  LNM: 06/19

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

The North Carolina Department of Transportation, who owns and operates the Harkers Island Road Bridge (SR 1332) across the Straits of Harkers Island, mile 0.6, at Carteret County, NC, has requested a temporary deviation from the current operating regulation to facilitate bridge repair due to damage during Hurricane Florence. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 8 a.m. on October 30, 2018, until 6 p.m. on April 30, 2019, to facilitate bridge repair due to damage during Hurricane Florence. This deviation allows the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 11545  LNM: 06/19

NC – NEUSE RIVER - NEUSE RIVER RAILROAD BRIDGE – BLOCKED CHANNEL

Construction crews will be making repairs on the Neuse River Railroad Bridge in New Bern, NC from Jan through May 2019. Work will take place Monday through Friday from 7 a.m. through 5 p.m. Construction barges and equipment will block the east navigation channel during work times. The west navigation channel will not be blocked during repairs.

Chart 11552  LNM: 06/19

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing. Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahooque Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):

1.A.1 SUNUP - SUNSET: 16 JAN 19 - 31 JAN 19 MONDAY THROUGH FRIDAY, RIFLE RANGE TRAINING.
1.A.2 0800 - 2359: 16 JAN 19 - 31 JAN 19 AVIATION RANGE TRAINING.

Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when Boating in this area. This area will not be patrolled by Military Personnel or vessels. In addition, to normal unit level training the following special event will be taking place: from 11 - 31 Jan 19, there will be Special Boat Teams operating out of MCAS Cherry Point utilizing the waterways in and around Cherry Point And Pamlico Sound. These teams will also be conducting surface direct live fire training at BT-9 and 11 between 22 - 31 Jan 19 until as late as 10:00 pm. Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548  11552  LNM: 04/19

****NC – INTRACOASTAL WATERWAY – COAST GUARD BASE FORT MACON – DREDGING****

Southwind Construction Corp will be conducting dredging operations at the Coast Guard Base in Fort Macon starting 4 Feb and continuing until approximately 25 Feb. Dredged material will be pumped through a pipeline to the Brant Island Disposal Area. Work vessels may be contacted on VHF-FM channels 13 and 16. Submerged and floating pipelines are associated with dredging operations; use extreme caution in the area. Mariners are urged to transit at the slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For more information or question contact Darrell Stewart at 812-867-7220.

Chart 11541  LNM: 51/17

****NC – EMERALD ISLE AND INDIAN BEACH – POST FLORENCE BEACH RENOURISHMENT PROJECT****

From 14 Feb to 30 Apr 2019 Great Lakes Dredge & Dock Company will use the area between Radio Island and Goat Island outside of the Morehead City Channel as a staging area for pipeline and waterside equipment for the duration of this project including mob and demobilization. Boaters should note that inside the coordinates of this waterside staging area, there could be pipeline on the bottom that could cause hazards to navigation, all vessels should avoid the area defined by the coordinates listed below. This contract will involve dredges, tugs, barges, derricks, and crew boats to complete beach fill operations. Three submerged pipeline setups will be place on the bottom; one in Emerald Isle and two in Indian Beach with each pipeline composed of approximately 3,200ft of subline. The dredges LIBERTY ISLAND, DOUG MACKIE and ELLIS ISLAND will be on scene. All material will be dredged and pumped from the CDMDS site just south of the Beaufort Inlet Channel. Waterside staging area for floating and submerged pipelines and equipment:

Northwest Limit: Lat. 34° 42’ 30.956” N Lon. 076° 41’ 30.489” W
Southwest Limit1: Lat. 34° 42’ 29.125” N Lon. 076° 41’ 32.640” W
Southwest Limit2: Lat. 34° 42’ 22.299” N Lon. 076° 41’ 27.959” W
Southeast Limit: Lat. 34° 42’ 12.961” N Lon. 076° 41’ 13.902” W

Chart 11541  LNM: 06/19

12 February 2019
Northeast Limit: Lat. 34° 42' 16.903" N Lon. 076° 41' 09.616" W
Sublines to be placed in close proximity to the following:

Subline 1 – Emerald Isle:
Landward End Lat. 34° 40' 37.425" N Lon. 076° 56' 40.754" W
Seaward End Lat. 34° 40' 06.297" N Lon. 076° 56' 33.795" W
Subline 2 – Emerald Isle:
Landward End Lat. 34° 40' 57.749" N Lon. 076° 42' 21.483" W
Seaward End Lat. 34° 40' 26.619" N Lon. 076° 42' 21.111" W
Subline 3 – Indian Beach:
Landward End Lat. 34° 41' 15.317" N Lon. 076° 52' 22.810" W
Seaward End Lat. 34° 41' 04.063" N Lon. 076° 52' 16.915" W

Dredges digging in ODMDS Borrow Site:
Northwest Limit: Lat. 34° 38' 57.294" N Lon. 076° 42' 21.483" W
Southwest Limit: Lat. 34° 38' 12.815" N Lon. 076° 42' 22.892" W
Southeast Limit 1: Lat. 34° 38' 11.062" N Lon. 076° 40' 57.160" W
Southeast Limit 2: Lat. 34° 38' 14.862" N Lon. 076° 40' 53.067" W
Northeast Limit: Lat. 34° 38' 55.527" N Lon. 076° 40' 51.871" W

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 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.

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

The Target Bombing Area NU/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods: NONE SCHEDULED

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

NONE SCHEDULED

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

Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor. Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543 LNM: 01/16

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

**SECTION VIII - LIGHT LIST CORRECTIONS**

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Remarks</th>
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## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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### ENCLOSURES

**Enclosures**

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
5. Tred Avon River Oyster Restoration.
SUMMARY OF SHOALING REPORTED
IN THE FIFTH COAST GUARD DISTRICT

NEW JERSEY SHOALING

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

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported.
NJICWW Light 4 (LLNR 34995).
NJICWW Light 38 (LLNR 35115).
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).
NJICWW Daybeacon 49 (LLNR 35108).
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).
North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).
NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side.
Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.
IVO NJICWW Daybeacon 221 (LLNR 35867).
Between NJICWW Light 233 (LLNR 35905) and Daybeacon 243 (LLNR 3535945) Broad Thorofare.
IVO NJICWW Buoy 423 (LLNR 36009) and Buoy 263 (LLNR 36007) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.
Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel.
Between NJICWW Light 449 (LLNR 36625) and Light 453 (LLNR 36639) Grassy Sound. Ref LNM 24/17
Chart 12316, 12324

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

PENNSYLVANIA SHOALING

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

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

DELAWARE SHOALING

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

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

MARYLAND SHOALING

MD – FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING
A Maryland Department of Natural Resources Bathymetric Survey conducted in Nov 2017 has identified shoaling midway between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Lighted Buoy 10 (LLNR 4750) to a depth of less than five feet at MLLW and extending approximately 150 feet into the channel. A second area of severe shoaling has been identified between Ocean City Lighted 11 (LLNR 4755) and Lighted Buoy 12 (LLNR 4757) to a depth of less than seven feet at MLLW.
Chart 12211
**MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING**

Shoaling exist between Sinepuxent Bay Channel Lighted Buoy 11 (LLNR 5042) to Sinepuxent Bay Channel Light 13 (LLNR 5055), water depth of three feet. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy (LLNR 5017), water depth of four and one half feet. Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), shoaling encroaches approximately 20 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 – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING**

The Army Corps of Engineers, Baltimore District, Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Light 1 (LL 16760) to 500 feet up the channel of St. George Creek West Channel Daybeacon 3 (LL 16765), with a least depth of 3.1 feet MLLW.

The Army Corps of Engineers, Baltimore District, Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Light 1 (LL 16760) to 500 feet up the channel of St. George Creek West Channel Daybeacon 3 (LL 16765), with a least depth of 3.1 feet MLLW.

**MD – CHESAPEAKE BAY – LITTLE CHOPTANK RIVER - SLAUGHTER CREEK - SHOALING**

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

Chart 12228

**MD – CHESAPEAKE BAY – LITTLE CHOPTANK RIVER - SLAUGHTER CREEK - SHOALING**

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

Chart 12264, 12266

**MD – CHESAPEAKE BAY – HONGA, NANTICOKE AND WICOMICO RIVERS – FISHING BAY – TAR BAY**

A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Daybeacon 4 (LLNR 24595) and Tar Bay Channel Daybeacon 8 (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4' 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.

**MD – CHESAPEAKE BAY – ROCKHOLD CREEK – SHOALING**

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

Chart 12270

**MD – CHESAPEAKE BAY - ROCK HALL HARBOR – SHOALING**

The MD DNR Survey of Rock Hall Harbor Entrance, dated April 21, 2017 indicates shoaling across the marked channel from Rock Hall Harbor Entrance Buoy 1 (LLNR 26890) to Rock Hall Harbor Light 5 (LLNR 26900). Least depths range to 6.9 feet to 4.8 feet MLLW.

Chart 12272, 12278
MD – UPPER CHESAPEAKE CHANNEL – SHOALING
A USACE Survey conducted on 11 May 2017 has identified shoaling to a depth of less than 34 feet at MLLW within the eastern one-quarter of the
navigation channel extending northeast of Upper Chesapeake Channel Lighted Buoy 37 (LLNR 8635). MD BNM 175-17, Ref LNM 25/17
Chart 12273

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

VIRGINIA SHOALING

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

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

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

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

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

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

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

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

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

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

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER 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 – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR
Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). HR BNM 182-15
Chart 12238
VA – CHESAPEAKE BAY – BACK RIVER – SHOALING
A NOAA Survey identified shoaling to a depth of 6 feet MLW in Back River in approximate position 37°06′33.0″N, 076°16′40.8″W, approximately 75 yards west of Back River Daybeacon 6 (LLNR 12930). Mariners are advised to transit the area with caution. HR BNM 044-17, LNM 07/17
Chart 12222

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

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

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

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

VA - POTOMAC RIVER - 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 – 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 – OREGON INLET - SHOALING
Survey dated 4 Feb 2019 indicates shoaling; least depth 4.6′MLLW, south of the centerline of the channel from the East end of the South Jetty eastward for approximately 300′.
Chart 12200

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

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

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

NC – BEAUFORT HARBOR – SHOALING
U.S. Army Corp of Engineers Survey on 4 Oct 2018 revealed significant shoaling between Beaufort Harbor Channel Lighted Buoy 2 (LLNR 34805) and Beaufort Harbor Buoy 2A (LLNR 34807) in Beaufort Harbor Channel. Depths as low as 6 feet at mean low water were reported along the right hand side of the channel when returning from sea. Mariners are advised to navigate with extreme caution when transiting this area. NC BNM 427-18, LNM 42/18
Chart 11545
NC – BOGUE SOUND – SHOALING
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895), 10 yards into the channel to a depth of 1-2 feet MLW. Mariners are advised to use extreme caution while navigating this area. NC BNM 228-18
Chart 11541

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

NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING
Shoaling exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760). NC BNM 294-18.
Chart 11546

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 – CAROLINA BEACH INLET – SHOALING****
Shoaling has been reported from Carolina Beach Inlet Buoy 1 (LLNR 30265) through buoy 6 (LLNR 30290) across the entire channel to a depth of 5 feet MLW. Mariners are advised to use caution while navigating this area.
Chart 11541

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

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

NC - 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 – LOCKWOODS FOLLY INLET – SHOALING
Shoaling is reported across Lockwoods Folly Inlet, depths of 4 - 5 Feet MLW from Lockwoods Folly Inlet Lighted Buoy 1 (LLNR 31010) and Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31055) to Lockwoods Folly Inlet Buoy 6 (LLNR 31030) and Lockwoods Inlet Buoy 7 (LLNR 31035). NC BNM 394-18
Chart 11534

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

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

**SECTOR DELAWARE BAY**
- **Delaware**
  - Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
- **New Jersey (Central & Southern)**
  - Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
  - Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)
- **Pennsylvania**
  - Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in both navigation spans. (MT)
  - Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

**SECTOR MARYLAND-NATIONAL CAPITAL REGION**
- **Maryland**
  - Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)
  - Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)
  - Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)
- **Virginia (Northern)**
  - Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)

**SECTOR HAMPTON ROADS**
- **Virginia (Southern)** – None

**SECTOR NORTH CAROLINA**
- **North Carolina**
  - Atlantic Intracoastal Waterway – NC 210/60 Bridge, Surf City, NC - proposed new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)
  - The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)
  - Pamlico Sound – US 17 Business Bridge (Hertford, NC) – Replacement swing drawbridge Preliminary Navigation Clearance Determination (PNCD) issued on November 1, 2017; vertical clearance of 33 feet above mean high water and a horizontal clearance of 55 feet. NCDOT preferred alternative would provide a vertical clearance of 12 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 55 feet. (HP)
  - Pamlico Sound – All interested parties are notified that an application dated September 27, 2018, has been received from the North Carolina Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

**WATERWAY AND LOCATION:** Pamlico Sound, northeastern shore, from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the emergency ferry terminal in Rodanthe, Dare County, NC.

**CHARACTER OF WORK:** The proposed project is to build a new bridge, Bridge No. 71 (Rodanthe Bridge) (approximately 2.46 miles/12,986.8 feet in length) that will carry North Carolina Route 12 along the northeastern shore of Pamlico Sound on the mainland side of the outer bank of North Carolina. The new bridge will lie from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge near the southern end of Hatteras Island to a position north of the Chicamacomico Channel and emergency ferry terminal in Rodanthe, Dare County, NC. The purpose of the project is to: (1) provide a new means of access from Bodie Island to Hatteras Island for its residents, businesses,
services and tourists; (2) provide a replacement crossing that takes into account natural channel migration expected through year 2050 and provides the flexibility to let the channel move; (3) provide a replacement crossing that will not be endangered by shoreline movement through year 2050; and (4) provide a long-term solution to the future challenges of shoreline erosion and over wash, as well as the potential presence of breaches and inlets in the project area. The new bridge has no designated navigation span(s) given it does not cross a defined navigation channel, river or creek. The minimum vertical clearance provided by the bridge owner for the safety of the bridge is 16 feet above mean high water and the horizontal clearance between bridge piers is 90, 130 and 129 feet, throughout the portions of the bridge over water. A copy of Public Notice D05PN-08-2018, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at https://www.navcen.uscg.gov/?pageNum=pnBridges. Comments on this proposal should be forwarded to the address in the notice no later than November 16, 2018. (HP)

Regulations:

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION
- Washington, DC & Virginia (Northern) – None
- Maryland – None

SECTOR HAMPTON ROADS
- Virginia (Southern)
  - Elizabeth River – Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridge – The bridge will be maintained in the closed-to-navigation position to facilitate public safety from 11 a.m. to 12:30 p.m. and from 2 p.m. to 4 p.m. on Wednesday, February 6, 2019. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed position of 48 feet above mean high water. Vessels able to pass through the bridges in the closed position may do so, after receiving authorization from on scene law enforcement vessels. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area. (HP)

SECTOR NORTH CAROLINA
- North Carolina – None

Construction, et al:

SECTOR DELAWARE BAY
- Delaware - None
- New Jersey (Central & Southern)
  - Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution. (KB)

Great Egg Harbor Bay - Garden State Parkway (Northbound) Bridge - Maintenance will be performed from November 1, 2016, until February 28, 2017, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. Bridge work will include superstructure removal and replacement, deck repair and resurfacing, parapet replacement, substructure repairs, and fender replacement. A work platform extending approximately 2 feet below low steel of the bridge will be installed over the middle portion of the bridge, reducing the vertical clearance of the navigation span to approximately 48 feet. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. Mariners should use extreme caution when transiting the area. (HP)

Delaware River - Interstate 278/Delaware River Turnpike Bridge - Repainting and miscellaneous improvements will be performed from mid-November 2015 through December 31, 2018. All work on the bridge superstructure will continue to be performed from 7 a.m. to 7 p.m.; M-F; and from 6 a.m. to 6 p.m. on the weekends. The repainting and miscellaneous improvements ongoing since mid-November, 2015, will be extended through to December 31, 2018. A work platform occupying approximately half of the navigation span, will continue to reduce the vertical clearance by approximately 5 feet to approximately 130 feet above mean high water. The project foreman can be contacted at 267-767-2550. Mariners should use extreme caution when transiting the area. (MT)

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

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

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

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

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

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

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

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

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

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

Beach Creek - SR 147 (Beach Creek) Bridge – Bridge maintenance to the bridge fender system, which began in September 2018, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 30 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (215) 786-1562. Mariners should use extreme caution when transiting the area. (MT)
New Jersey Intracoastal Waterway (NJICW), Ingram Thorofare - CR 601 (Avalon Boulevard) Bridge – Bridge maintenance which began in September, 2018, will continue to be conducted from 7 a.m. to 3 p.m., Monday-Saturday; through February 28, 2019. A 40-foot crane will be in and around the vicinity of the bridge. During the maintenance period, barges will be located outside of the navigable channel. A crane will be moored to the bridge pier and fender system during dive operations. (MT)

Manasquan River - Brielle Point Pleasant Railroad Bridge - Bridge inspection will be conducted between February 13, 2019 and February 15, 2019; from 8 a.m. to 2 p.m. The inspection will require a 22-foot dive boat to be in and around the navigation channel and divers to be working outside the navigable channel. The dive boat can be reached at 973-418-0079, and the dive boat may be reached on VHF-FM channels 13 and 16. The dive boat will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (MB)

Philadelphia construction manager may be contacted at (215) 275-8066 and A.P. Construction, Inc.’s project foreman may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 228-9164. Mariners should use extreme caution when transiting the area. (HP)

Curtis Creek - I-695 Bridge – Maintenance will be performed from January 8, 2018, through February 15, 2019, 24 hours a day. During the maintenance period, the horizontal clearance of the bridge will be reduced to approximately 40 feet. Vessels that can safely transit through the bridge with the reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge with a reduced horizontal clearance may transit through the bridge, if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work barge and work platforms may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (267) 249-0866. Mariners should use extreme caution navigating through the area and while transiting the bridge. (MT)

Manasquan River - Brielle Point Pleasant Railroad Bridge - Bridge inspection will be conducted between February 13, 2019 and February 15, 2019; from 8 a.m. to 2 p.m. The inspection will require a 22-foot dive boat to be in and around the navigation channel and divers to be working outside the navigable channel. The dive boat can be reached at 973-418-0079, and the dive boat may be reached on VHF-FM channels 13 and 16. The dive boat will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (MB)

Chesapeake Bay - US 50/301 (William Preston Lane Jr. Memorial) Bridge - Maintenance will be conducted from September 12, 2018, to December 12, 2018; 24 hours a day. Detailed project 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 should use caution when transiting the area during the scheduled maintenance period. (HP)

Manasquan River - Brielle Point Pleasant Railroad Bridge - Bridge inspection will be conducted between February 13, 2019 and February 15, 2019; from 8 a.m. to 2 p.m. The inspection will require a 22-foot dive boat to be in and around the navigation channel and divers to be working outside the navigable channel. The dive boat can be reached at 973-418-0079, and the dive boat may be reached on VHF-FM channels 13 and 16. The dive boat will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (MB)

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

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

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

Patapsco River - SR-2 (Hanover Street) Bridge – Bridge is having electrical problems and the center and tail licks are frozen in place. Bridge repairs have commenced and will be ongoing until further notice. The bridge is inoperable and cannot open at this time. The bridge has a vertical clearance of 21 feet above Mean High Water in the closed position. Mariners should exercise caution when transiting the area. (MB)

Washington DC

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

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

Virginia (Northern) - None

SECTOR HAMPTON ROADS

Virginia (Southern)

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

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

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

Hampton Roads - I-64/US 60 (Hampton Roads Bridge Tunnel – Bridge maintenance will be conducted from 7 a.m. through 5 p.m.; 7 days a week; from February 2, 2019, through February 28, 2019. A barge and work boats will be in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (757) 879-0854 or (757) 879-2442. Mariners should use caution navigating through the area. (MT)

SECTOR NORTH CAROLINA

North Carolina

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

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

**Oregon Inlet** - Herbert C. Bonner Bridge – Construction activities for the replacement bridge will begin on March 7, 2016 and are expected to finish on August 30, 2019. Work will be on-going 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. A work trestle/loading dock will be constructed approximately 200 yards south of the southeastern end of the existing Bonner Bridge, on the southwest side of South Point in Pamlico Sound, extending 150 feet southwestly from the shoreline and terminate at approximately 35.766 N, 75.526 W. Running parallel to the dock will be a 245-foot breast-line comprised of eight 36-inch hollow pipe piles spaced fifty feet apart, to be used for mooring purposes. The breast-line will begin near shore and terminate at approximately 35.765N, 75.527 W. Each pile will be lit by a flashing white light. PCL Civil Constructors tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. 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/bonnerbridgeplace/](http://www.ncdot.gov/projects/bonnerbridgeplace/) (HP)

**Currituck Sound** - US 158 (Wright Memorial) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; from October 03, 2017, through November 1, 2019. A 40 ft. barge, several work boats, several work platforms and a team of divers will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (252) 340-2471 or (936) 404-9514. Mariners should notify the work foreman no less than one hour prior to transiting through the bridge and should use caution when navigating the area. (MT)

**Atlantic Intracoastal Waterway (Bogue Sound)** - SR 1184 (Atlantic Beach Bridge) – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; October 8, 2018, through March 15, 2019. A crane barge, a material barge, several tugs, several work vessels and work platforms will be located in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (571) 287-9269 or (910) 859-9403. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. 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 from 8 a.m. on October 30, 2018, until 6 p.m. on April 30, 2019, to facilitate bridge repair due to damage during Hurricane Florence. This deviation allows 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)

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

### FUTURE PROJECTS:

#### Permits/Construction:

**SECTOR DELAWARE BAY**

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

**SECTOR MARYLAND-NATIONAL CAPITAL REGION**

- **Maryland**
  - Patuxent River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They’ll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- **Washington, DC**
  - Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)
- **Virginia (Northern)** – None

**SECTOR HAMPTON ROADS**

- **Virginia (Southern)** – None

**SECTOR NORTH CAROLINA**

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

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

NJ – MANASQUAN INLET TO BARNEGAT INLET – BEACHFILL OPERATIONS

Updated Dates and Units on Scene: Continuing until approximately 30 Jun 2019 the Dredges R.N.WEEKS and MAGDALEN will be operating 3 miles offshore of Tom’s River South and Seaside Heights Beach, Ocean County, NJ. The dredged material will be transported through a combination of floating and submerged pipeline to the beach fill placement areas. For questions and or additional information contact macruz@weeksmarine.com or contact Project Manager(s) on-site: Todd Covert (973) 579-4100, mglyn@weeksmarine.com, Site Manager, Ted Tarvin - (856) 217-4509, tttarvin@weeksmarine.com. Ref LNM 34/17

Chart 12324

NJ – LITTLE EGG HARBOR – HORIZONTAL DRILLING

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

Chart 12324

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

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

Chart 12316

NJ – SHOOTING ISLAND – OCEAN CITY – SHORELINE RESTORATION

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

Chart 12316

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

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

Chart 12316

***PA - NJ– DELAWARE RIVER – MARCUS HOOK – TINICUM RANGES – ROCK BLASTING – DREDGING***

Great Lakes Dredge & Dock Company will be conducting drilling, rock blasting, and dredging operations in the Delaware River within the Marcus Hook and Tinicum Ranges. Operations will be conducted from February 15, 2019 through March 15, 2019. A safety zone will be in effect for all navigable waters of the Delaware River within 500 yards of vessels and machinery performing rock blasting, rock removal, and dredging operations. The operator of any vessel requesting to transit through the safety zone shall proceed as directed by the drill boat APACHE, the dredges TEXAS and NEW YORK, or the designated representative of the Captain of the Port and must operate at the minimum safe speed necessary to maintain steerage and reduce wake. No vessel may transit through the safety zone during times of explosive detonation. The drill boat APACHE will make broadcasts via VHF-FM Channel 13 and 16, when survey, and the channel is clear to traffic. For safe passing arrangements, contact drill boat APACHE on VHF-FM channel 13. If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4807.

Chart 12312

PA – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – DREDGING

The Dredge ESSEX will commence dredging operations in the Marcus Hook Channel and Anchorage of the Delaware River on or about January 10, 2019. The project will continue until approximately February 28, 2019. A submerged pipeline will be placed from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river.

Chart 12312

PA – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – NEW RANGE CONSTRUCTION

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

Chart 12312
PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION

Commerce Construction Corporation will be performing marine construction for Energy Transfer Partners at their Fort Mifflin Terminal Dock, located along the Del River in Tinicum Township, PA. All work will occur outside of the channel in the immediate vicinity of the Energy Transfer Partners Marine Terminal docks. Crews will be on the water from 6:00 AM to 6:00 PM Monday thru Sunday, thru Dec 2020. Multiple barge mounted cranes, support barges and small craft will be near the dock supporting construction activities. Mariners are cautioned to stay clear of the crane barges, operating wires, anchors, buoys, small boats, tenders, and divers. Operators of vessels of all types should be aware that men will be working on floating equipment and within the water around the crane barge and docks. A NO WAKE transit is requested of all vessels passing near the work area. LNM 40/18
Chart 12312

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

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

PA – NJ – DELAWARE RIVER – PACKER AVE TERMINALS – DREDGING

Dredge 54 will perform maintenance dredging at various berths at the Packer Ave facility starting on 13 September 2018. Hopper barges will be loaded and towed from the facility to Ft. Mifflin where an unloader barge will be stationed. The barges will be spudded down, outside of the channel, down river of Schuylkill River Entrance Buoy 1 (LLNR 3410) at the mouth of the Schuylkill River. Chart 12313

MD – CHESAPEAKE BAY – BROADWATER CREEK - PASTURE CREEK - CARRS CREEK CHANNELS – DREDGING

Lindstrom Excavating Contractors will be conducting dredging operations in Broadwater, Pasture and Carrs Creeks from 16 Oct 2018 to 15 Feb 2019. A barge with an excavator and hopper barges will be in the area. For more information, contact Mike Branham, at 410-708-3528. LNM 40/18
Chart 12270

MD – CHESAPEAKE BAY – POPULAR ISLAND - DREDGING

Cottrell Contracting Corporation of Chesapeake VA dredge LEXINGTON will be conducting dredging operations on the Poplar Island Sand Stockpile Project, Poplar Island, Maryland. Operations will be conducted between Poplar Island Sand Narrows Daybeacon 6 (LLNR 25975), Eastern Bay Entrance Buoy 2 (LLNR 26005) and the North Point of Poplar Island. Operations are expected to be completed on or around 28 February 2019. LNM 002-19
Chart 12270

MD – CHESAPEAKE BAY – POPULAR ISLAND - EXPANSION PROJECT

Construction continues of several breakwater and dikes on the northern part of Polar Island. The project work will extend 1NM north of the island and will be approximately one-half nautical mile in width running east & west. Until 1 Jul 2019 multiple tugs, work vessels, and barges will be on scene conducting construction of the breakwaters and dikes. The area is marked with lighted and unlighted buoys. Mariners are urged to remain outside of the warning buoys, clear of all equipment, and maintain a minimal wake. Mariners approaching, passing and leaving the area are urged to use caution and contact the vessels on site via VHF-FM channels 13 and 16 or the on-site project manager, Mike Delaney, at (518) 332-8430. Ref LNM 47-17
Chart 12266

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT - BRIDGE REHABILITATION CONTINUES AT THE WILLIAM P. LANE JR

An engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance at US 50/US 301 (William P. Lane Jr. Memorial) (eastern channel) westbound bridge, over Chesapeake Bay, mile 138.1, near Stevensville, MD. The maintenance will continue through June 20, 2019; 24 hours a day; 7 days a week. A work platform will be attached to the undersize of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. To facilitate the work, a 265 ft wide by 48 ft wide barge is anchored along the north bridge (westbound) at span 46, between bridge piers 45 and 46, outside the eastern channel in approx posit lat 38-59-17.16 n, lon 076-21-20.88 w. The anchored barge has a 4-point mooring system held in place with a cable at each of the four corners of the barge leading to a lighted buoy attached to and marking each anchor. The barge and buoys are marked and lighted IAW USCG regulations. A hanging staircase ladder is installed at this location to provide bridge workers access from the barge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 229-9164. Ref LNM 39/17
Chart 12270

MD – BALTIMORE HARBOR – SPARROWS POINT – DREDGING

Tradepoint Atlantic will be conducting maintenance dredging of the privately owned access channel and turning basin in the southern portion of the Tradepoint Atlantic facility, Sparrows Point. Dredging will be conducted until approximately 15 Feb 2019. Contact Peter Haid at 443-649-5055 with any questions or for more information. LNM 46/18
Chart 12281

MD – DC – UPPER POTOMAC RIVER - ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS

Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge across the Anacostia River in Washington, DC continues into 2021. The work is being conducted Mondays through Saturdays, between 7 am and 7 pm., and currently consists of building two structures: 1. The temporary West Trestle, which extends from the western shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1. A work barge will be stationed in the western side of the federal navigation channel during trestle construction. Starting in Nov, the existing center fender pier, south of the existing bridge will be partially demolished. To support active demolition of the center fender, a 28-foot vessel will be positioned in the navigable channel. Mariners transiting this area are urged to contact the vessel MS. BECKY for passing arrangements. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white marker buoys labeled "Danger" that are placed approximately 85 yards (250 feet) upstream of the bridge. 2. The temporary East Trestle, which extends from the eastern shoreline westward to the eastern limit of the federal navigation channel and includes new Bridge Pier 2. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" with the standard 'Exclusion' diamond symbol that are placed approximately 85 yards (250 feet) upstream of the bridge. The federal navigation channel east of the center fender pier (eastern half), approximately 150 feet wide, remains available for navigation. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake. Interested mariners can contact the MS. BECKY or CLAIRE MARIE via VHF-FM channels 16 and 13.
Chart 12289
MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – MILL CREEK – DREDGING

Maintenance dredging operations are scheduled to occur in the headwaters of Mill Creek, in Anne Arundel County, MD from 15 October 2018 until
February 15, 2019. The work is located within Mill Creek, in approximate position 39° 3’34.38”N, 76°30’29.34”W. Equipment includes the tug boat BIG C TOO, at least 2 scour barges, and 1 digging barges dredging in Mill Creek and mooring of rigs along sections of Mill Creek. The channel width of Mill Creek in this area will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 6 hours advance notice for passage in Mill Creek, and reduce to a no-wake speed in the vicinity of the equipment. The EDWIN A., JOHN O. CRANDELL and BIG C TOO can be contacted on VHF-FM channels 13 and 16. LNM 41/18
Charts 12287, 12273

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – DREDGING

Maintenance dredging operations are scheduled to occur within the Baltimore Harbor and approaches federal navigation projects until approximately March 1, 2019. Mechanical dredging will start at the south end of the project in Craighill Entrance Channel and Craighill Channel with both dredges, ATLANTIC and VIRGINIAN, and work towards the north to the Cutoff Angle. The VIRGINIAN will start in Craighill Entrance Channel working outbound at Craighill Channel Lighted Buoy 5 (LLNR 8025). The ATLANTIC will start in Craighill Channel working outbound at Craighill Channel Lighted Buoy 12 (LLNR 8075). Dredged material will be transported in scows to Poplar Island for placement at the Paul S. Sarbanes Ecosystem Restoration Project in Talbot County, MD. All equipment will be marked and lighted in accordance with U.S. Coast Guard Regulations. All mariners are requested to stay clear of the dredges, barges, derricks and operating wires about the dredges. Operators of vessels of all types should be aware that the barges are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors can be picked up and moved as needed. Mariners can contact the Norfolk Dredging Co. dredges “VIRGINIAN” and “ATLANTIC” on VHF-FM channels 16 and 13, and are requested to call the dredge 30 minutes prior to expected time of passage.
Charts 12278, 12273

MD – CHESAPEAKE BAY – ROCK CREEK – DREDGING OPERATIONS

Aeration pipeline replacement operations are scheduled to occur in the waters of Rock Creek, in Anne Arundel County, MD on and off until 1 May 2019. The work is located within Rock Creek, in approximate position 39° 8’36.48”N, 76°31’12.69”W. Equipment includes the tug boat BIG C TOO, at least 2 deck barges, and 1 crane barges in Rock Creek. The channel width of Rock Creek in this area will be restricted during the operation. Mariners are urged to use caution when transiting the area, dive operations may be occurring during the construction. Please provide at least 6 hours advance notice for passage in Rock Creek, and reduce to a no-wake speed near of the equipment. The EDWIN A., JOHN O. CRANDELL and BIG C TOO can be contacted on VHF-FM channels 13 and 16. LNM 41/18
Charts 12278, 12273, 12280, 13003.

**** MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – BALTIMORE HARBOR - DREDGING OPERATIONS****
The Dredges ATLANTIC and VIRGINIAN continue to have on-going dredging operations in the Federal Channels serving Baltimore Harbor primarily in Craighill Angle, Craighill Upper Range, and Cutoff Angle. Dredge Scow Barges continue to be transported via tugs to the Poplar Island Confined Disposal Facility. Between February 11-18, 2019, Dredging Pipeline will be placed outside the Masonville Confined Disposal Facility north east of Fairfield Marine Terminal Pier 3 in preparation of discharging dredge Material from Curtis Bay Channel inside the Masonville Dike at the end of February 2019. This pipeline will be submerged outside the Federal Channel. Approximately (2) lengths of 600 feet of pipeline will be staged outside the Ferry Bar Channel near Green #3, and moved into place at the NE end of the Masonville Dike during the period Feb 11-18, 2019. The Curtis Bay Channel Dredging will last for approximately one month. Both the Dredge ATLANTIC and VIRGINIAN Dredging will perform the dredging at Curtis Bay Channel after finishing excavating areas inside Cutoff Angle on or about March 15, 2019. The overall dredging project is expected to continue until approximately April 30, 2019. The Dredge Operators will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For more information or questions, contact Norfolk Dredging Company at 757-547-9391.
Charts 12281, 12278

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

McLean Contracting Company will be conducting dredging operation in Sparrows Point Channel and turning basin from 17 Dec 2018 to 15 Feb 2019. The dredge and other barges and vessels will be operating in the area and may be contacted on VHF-FM channels 13, 16, 22A. The dredge material will be placed in barges and then transported to Masonville Dredged Material Containment Facility in Ferry Bar Channel to be pumped off. Contact Mr. John Hackmann, Superintendent, 443-623-8412, or Mr. Jay Musser, Area Construction Manager, 443-392-8089 for questions or more information.
Chart 12281

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

Marine sediment test boring operations in Baltimore Harbor will continue until approximately 30 Mar 2019. Work will be conducted from 7 am to 5 pm, Mondays through Fridays. Boring's will be conducted by the Soil and Land Use Technologies Inc.at various locations near the Dundalk and Seagirt Marine Terminals in Baltimore, MD. Work will be performed from the derrick “149” (110 feet L x 50 feet W) with an assist tug, either the RISING SUN, CAPT. STEVE, MISS DEE, or JUNIOR. The derrick will remain outside the navigation channel and may remain on site. If necessary, the rig equipment may be temporarily relocated to either Colgate Creek or Smith Shipyard. Interested mariners can contact the onsite boat on VHF-FM channels 16 & 13.
Chart 12281

MD – GUNPOWDER RIVER – MARINER POINT PARK – DREDGING

Maintenance dredging operations will occur in the Upper Gunpowder River in Harford County, MD, from Oct 31, 2018 until Feb 28, 2019. The mechanical dredging work is located within the main channels of Taylor and Foster Creeks, in approximate position 39°23’43.08” N, 76°20’57.31” W. The dredged material will be placed at the dredged material placement site located at Mariner Point Park in Joppa, MD. The Cianelli Construction, Inc. equipment on scene includes a pushboat, sectional and hopper barges, which will be spudded in place, anchored, or moored to piers. LNM 43/18
Chart 12247

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

Dredging operations will be conducted in the Harve de Grace Yacht Basin and Entrance Channel from sunrise to sunset until 15 Feb 2019. A pipeline will run from the marina to Swan Harbor Farms along the inner channel. The dredge will monitor VHF-FM channels 13 and 16.
Chart 12274

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

Great Lakes Dredge and Dock Company will be conducting dredging operations in the Upper Chesapeake Bay between Bohemia River and Pearce Neck from 10 Dec 2018 to 31 Jan 2019. Equipment and vessels in the area will monitor VHF-FM channels 5, 13 and 16. For more information or questions contact J. J. Nelson at 319-850-2284. LNM 50/18
Chart 12274
MD – VA - DC – POTO MAC RIVER – COBB ISLAND - ENTRANCE TO THE WICOMICO RIVER – BRIDGE CONSTRUCTION
A construction firm, on behalf of the Maryland DOT, State Highway Administration, is constructing a new bridge to replace Bridge No. 0803800 (MD-254) Bridge across the Neale Sound, at mile 0.6, Cobb Island, Charles County, MD. Construction activities are expected to continue until Aug 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the tug RISING SUN; crane HAMPTON ROAD on a 46-foot by 108-foot barge; 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. LNM 50/18
Chart 12285

DC - UPPER POTO MAC RIVER - GEORGETOWN CHANNEL – BRIDGE REHABILITATION PROJECT
Major rehabilitation of the Arlington Memorial Bridge over the Potomac River in Washington, DC will continue until Nov 2020. Initial work consists of the placement of a pier barge with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. A barge mooring area will exist near the eastern shore of the river south side of the bridge that includes multiple mooring piles. Work will generally be conducted Mon through Sat, between 7 am and 7 pm., though nighttime work is possible. Marine equipment on site includes a crew boat, a push boat, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. On or about July 16, 2018, the project will require the temporary relocation of the federal navigation channel, which currently is located under the center span of the bridge (Arch 5). The temporary channel will be located under the adjacent span to the east (Arch 4), and will be established until the fall of 2020. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. Once the temporary channel is established, work will begin to assemble a large work platform, which will completely obstruct the federal navigation channel. Upstream of this large work platform, a protection system will be deployed, which will be comprised of a floating pipe boom on the water surface attached to concrete anchors. All elements will be marked and lit in accordance with USCGL requirements. Mariners should use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course. Mariners can contact the vessels “Blair B Casey II” and “Charlotte C” via VHF-FM channels 16 and 13 when actively working on the river, or the bridge construction contractor, Kiewit, at 402-708-9345 or 813-323-4611. For any questions or concerns, contact CG Sector MD-NCR, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693.
Chart 12289

****VA – CHINCOTEAGUE INLET – DREDGING****
The USACE dredge CURRITUCK will be dredging in Chincoteague Inlet in the vicinity of Chincoteague Channel Lighted Buoy 10 and 11 (LLNRs 5310 and 5315) and Chincoteague Channel Lighted Buoy 26 (LLNR 5390) to Chincoteague Channel Lighted Buoy 29 (LLNR 5400) until 22 Feb 2019. Charts 12210

****VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS****
Chesapeake Tunnel Joint Venture will commence Tug, Crane and Barge operations along with the Tug Robert T (or other similar vessel) around the existing Chesapeake Bay Bridge Tunnel protection berms for Island 1 and Island 2 on or about February 11, 2019. Work is expected to last 2020. This work will not impede the navigational channel. Operators of vessels of all types should be aware that at different times, the crane barge and material barges may be held in place by way of spuds and at other times, it may be held in place by a single, or up to a six point anchoring system. Buoys are attached to the anchors so that the anchors may be moved as the crane barge advances along the project. All Mariners are cautioned to strictly comply with the Rules of the Road when in the vicinity of the job site and approaching or leaving the area of operations, and remain a safe distance away from any and all buoys, cables, barges, workboats and tugs working at the job site. The anchor buoys will be illuminated at night by flashing white lights and the barges will be illuminated by steady white lights on all corners. The Tug Robert T (or other similar vessel) will standby by on VHF-FM channels 13 and 16.
Charts 12222

VA – CHESAPEAKE BAY - CAPE HENRY TO THIMBLE SHOAL LIGHT - BRIDGE CONSTRUCTION
Construction continues on a new bridge to replace the John A. Lesner (US 60) Bridge across the Lynnhaven Inlet in Virginia Beach, VA until Aug 30, 2019. At times, small portions of the bridge will be blocked to prevent anyone from passing underneath the portion of the bridge being worked on. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be lighted with fixed white lights until they are removed from the waterway. The new bridge will have a vertical clearance of 45 ft above MHW and a horizontal clearance of 150 ft between the fenders. Ref LNM 14/17
Chart: 12254

VA – LYNNHAVEN INLET – CRAB CREEK – LONG CREEK – DREDGING
Salmons, Inc. will be conducting dredging operation for the City of Virginia Beach from January 28 through May 9, 2019 during daylight hours Monday through Friday in Crab Creek and Long Creek Channel. For more information or question, contact Jerry Strohkoeb at 757-426-6824.
Charts 12254

VA - CHESAPEAKE BAY - ELIZABETH RIVER
Crofton Construction Services Inc. will begin a 2-year construction project at Norfolk Naval Shipyard in the vicinity of berths 18 & 19 beginning Monday Dec 3, 2018 and continue until Feb, 2020. Work will consist of pier replacement and repair of existing structures requiring multiple surface assets to including a crane barge, material barges, tugs and assist vessels. All equipment will be provided with navigational devices indicating to any potential traffic to stay clear of the barges. Equipment will be spudded down on-site with nighttime navigational lights present. Mariners are advised to maintain a minimal wake zone while transiting within 500 feet of the work site. On-scene vessels can be contacted via VHF-FM channels 13 and 16.
Chart 12253

Ryan Construction Company will be replacing the fender system on the I-164/West Norfolk Bridge between Piers 25 and 26. The horizontal clearance of the navigable Channel will be reduced to approximately 50 feet. Work will continue until Mar 2019, the Tug CATHERINE and at least two barge will be on site and may be contacted on VHF-FM channel 13. For additional information contact the Onsite Forman at 757-328-6537 or the Project Manager at 757-879-0854.
Chart 12253
**VA – ELIZABETH RIVER – SOUTHERN BRANCH – MARINE CONSTRUCTION**

H&H Enterprises will be installing stone breakwaters and driving piles for a pier, ½ mile northwest of the Great Bridge Locks, in the southern branch of the Elizabeth River. Barges will be located outside the main channel. Work will begin February 11 and estimated to finish April 12, 2019. When the riprap barges are being delivered the tugboat, JESSE LEE, will be monitoring VHF channels 13 and 16. For more information or questions, contact Mike Hodges at 757-435-9668. LNM 0719

Chart 12253

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

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

Chart 12248

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

Construction is ongoing until Aug 30, 2019. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. NCDOT Resident Engineer (252) 473-3637 and PCL Civil Constructors (252) 423-3093. Project information may be found at [http://www.ncdot.gov/projects/bonnerbridgereplace/](http://www.ncdot.gov/projects/bonnerbridgereplace/).

Chart 12205

**NC – CAROLINA BEACH INLET – DREDGING**

From 14 Feb to 30 Apr 2019 Great Lakes Dredge & Dock Company will be conducting maintenance dredging of Carolina Beach Inlet and Core Sound Channel as a staging area for pipeline and waterside equipment for the duration of this project. Inside the coordinates of this waterside staging area, there could be pipeline on the bottom that could cause hazards to navigation; all vessels should avoid the area defined by the coordinates listed below. This contract will involve dredges, tugs, barges, derricks, and crew boats to complete beach fill operations. Three submerged pipeline setups will be placed on the bottom; one in Emerald Isle and two in Indian Beach with each pipeline composed of approximately 3,200ft of subline. The dredges LIBERTY ISLAND, DOUG MACKIE and ELLIS ISLAND will be on scene. All material will be dredged and pumped from the ODMDS site just south of the Beaufort Inlet Channel.

Waterside staging area for floating and submerged pipelines and equipment:

- **Northeast Limit:** Lat. 34° 40' 37.425" N Lon. 076° 56' 33.795" W
- **Southeast Limit1:** Lat. 34° 38' 29.125" N Lon. 076° 56' 40.754" W

Sublines to be placed in close proximity to the following:

- **Subline 1 – Emerald Isle:**
  - Landward End Lat. 34° 40' 26.297" N Lon. 076° 56' 33.795" W
  - Seaward End Lat. 34° 40' 43.334" N Lon. 076° 56' 40.754" W

- **Subline 2 – Emerald Isle:**
  - Landward End Lat. 34° 40' 26.297" N Lon. 076° 56' 33.795" W

- **Subline 3 – Indian Beach:**
  - Landward End Lat. 34° 40' 26.297" N Lon. 076° 56' 33.795" W

- **Subline 4 – Core Sound:**
  - Landward End Lat. 34° 38' 37.425" N Lon. 076° 56' 33.795" W

- **Subline 5 – Core Sound:**
  - Landward End Lat. 34° 38' 37.425" N Lon. 076° 56' 33.795" W

- **Subline 6 – Core Sound:**
  - Landward End Lat. 34° 38' 37.425" N Lon. 076° 56' 33.795" W

**Subline 7 – Core Sound:**
- Landward End Lat. 34° 38' 37.425" N Lon. 076° 56' 33.795" W

Northwest Limit: Lat. 34° 40' 30.956" N Lon. 076° 41' 30.489" W
Southwest Limit1: Lat. 34° 40' 29.125" N Lon. 076° 41' 32.640" W
Southwest Limit2: Lat. 34° 40' 22.299" N Lon. 076° 41' 27.959" W
Northeast Limit: Lat. 34° 40' 12.961" N Lon. 076° 41' 13.902" W
Northeast Limit2: Lat. 34° 40' 16.903" N Lon. 076° 41' 09.616" W
Landward End Lat. 34° 40' 31.045" N Lon. 076° 56' 33.795" W
Seaward End Lat. 34° 40' 05.794" N Lon. 076° 56' 33.795" W

For more information or questions, contact Darrell Stewart at (630) 247-2256, Project Manager or Kile Alford, QC Manager at (630) 220-1225.

Chart 11547, 11541

**NC – BEAUFORT INLET CHANNEL – MOREHEAD CITY HARBOR - DREDGING**

Great Lakes Dock and Dredge Company will be conducting maintenance dredging of Beaufort Inlet Channel and Morehead City Harbor until 15 Apr 2019. The dredges DODGE ISLAND and PADRE ISLAND will be working 24 hours a day, seven days a week and may be contacted on VHF-FM channels 13 and 16. Dredge spoils will be disposed in the Near Shore Placement Area off Beaufort Inlet. For further information contact Nicholas Williams (630) 247-2256, Project Manager or Kile Alford, QC Manager at (630) 220-1225.

Chart 11537

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

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

Chart 12204

**NC – CAROLINA BEACH INLET – DREDGING**

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

Starting approximately 1 February 2019 and continuing until approximately 25 February 2019 Weeks Marine Inc. hydraulic dredge E.W. Ellefsen will perform maintenance dredging in the vicinity of Carolina Beach Inlet, NC. Dredging limits for borrow area at Carolina Beach Inlet will be bound by the following approximate positions:
34° 4’37.43"N, 77°52’02.03"W
34° 4’47.92"N, 77°52’28.44"W
34° 4’52.27"N, 77°52’27.02"W

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

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

34° 2’25.11"N, 77°52’47.08"W
34° 2’50.87"N, 77°49’42.89"W
34° 1’37.21"N, 77°50’21.03"W

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

34° 3’38.58"N, 77°51’56.49"W
34° 3’47.75"N, 77°52’43.71"W

Chart 11534

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

Chart 11537

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

Chart 11537

NC – CAPE FEAR RIVER – BALD HEAD REACH 3 – SOUTHPORT CHANNEL - DREDGING
Great Lakes Dock and Dredge Company will be conducting maintenance dredging of Bald Head Reach 3 to Battery Island Channel and Southport Channel until 15 Apr 2019. The dredges DODGE ISLAND and PADRE ISLAND will be working 24 hours a day, seven days a week and may be contacted on VHF-FM channels 13 and 16. Dredge spoils will be disposed in the ODMDS off the entrance to the Cape Fear River Entrance Channel. For further information contact Nicholas Williams (630) 247-2256, Project Manager or Kile Alford, QC Manager at (630) 220-1252.

Chart 11537

***NC – LOCKWOODS FOLLY INLET – DREDGING***
The USACE side cast dredge MERRITT will be conducting dredging operations in Lockwoods Folly Inlet until 25 Feb 2019.

Chart 11534
No scheduled marine events have been reported.
December 2016 and spring 2017 constructed sites are planned to receive seed in spring/summer 2017.