



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 5

Week: 10/18

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®ion=5>.

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

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

or for correspondence and article requests:

ward.b.posey@uscg.mil, (757) 398-6229 or matthew.e.kearney@uscg.mil, at (757) 398-6552 or CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

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

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

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2018 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2018 (51th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2017 (49th) Edition.

NAVIGATIONAL INTERNET SITES

2018 Light List/ Weekly Updates.

<https://www.navcen.uscg.gov/index.php?pageName=lightListWeeklyUpdates>

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
<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

D5 LNM Archived Back Issues

<https://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org>

Tides, Currents, PORTS

<http://www.tidesandcurrents.noaa.gov/>

Weather

<http://www.weather.gov/>

U.S. Army Corps of Engineers Wilmington District Survey Maps and Shoaling Surveys

ABBREVIATIONS

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

Additional Abbreviations Specific to this LNM Edition: 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

******NJ – DE – MD – VA – NC – GA – RIGHT WHALE – DYNAMIC MANAGEMENT AREA – SPEED RESTRICTION******

NOAA Fisheries Service announces that a voluntary vessel speed restriction zone (Dynamic Management Area - DMA) has been established offshore Savannah, GA to protect an aggregation of Right Whales sighted in this area on February 22 2018. This DMA is in effect immediately through March 10, 2018. Mariners are requested to route around these areas or transit through them at 10 knots or less. Please see Enclosure 6 for more information.

SAVANNAH DMA (5 Right Whales sighted) -- active through March 10, 2018
 BRUNSWICK DMA

North 32 14 N
South 30 32 N
West - Seasonal Management Area
East 079 57 W
Chart 11502

LNM: 09/18

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

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 enclosed 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. 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\(at\)noaa.gov](mailto:rightwhale.msr(at)noaa.gov). Informational charts and a compliance guide are available on NOAA Fisheries web site at <http://www.nmfs.noaa.gov/pr/shipstrike/>

LNM: 45/17

PA – NJ- DELAWARE RIVER – TINICUM AND MARCUS HOOK RANGES – DREDGING AND BLASTING – SAFETY ZONE

Great Lakes Dredging company will be conducting rock blasting operations with the drill boat APACHE in Marcus Hook Range, along the Delaware River, in the vicinity of Marcus Hook, PA from December 1, 2017 to March 15, 2018. No vessels may transit through the safety zone during times of explosives detonation. During rock blasting operations vessels will be required to maintain a 500 yard distance from the drill boat APACHE. The drill boat APACHE will broadcast via VHF-FM channel 13 and 16 at 2 hours, 1 hour, 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation. After every explosive detonation a survey will be conducted to ensure the navigational channel is clear for vessels to transit. The APACHE will broadcast via VHF-FM channel 13 and 16 when the channel is clear to transit. Vessels requesting to transit through the Safety Zone shall proceed as directed by the Captain of the Port, or his designated representative, and shall contact the drill boat APACHE on VHF-FM channel 13 for safe passing information. Mariners can anticipate blasting to be conducted at approximately 9 a.m. and 4 p.m., daily. Blasting operations are expected to be conducted 2 times daily; however if conditions are favorable, there may be three blasts. Mariners are advised to proceed with extreme caution in the area.

LNM: 47/17

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

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

<http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx>

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

<https://www.navcen.uscg.gov/?pageName=InmDistrict®ion=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's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

LNM: 13/16

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

LNM: 13/16

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

LNM: 20/14

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.

LNM: 45/09

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.

LNM: 04/11

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

Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BNMs) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5) - 084, 087, 088, 091, 092, 093, 095, 098, 100, 103, 104, 107, 110, 111, 112-18.

Sector Delaware Bay (DB) - 129, 131, 134, 135, 136, 148, 145, 149, 150, 151, 152, 155, AND 158-18.

Sector Maryland National Capital Region (MD) - 210/211/214/215/216/217/218/219/220/221/222-18.

Sector Hampton Roads (HR) - 219-18, 218-18, 217-18, 216-18, 215-18, 214-18, 213-18, 212-18, 211-18, 209-18, 208-18, 207-18, 206-18, 204-18, 203-18, 202-18, 199-18, 197-18, 196-18, 194-18.

Sector North Carolina (NC) - 079, 083, 088, 090, 091, 092, 093, 094, 095, 096, 099, 100, 104, 105, 106, 108, 110, 111, 112, 113, 114, 115, 116, 117-18.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
350	Cape Charles Light	LT EXT	12222	384HR	18/13	
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	OFF STA	12222	216HR	10/18	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12	
620	Wimble Shoals Lighted Buoy 10	MISSING	12200	062NC	06/18	
635	NOAA Lighted Data Buoy 41001 (ODAS)	MISSING	12200	537D5	35/17	
830	Frying Pan Shoals Slough Buoy 2	MISSING	11536	613NC	50/17	
860	Cape Fear River Entrance Lighted Whistle Buoy CF	RAC INOP	11537	617NC	50/17	
1075	Oyster Creek Channel Buoy 36	OFF STA	12324	010DB	02/18	
1530	Harbor of Refuge Light	REDUCED INT/SS INOP	12216	140DB	09/18	
1580	Delaware Bay Main Channel Light 19	DAYMK IMCH	12304	155DB	10/18	
1605	Delaware Bay Main Channel Lighted Buoy 29	REDUCED INT	12304	299DB	39/17	
1660	Cape May Canal West Entrance Approach Lighted Buoy 5	TRUB	12316	039DB	03/18	
1720	Maurice River Channel Buoy 7	MISSING	12304	158DB	10/18	
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16	
2570	Delaware River Buoy 5	SINKING/TRUB	12311	153DB	06/18	
2665	Salem River Entrance Channel Light 4	STRUCT DEST/HAZ NAV/TRLB	12277	024DB	03/18	
3135	Marcus Hook Range Front Light	REDUCED INT	12312	444DB	32/16	
3290	Tinicum Range Rear Light	LT EXT	12313	168DB	19/16	
3405	Delaware River Lighted Buoy 64	TRUB	12313	107DB	07/18	
3580	Petty Island Lower End Buoy P	MISSING	12313	049DB	04/18	
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15	
4439	Middle Island West Channel Daybeacon 5	STRUCT DEST		145DB	09/18	
4780	Isle of Wight Bay Buoy 1	OFF STA	12211	056MD	03/18	
4830	Isle Of Wight Bay Buoy 5	MISSING	12211	057MD	03/18	

4837	Isle Of Wight Bay Buoy 6	OFF STA	12211	205MD	03/18
4840	Isle Of Wight Bay Buoy 7	MISSING	12211	059MD	03/18
4857	Isle Of Wight Bay Buoy 9A	OFF STA	12211	060MD	03/18
5095	Sinepuxent Bay Channel Buoy 23	MISSING	12211	095MD	03/18
5100	Sinepuxent Bay Channel Light 25	LT EXT/STRUCT DMGD	12211	105MD	03/18
5115	Sinepuxent Bay Channel Buoy 28	OFF STA	12211	203MD	03/18
5130	Sinepuxent Bay Channel Buoy 33	MISSING	12211	098MD	03/18
5140	Sinepuxent Bay Channel Buoy 37	OFF STA	12211	204MD	03/18
5145	Sinepuxent Bay Channel Lighted Wreck Buoy WR39	MISSING	12211	100MD	03/18
5210	Chincoteague Bay Light 24	LT EXT/STRUCT DMGD	12211	093MD	03/18
5220	Chincoteague Bay Lighted Buoy 21	MISSING	12211	090MD	03/18
5305	Chincoteague Channel Lighted Buoy 8	TRLB	12210	192HR	09/18
5336	Chincoteague Channel Buoy 14	MISSING	12210	065HR	03/18
5360	Chincoteague Channel Lighted Buoy 20	MISSING	12210	080HR	03/18
5365	Chincoteague Channel Buoy 21	OFF STA	12210	078HR	03/18
5380	Chincoteague Channel Lighted Buoy 23	OFF STA	12210	219HR	10/18
5435	Chincoteague Bay Channel Buoy 9	MISSING	12211	071HR	03/18
5441	Chincoteague Bay Channel Buoy 10	MISSING	12211	072HR	03/18
5445	Chincoteague Bay Lighted Wreck Buoy WR12	MISSING	12211	058HR	03/18
5450	Chincoteague Bay Buoy 14	OFF STA	12211	061HR	03/18
5470	Greenbackville Lighted Wreck Buoy WR5	OFF STA	12211	382HR	52/17
5490	Chincoteague Bay Lighted Buoy 21	MISSING	12211	090MD	03/18
5500	Chincoteague Bay Light 24	LT EXT/STRUCT DMGD	12211	093MD	03/18
5622	Wallops Island Buoy 12	MISSING	12210	174HR	04/18
5895	Metompskin Light 11	STRUCT DEST	12210	183HR	08/18
5915	Metompskin Lighted Buoy 17	OFF STA	12210	184HR	08/18
5933	Metompskin Buoy 20	OFF STA	12210	185HR	08/18
5935	Metompskin Lighted Wreck Buoy WR22	OFF STA	12210	186HR	08/18
5943	Metompskin Buoy 23	MISSING	12210	187HR	08/18
6160	Virginia Inside Passage Daybeacon 163	STRUCT DEST/TRLB	12210	226HR	14/15
6390	Virginia Inside Passage Daybeacon 221	STRUCT DEST/TRUB	12224	014HR	02/16
6447	Oyster Creek Channel Junction Lighted Buoy OC	OFF STA	12224	194HR	09/18
6495	Virginia Inside Passage Daybeacon 245A	MISSING/TRUB	12224	420HR	22/15
6750	Quinby Channel Daybeacon 7	STRUCT DEST	12210	141HR	05/18
6767	Quinby Channel Buoy 10	MISSING	12210	140HR	05/18
6775	Quinby Channel Buoy 13	MISSING	12210	139HR	05/18
6776	Quinby Channel Lighted Buoy 15	MISSING	12210	138HR	05/18
6780	Quinby Channel Lighted Buoy 17	MISSING	12210	137HR	05/18
6855	Great Machipongo Inlet Daybeacon 13	TRLB/STRUCT DEST	12210	467HR	34/15
6895	Great Machipongo Channel Daybeacon 3	STRUCT DEST	12210	132HR	05/18
6917	Great Machipongo Channel Lighted Wreck Buoy WR6	MISSING	12210	134HR	05/18
6920	Great Machipongo Channel Light 8	STRUCT DEST	12210	135HR	22/16
6927	Great Machipongo Channel Lighted Wreck Buoy WR10	MISSING	12210	133HR	05/18
6991	Sand Shoal Channel Daybeacon 3	STRUCT DEST/TRUB	12224	421HR	29/15
6992	Sand Shoal Channel Light 4	MISSING/STRUCT DEST/TRUB	12224	196HR	28/17
6993	Sand Shoal Channel Daybeacon 5	MISSING/STRUCT DEST/TRUB	12224	197HR	29/15
6994	Sand Shoal Channel Light 7	REDUCED INT	12210	140HR	21/16
7002	Oyster Creek Channel Junction Lighted Buoy OC	OFF STA	12224	194HR	09/18
7385	Chesapeake Channel Lighted Buoy 54	LT EXT	12226	203HR	09/18
8090	Craighill Channel Upper Range Front Light	LT EXT	12281	153MD	31/17

8395	Brewerton Channel Eastern Extension Range Rear Light	LT EXT	12272	188MD	07/18
9110	Back Creek Channel Range Rear Light	LT EXT	12277	270MD	29/17
9220	Thimble Shoal Channel Lighted Buoy 4	OFF STA	12254	217HR	10/18
9310	Thimble Shoal Light	LT EXT	12245	048HR	07/17
9390	Hampton Bar Buoy 14	MISSING	12245	302HR	39/17
9475	Elizabeth River Channel Lighted Buoy 7	OFF STA	12245	212HR	10/18
9540	Elizabeth River Channel Lighted Buoy 14	OFF STA	12245	213HR	10/18
9551.5	Norfolk International Terminal North Channel Lighted Buoy 2N	MISSING	12245	322HR	42/17
9625	Elizabeth River Channel Lighted Buoy 21	OFF STA	12245	214HR	10/18
9675	Craney Island Creek Light 6	DAYMK DMGD	12245	215HR	10/18
9730	U.S. Navy Deperming Range Light	LT EXT	12253	355HR	41/16
10420	Broad Bay Channel Daybeacon 18	STRUCT DMGD	12254	367HR	48/17
11020	Nansemond Ordnance Depot Warning Daybeacon	STRUCT DEST	12245	NONEHR	09/18
11080	Nansemond River Channel Daybeacon 14	STRUCT DEST/TRLB	12248	129HR	03/18
11095	Nansemond River Channel Daybeacon 18	STRUCT DEST/TRUB	12248	156HR	03/18
11280	Newport News Pier Eight Warning Daybeacon A	STRUCT DEST/TRLB	12245	039HR	03/18
11665	James River Channel Buoy 17	OFF STA	12248	NONEHR	08/18
11690	James River Channel Lighted Buoy 22	OFF STA/LT EXT	12248	NONEHR	08/18
12105	James River Channel Buoy 53	OFF STA	12248	175HR	07/18
12113	NOAA Lighted Data Buoy J	MISSING	12248	007HR	02/18
12121	James River Channel Buoy 55A	OFF STA	12251	176HR	07/18
12560	Appomattox River Channel Daybeacon 6	DAYMK IMCH	12252	218HR	10/18
12940	Back River Channel Light 8	STRUCT DEST/TRLB	12222	147HR	05/18
13085	Back River Channel Daybeacon 20	MISSING/TRUB	12222	148HR	05/18
13172	Poquoson River Entrance Daybeacon 5	DAYMK MISSING	12241	208HR	10/18
13295	White House Cove Daybeacon 1A	STRUCT DEST/TRUB	12238	177HR	23/17
14675	Piankatank River Lighted Buoy 2	LT IMCH	12235	207HR	10/18
14790	Milford Haven Daybeacon 5	DAYMK MISSING	12235	209HR	10/18
15603	Hoskins Creek Light 2	STRUCT DEST/TRUB	12237	126HR	05/18
15625	Rappahannock River Lighted Buoy 32	MISSING/TRUB	12237	002HR	01/18
15687	Rappahannock River Buoy 49A	OFF STA	12237	178HR	07/18
17585	Line of Fire Buoy O	OFF STA	12286	117MD	04/18
17670	Upper Machodoc Creek Dahlgren Channel Daybeacon 9	STRUCT DEST	12287	049MD	03/18
18345	Upper Potomac River Channel Lighted Buoy 59	OFF STA	12289	072MD	03/18
18660	Alexandria Channel Lighted Buoy 7A	OFF STA	12289	084MD	03/18
18685	Four Mile Run Daybeacon 10	DAYMK MISSING	12289	155MD	05/18
19527	Rhode River Lighted Wreck Buoy WR5	MISSING	12270	073MD	12/17
19665	South River Junction Daybeacon	STRUCT DEST	12270	220MD	10/18
20870	Curtis Bay Channel Range Front Light	LT EXT	12281	223MD	10/18
21280	Ferry Bar Channel Daybeacon 8	STRUCT DEST/TRLB	12281	181MD	06/18
21725	Occohannock Creek Daybeacon 10	STRUCT DEST	12226	144HR	05/18
21784	Nandua Creek Channel Buoy 8	MISSING	12226	149HR	05/18
21792	Nandua Creek Channel Buoy 9	MISSING	12226	150HR	05/18
21820	Nandua Creek Channel Lighted Wreck Buoy WR17	OFF STA	12226	151HR	05/18

21830	Nandua Creek Channel Buoy 21	MISSING	12226	152HR	05/18
22200	Deep Creek Channel Light 4	STRUCT DEST/TRLB	12228	172HR	07/18
22375	Pocomoke Sound Light 10	STRUCT DEST/TRUB	12228	NONEHR	06/18
22460	Starling Creek Daybeacon 2	STRUCT DEST/TRLB	12228	173HR	07/18
23940	Wicomico River Channel Daybeacon 50	STRUCT DEST/TRLB	12261	193MD	07/18
23965	Nanticoke River Entrance Light 1N	STRUCT DMGD/TRLB	12231	168MD	05/18
23975	Nanticoke River Channel Light 5	STRUCT DMGD/TRLB	12261	172MD	05/18
24275	Nanticoke River Channel Daybeacon 51	STRUCT DEST/TRUB	12261	136MD	04/18
24285	Nanticoke River Channel Daybeacon 53	STRUCT DEST/TRUB	12261	115MD	04/18
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV	12261	123MD	04/18
24530	Honga River Back Creek Entrance Channel Light 1BC	STRUCT DEST/TRLB	12261	201MD	08/18
24705	Brooks Creek Daybeacon 5	STRUCT DEST	12264	225MD	10/18
24985	Choptank River Channel Lighted Buoy 21	LT EXT	12266	216MD	10/18
24990	Choptank River Channel Buoy 23	MISSING	12266	189MD	07/18
25000	Choptank River Channel Buoy 24	MISSING	12266	217MD	10/18
25930.5	Knapps Narrows West Channel Lighted Buoy 3A	OFF STA	12266	199MD	08/18
25931	Knapps Narrows West Channel Buoy 4	MISSING	12266	200MD	08/18
26095	Eastern Bay Daybeacon 12	MISSING	12270	207MD	08/18
26110	Wye River Entrance Buoy 1	OFF STA	12270	215MD	10/18
26115	Wye River Daybeacon 3	STRUCT DEST/TRLB	12270	202MD	08/18
26150	Wye River Swash Daybeacon 2	DAYMK MISSING/STRUCT DMGD	12270	210MD	09/18
26165	Miles River Light 1	LT EXT	12270	208MD	08/18
26320	Crab Alley - Little Creek Daybeacon 4	STRUCT DEST/TRLB	12270	113MD	04/18
26455	Kent Island Narrows North Approach Daybeacon 12	STRUCT DEST/TRLB	12272	142MD	04/18
26910	Rock Hall Harbor Daybeacon 8	STRUCT DEST/TRLB	12272	353MD	50/17
27040	Harts Island Channel Daybeacon 10	STRUCT DEST/TRLB	12278	131MD	04/18
28020	Oregon Inlet Buoy 11	OFF STA/MSLD SIG	12204	397NC	33/17
28027	Oregon Inlet Lighted Buoy 13	MISSING	12204	019NC	04/18
28028	Oregon Inlet Lighted Buoy 14	OFF STA	12204	117NC	10/18
28117	Oregon Inlet Channel Buoy 34	MISSING	12204	019NC	03/18
28135	Oregon Inlet Channel Buoy 38	OFF STA	12204	083NC	09/18
28137	Oregon Inlet Channel Lighted Buoy 39	OFF STA	12204	083NC	09/18
28170	Oregon Inlet Channel Daybeacon 46	STRUCT DEST	12204	063NC	07/18
28190	Oregon Inlet Channel Daybeacon 53	STRUCT DEST/TRUB	12204	019NC	03/18
28245	Old House Channel Daybeacon 5	STRUCT DEST	12204	019NC	04/18
28490	Roanoke Sound Channel Daybeacon 24	STRUCT DEST	12204	019NC	04/18
28580	Roanoke Sound Channel Light 33	STRUCT DEST/TRLB	12204	019NC	05/18
28585	Roanoke Sound Channel Daybeacon 34	STRUCT DEST/TRUB	12204	019NC	04/18
28600	Roanoke Sound Channel Daybeacon 37	STRUCT DEST/TRUB	12204	NONENC	06/18
28615	Roanoke Sound Channel Daybeacon 41	STRUCT DEST/TRUB	12204	019NC	04/18
28650	Hatteras Inlet Lighted Buoy 4	OFF STA	11555	345NC	29/17
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	OFF STA/LT EXT	11555	206NC	09/17
28667	Hatteras Inlet Lighted Buoy 8	MISSING	11555	106NC	10/18
28705	South Ferry Terminal Buoy 5SF	MISSING	11555	NONENC	10/18
28707	South Ferry Terminal Lighted Buoy 6SF	MISSING	11555	119NC	10/18
28722.3	Barney Slough Channel Lighted Buoy 6	MISSING	11555	110NC	10/18
28722.5	Barney Slough Channel Lighted Wreck Buoy WR8	MISSING	11555	108NC	10/18
28732.1	Hatteras Inlet Channel Lighted Buoy 12A	OFF STA	11555	019NC	04/18

28736	Hatteras Inlet Channel Buoy 15	BUOY DMGD	11555	NONENC	04/18
28817	Rollinson Channel Daybeacon 31	STRUCT DEST/TRUB	11555	640NC	50/17
28900	Ocracoke Inlet Buoy 1	BUOY DMGD/DAYMK IMCH	11550	294NC	26/17
28910	Ocracoke Inlet Lighted Buoy 3	OFF STA	11550	403NC	34/17
28915	Ocracoke Inlet Lighted Buoy 4	OFF STA	11550	404NC	34/17
29060	Big Foot Slough Channel Daybeacon 9B	STRUCT DEST	11550	104NC	10/18
29100	Swash Channel Light 4	LT EXT	11550	437NC	36/17
29435	Morehead City Channel Range Rear Light	STRUCT DEST	11547	389NC	27/14
29497	Bogue Inlet Buoy 1A	OFF STA	11541	369NC	31/17
29765	Courthouse Bay Buoy 1	MISSING	11542	100NC	09/18
29950	New River Channel Daybeacon 55	STRUCT DEST/TRUB	11542	724NC	49/16
30020	New Topsail Inlet Buoy 7	MISSING	11541	405NC	31/16
30025	New Topsail Inlet Buoy 8	OFF STA	11541	406NC	31/16
30275	Carolina Beach Inlet Buoy 3	OFF STA	11534	240NC	23/17
30290	Carolina Beach Inlet Buoy 6	MISSING	11534	001NC	01/18
30316	Cape Fear River Entrance Lighted Whistle Buoy CF	RAC INOP	11537	617NC	50/17
30395	Cape Fear River Channel Lighted Buoy 13A	LT EXT	11534	066NC	07/18
30420	Oak Island Channel Daybeacon 2	STRUCT DEST/TRLB	11534	214NC	19/17
30440	Oak Island Channel Daybeacon 7	STRUCT DEST/TRUB	11534	462NC	37/17
30562.3	Sunny Point Terminal Warning Boundary Light L	STRUCT DEST	11534	548NC	44/17
30970	Northeast Cape Fear River Turning Basin Light	STRUCT DEST/TRLB	11537	068NC	09/17
31015	Lockwoods Folly Inlet Buoy 2	OFF STA	11534	697NC	47/16
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	221NC	18/15
31240	Currituck Sound Light 1	LT EXT	12204	047NC	05/18
31241	Currituck Sound Research Platform A	STRUCT DEST	12205	019NC	05/18
31241.1	Currituck Sound Research Platform B	STRUCT DEST	12205	019NC	05/18
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31241.3	Currituck Sound Research Platform D	STRUCT DEST/HAZ NAV	12205	019NC	05/18
31241.4	Currituck Sound Research Platform E	STRUCT DEST/HAZ NAV	12204	019NC	05/18
31330	Kitty Hawk Bay Light 2KH	STRUCT DEST/TRLB	12204	019NC	05/18
31360	Durant Island Daybeacon 1D	STRUCT DEST/TRLB	12204	094NC	09/18
31365	Powells Point Daybeacon 2PP	STRUCT DEST/TRUB	12204	019NC	05/18
31491	Albemarle Sound Warning Daybeacon B	STRUCT DEST/TRUB	12205	019NC	09/18
31493	Albemarle Sound Warning Daybeacon D	STRUCT DEST	12205	019NC	09/18
31494	Albemarle Sound Warning Daybeacon E	STRUCT DEST	12205	019NC	09/18
31495	Albemarle Sound Warning Light F	STRUCT DEST	12205	019NC	09/18
31498	Albemarle Sound Warning Daybeacon I	STRUCT DEST	12205	019NC	09/18
31500	Albemarle Sound Warning Daybeacon J	STRUCT DEST	12205	019NC	09/18
31585	Scuppernong River Channel Light 1SR	STRUCT DMGD	12205	019NC	04/18
31745	Edenton Bay Light 4	STRUCT DEST	12205	099NC	09/18
31900	Croatan Sound Approach Daybeacon 2	STRUCT DEST	12204	019NC	04/18
31906	Croatan Sound North Warning Daybeacon	STRUCT DEST	12204	602NC	49/17
31910	Croatan Sound Daybeacon 3A	STRUCT DEST	12204	019NC	04/18
32030	Stumpy Point Channel Light 10	STRUCT DEST/HAZ NAV	12204	089NC	05/18
32125	Far Creek Channel Light 9	DAYMK MISSING	11555	017NC	03/18
32221	Buxton Harbor Lighted Wreck Buoy WR8	OFF STA	11555	019NC	04/18
32225	Buxton Harbor Light 10	DAYMK MISSING	11555	019NC	04/18
32285	Avon Channel Light 8	DAYMK MISSING	11555	271NC	25/17
32667	Swanquarter Bay Lighted Wreck Buoy WR2	OFF STA	11548	032NC	04/18
32710	Swanquarter Bay Light 8	DAYMK MISSING	11548	059NC	06/18

32855	Pungo River Junction Light PR	DAYMK DMGD	11553	118NC	10/18
33397	Bay River Entrance Lighted Wreck Buoy WR2	MISSING	11553	093NC	09/18
33425	Bay River Daybeacon 8	STRUCT DEST/TRLB	11552	053NC	05/18
33790	Adams Creek Light 1AC	STRUCT DEST/TRLB	11541	464NC	37/17
33795	Dawson Creek Entrance Daybeacon 2	STRUCT DEST/TRUB	11552	328NC	27/17
33860	Cherry Point Channel Daybeacon 3	STRUCT DEST/TRUB	11552	446NC	36/17
34185	Neuse River Channel Daybeacon 58	STRUCT DEST/TRUB	11552	331NC	26/17
34315	Trent River Daybeacon 20	STRUCT DEST/TRLB	11552	523NC	39/15
34410	Cedar Island Bay Channel Lighted Wreck Buoy WR5	MISSING	11550	088NC	09/18
34460	Core Sound Lighted Buoy 19A	OFF STA	11550	091NC	09/18
34525	Core Sound Light 25	LT EXT	11545	333NC	28/17
34535	Cedar Creek Light 1	STRUCT DEST	11545	523NC	42/17
34595	Oyster Creek Daybeacon 3	STRUCT DEST/TRLB	11550	409NC	31/16
34640	Core Sound Light 41	STRUCT DEST/TRLB	11545	246NC	22/17
35167	New Jersey Intracoastal Waterway Daybeacon 46	STRUCT DEST/TRLB	12324	067DB	05/18
35196	New Jersey Intracoastal Waterway Daybeacon 53	STRUCT DEST/TRLB	12324	067DB	05/18
35245	New Jersey Intracoastal Waterway Daybeacon 65	STRUCT DEST/TRLB	12324	067DB	05/18
35280	New Jersey Intracoastal Waterway Daybeacon 72	STRUCT DEST/TRLB	12324	067DB	05/18
35295	New Jersey Intracoastal Waterway Daybeacon 76	STRUCT DEST/TRLB	12324	067DB	05/18
35305	New Jersey Intracoastal Waterway Daybeacon 79	STRUCT DMGD	12324	067DB	05/18
35310	New Jersey Intracoastal Waterway Daybeacon 80	STRUCT DEST/TRLB	12324	079DB	04/16
35350	New Jersey Intracoastal Waterway Daybeacon 89	STRUCT DEST	12324	339DB	46/17
35365	New Jersey Intracoastal Waterway Daybeacon 94	STRUCT DEST/TRLB	12324	061DB	10/17
35395	New Jersey Intracoastal Waterway Daybeacon 101	STRUCT DEST/TRLB	12316	085DB	15/17
35400	New Jersey Intracoastal Waterway Daybeacon 102	STRUCT DEST/TRLB	12316	005DB	18/15
35620	New Jersey Intracoastal Waterway Light 153	STRUCT DEST/TRLB	12316	072DB	03/18
35655	New Jersey Intracoastal Waterway Light 163	STRUCT DEST/TRLB	12316	072DB	03/18
36020	New Jersey Intracoastal Waterway Daybeacon 266	STRUCT DEST/HAZ NAV/TRLB	12316	127DB	08/18
36280	New Jersey Intracoastal Waterway Daybeacon 342	STRUCT DEST/TRLB	12316	149DB	17/17
36290	New Jersey Intracoastal Waterway Daybeacon 345	STRUCT DEST/HAZ NAV/TRLB	12316	123DB	08/18
36360	New Jersey Intracoastal Waterway Light 365	DAYMK MISSING	12316	148DB	10/18
36410	New Jersey Intracoastal Waterway Daybeacon 381	STRUCT DEST/TRLB	12316	151DB	08/18
36475	New Jersey Intracoastal Waterway Daybeacon 401	STRUCT DEST/TRLB	12316	150DB	08/18
37851	Alligator River Lighted Buoy 8A	OFF STA	11553	090NC	09/18
38005	Alligator River - Pungo River Light 55	DAYMK MISSING	11553	096NC	09/18
38140	Pungo River Junction Light PR	DAYMK DMGD	11553	118NC	10/18
38200	Goose Creek Light 15	STRUCT DEST/TRLB	11553	092NC	32/17
38290	Adams Creek Light 1AC	STRUCT DEST/TRLB	11541	464NC	37/17
38410	Core Creek Daybeacon 23	STRUCT DEST/HAZ NAV/TRLB	11541	513NC	42/17
38460	Russell Slough Light 5	LT EXT	11541	095NC	09/18
38745	Causeway Channel Buoy 7A	MISSING	11547	116NC	10/18
39305	Bogue Sound - New River Buoy 74	OFF STA	11541	105NC	10/18

39310	Bogue Sound - New River Daybeacon 76	STRUCT DEST/TRLB	11541	054NC	06/18
39360	New River - Cape Fear River Daybeacon 19	STRUCT DEST/TRUB	11541	075NC	07/18
39470	New River - Cape Fear River Daybeacon 72	STRUCT DEST/TRUB	11541	077NC	47/17
39610	New River - Cape Fear River Daybeacon 124	STRUCT DEST/HAZ NAV/TRUB	11541	460NC	34/17
39855	New River - Cape Fear River Daybeacon 167	STRUCT DEST/TRUB	11534	069NC	07/18
40130	Cape Fear River - Little River Daybeacon 36	STRUCT DEST/TRLB	11534	650NC	03/18
40280	Cape Fear River - Little River Daybeacon 61	DAYMK MISSING	11534	111NC	10/18
40285	Cape Fear River - Little River Daybeacon 63	DAYMK MISSING	11534	112NC	10/18
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	11534	070NC	07/18
40315	Cape Fear River - Little River Daybeacon 73	STRUCT DEST/TRLB	11534	016NC	02/18

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1090	Oyster Creek Channel Buoy 38	RESET ON STATION	12324	087DB	02/18	10/18
1093	Oyster Creek Channel Buoy 39	RESET ON STATION	12324	087DB	02/18	10/18
1095	Oyster Creek Channel Buoy 40	RESET ON STATION	12324	087DB	02/18	10/18
1099	Oyster Creek Channel Lighted Buoy 42	RESET ON STATION	12324	087DB	06/18	10/18
2445	Liston Range Front Light	RELIGHTED	12311	141DB	09/18	10/18
2445	Liston Range Front Light	RELIGHTED	12311	154DB	10/18	10/18
2580	Reedy Island Range Front Light	RELIGHTED	12311	142DB	09/18	10/18
3270	Delaware River Lighted Buoy 54	RELIGHTED	12312	143DB	09/18	10/18
3495	Eagle Point Range Front Light	RELIGHTED	12313	156DB	10/18	10/18
3500	Eagle Point Range Rear Light	RELIGHTED	12313	157DB	10/18	10/18
5280	Chincoteague Inlet Lighted Buoy 2	WATCHING PROPERLY	12210	210HR	10/18	10/18
5455	Greenbackville Lighted Wreck Buoy WR1	WATCHING PROPERLY	12211	056HR	03/18	10/18
6040	Bradford Bay Light 5	WATCHING PROPERLY	12210	201HR	09/18	10/18
8050	Craighill Channel Range Rear Light	WATCHING PROPERLY	12278	219MD	10/18	10/18
9030	Oldfield Point Range Rear Light	RELIGHTED	12277	195MD	08/18	10/18
11035	Nansmond River Channel Daybeacon 8	REBUILT/RECOVERED	12248	155HR	03/18	10/18
11108	Nansemond River Channel Daybeacon 21A	REBUILT/RECOVERED	12248	157HR	04/18	10/18
11110	Nansemond River Channel Daybeacon 22	REBUILT/RECOVERED	12248	158HR	04/18	10/18
11155	Nansemond River Channel Daybeacon 36	REBUILT/RECOVERED	12248	159HR	04/18	10/18
11375	Pagan River Entrance Channel Daybeacon 2	REBUILT/RECOVERED	12248	055HR	03/18	10/18
11390	Pagan River Channel Daybeacon 4	WATCHING PROPERLY	12248	NONEHR	10/18	10/18
12500	James River Channel Lighted Buoy 111	WATCHING PROPERLY	12251	NONEHR	10/18	10/18
15305	Greenvale Creek Lighted Buoy 2	RESET ON STATION	12237	114HR	04/18	10/18
20875	Curtis Bay Channel Range Rear Light	RELIGHTED	12281	224MD	10/18	10/18
21465	Cape Charles City Range B Rear Light	RELIGHTED	12224	205HR	10/18	10/18
24601	Tar Bay Warning Daybeacon F	WATCHING PROPERLY	12261	179MD	06/18	10/18
24673	Slaughter Creek Buoy 6A	RESET ON STATION	12264	NONEMD	10/18	10/18
24683	Slaughter Creek Buoy 8	RESET ON STATION	12264	NONEMD	10/18	10/18
29235	Barden Inlet Lighted Buoy 21	RESET ON STATION	11545	044NC	03/18	10/18
30330	Bald Head Shoal Channel Range Front Light	RELIGHTED	11534	115NC	10/18	10/18
30330	Bald Head Shoal Channel Range Front Light	WATCHING PROPERLY	11534	107NC	10/18	10/18
33625	Neuse River Channel Light 6	RELIGHTED	11541	580NC	47/17	10/18

36130	New Jersey Intracoastal Waterway Light 299	WATCHING PROPERLY	12316	147DB	10/18	10/18
38280	Neuse River Channel Light 6	RELIGHTED	11541	580NC	47/17	10/18
38677	Money Island Channel Buoy 7	WATCHING PROPERLY	11547	073NC	07/18	10/18
38740	Causeway Channel Buoy 7	WATCHING PROPERLY	11547	109NC	10/18	10/18
	Bloody Point Bar Light	DISCONTINUED	12270	418MD	52/16	10/18
	Nassawadox Creek Warning Daybeacon I	DISCONT/REPLACE	12226	181HR	07/18	10/18

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9	Ocean Power Lighted Data Buoy A	MISSING	12323	585DB	49/13	
803.2	UNCW/CORMP Lighted Data Buoy C	LT IMCH	11539	186NC	17/17	
867	UNC Wilmington Lighted Data Buoy SB	BUOY DMGD/LT EXT	11534	112NC	12/17	
1155	Marshelder Channel Buoy 3	MISSING	12316	250DB	26/16	
1345	Ship Channel Buoy 5	OFF STA	12316	160DB	24/17	
1690	Bidwell Creek Entrance Light 2	LT EXT	12304	NONEAC	37/06	
1960	Fortescue Creek Entrance Buoy 4	OFF STA	12304	NONEDB	17/13	
2035	Lewes Breakwater Front Light	LT EXT	12216	282DB	27/13	
3153	Marcus Hook Lighted Research Buoy C	MISSING	12312	332DB	45/17	
3503	Eagle Point Range Lighted Research Buoy B	MISSING	12313	338DB	45/17	
4346	Upper Delaware River Pipeline Outfall Buoy	MISSING	12314	129DB	18/12	
4875	Thorofare Channel Buoy 3	SINKING	12211	029DB	05/16	
4925	Ocean Pines Yacht Club Light 2	LT EXT	12211	398MD	29/15	
5180	Chincoteague Bay State Boundary Line Buoy E	DAYMK IMCH	12211	430HR	46/12	
5190	Chincoteague Bay State Boundary Line Buoy G	DAYMK IMCH	12211	432HR	46/12	
5265	George Island Channel Daybeacon 8	DAYMK IMCH	12211	346HR	38/12	
5453	Coards Marsh Sanctuary Daybeacon A	STRUCT DEST	12211	433HR	46/12	
5453.1	Coards Marsh Sanctuary Daybeacon B	STRUCT DEST	12211	434HR	46/12	
5453.2	Coards Marsh Sanctuary Daybeacon C	STRUCT DEST	12211	435HR	46/12	
5457	Greenbackville Sanctuary Daybeacon A	STRUCT DEST	12211	476HR	43/11	
5457.1	Greenbackville Sanctuary Daybeacon B	DAYMK MISSING	12211	477HR	43/11	
7669	UMCES Lighted Data Buoy JI	MISSING	12264	439MD	36/14	
7837	UMCES Lighted Data Buoy CBB	OFF STA	12282	176MD	16/16	
7860	Bay Bridge Marina Light 5	LT EXT	12270	350MD	44/12	
9853	Elizabeth River Town Point Reach No Wake Buoy A	OFF STA	12253	328HR	35/14	
9940	Norfolk Waterside Pier Light	LT EXT	12253	004HR	02/18	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10157.01	Crab Creek Entrance Buoy 3CC	OFF STA	12254	131HR	19/17	
10157.12	Crab Creek Buoy 12	OFF STA	12254	065HR	10/17	
10186	Lynnhaven River Daybeacon 1LR	STRUCT DEST	12254	080HR	08/15	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17	
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17	
10332.8	Lynnhaven River Eastern Branch Daybeacon 12	DAYMK MISSING	12222	432HR	51/16	
10334	Lynnhaven River Eastern Branch Daybeacon 27	DAYMK MISSING	12222	162HR	23/16	
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14	
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	NONEHR	33/17	

10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	262HR	33/17
10762.1	Lafayette River Northern Branch Daybeacon 12	DAYMK MISSING	12245	252HR	26/14
10962	Hampton River Channel Buoy 22	DAYMK DMGD	12245	NONEHR	16/16
12118	Scotland Wharf Ferry Light C	LT EXT	12251	371HR	49/17
12119	Scotland Wharf Ferry Light D	LT EXT	12251	372HR	49/17
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13045	Harris River Approach Daybeacon 2	DAYMK IMCH/STRUCT DMGD	12238	087HR	14/17
13050	Harris River Approach Daybeacon 3	DAYMK MISSING	12238	036HR	06/12
13055	Harris River Approach Daybeacon 4	DAYMK IMCH	12238	088HR	14/17
13065	Harris River Approach Daybeacon 6	OFF STA/DAYMK DMGD	12238	037HR	06/12
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13247	Poquoson River Daybeacon 18	STRUCT DEST/TRUB	12238	383HR	52/17
13583	VIMS Gloucester Point Lighted Data Buoy A	MISSING	12241	113HR	17/17
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
14935	Windmill Point Marina Light 2	DAYMK DMGD	12235	240HR	29/17
14940	Windmill Point Marina Light 3	LT EXT	12235	348HR	23/12
15005	Broad Creek Northern Branch Daybeacon 1N	DAYMK DMGD	12235	234HR	24/13
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
15050	Broad Creek Northern Branch Daybeacon 12	DAYMK MISSING	12235	431HR	49/14
16275	Buzzards Point Daybeacon 3	DAYMK DMGD	12235	390HR	26/15
16555	Lake Conoy Warning Daybeacon A	MISSING	12233	251MD	19/10
16612	Coan River Marina Buoy 1	MISSING	12233	121MD	10/15
18012.8	Aquia Creek Daybeacon 19A	STRUCT DEST	12288	111MD	03/18
18013.1	Aquia Creek Daybeacon 22	STRUCT DMGD	12288	112MD	04/18
18075	Possum Point Pier Light	LT EXT	12288	448MD	37/15
18170	Leesylvania Park Light 2	LT EXT	12288	449MD	37/15
18601.08	National Harbor Channel Light 11	DAYMK MISSING	12289	211MD	09/18
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.3	Tanner Creek Daybeacon 2	DAYMK DMGD	12233	196MD	08/18
18793.6	Tanner Creek Warning Daybeacon B	DAYMK MISSING	12233	197MD	08/18
19260	Chalk Point Cable Crossing Tower Light 27	LT EXT	12264	213MD	29/17
19265	Chalk Point Cable Crossing Tower Light 28	LT EXT	12264	214MD	29/17
19270	Chalk Point Cable Crossing Tower Light A	LT EXT	12264	215MD	29/17
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	216MD	29/17
19277	Chalk Point Cable Crossing Tower Light 29	LT IMCH	12264	217MD	29/17
19278	Chalk Point Power Light 30	LT IMCH	12264	218MD	29/17
19279	Chalk Point Tower Light C	LT IMCH	12264	219MD	29/17
19280	Chalk Point Tower Light D	LT IMCH	12264	220MD	29/17
22095	Onancock Creek -South Branch Buoy 1	OFF STA	12228	292MD	30/08
22430	Pocomoke Sound State Boundary Line Daybeacon H	STRUCT DEST/TRUB	12228	165MD	13/15
22440	Pocomoke Sound State Boundary Line Daybeacon K	STRUCT DEST/TRUB	12228	NONEMD	31/15
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
25010	Cambridge Municipal Yacht Basin Light 1	MISSING	12266	259MD	40/12
25015	Cambridge Municipal Yacht Basin Light 2	MISSING	12266	260MD	40/12

25020	Cambridge Channel Range Front Light	LT EXT	12268	420MD	46/08
25025	Cambridge Channel Range Rear Light	LT EXT/DAYMK DMGD	12268	418MD	46/08
25330	Pier Street Marina Daybeacon 1	STRUCT DEST/HAZ NAV	12266	157MD	20/13
25335	Pier Street Marina Daybeacon 2	STRUCT DEST/HAZ NAV	12266	168MD	21/13
26126	Wye River Buoy 1	OFF STA	12270	215MD	09/18
26215	Oak Creek Buoy 4	MISSING	12270	218MD	10/18
26220	Oak Creek Buoy 6	MISSING	12270	275MD	06/18
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD	12272	321MD	44/17
27230	Upper Gunpowder River Buoy 2	OFF STA	12274	116MD	19/15
27240	Upper Gunpowder River Buoy 4	OFF STA/DAYMK MISSING	12274	116MD	19/15
27250	Upper Gunpowder River Buoy 6	DAYMK MISSING	12274	116MD	19/15
27415	Fairlee Creek Buoy 8	OFF STA/BUOY DMGD	12278	361MD	28/14
28552	Shallowbag Bay Warning Light A	DAYMK MISSING	12205	582NC	47/17
28553	ShallowBag Bay Warning Light D	DAYMK MISSING	12205	583NC	47/17
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
31075	Shallotte Inlet Buoy 5	MISSING	11534	107NC	12/17
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
33597	Neuse River UNC Lighted Data Buoy A	MISSING	11544	447NC	35/16
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
	Asquith Creek Daybeacon 6	DAYMK IMCH	12282	520MD	45/14
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
	Cherrystone Artificial Reef Buoys	MISSING	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
	Cox Creek Buoy 3A	BUOY DMGD	12270	358MD	51/17
	East Cod Creek Daybeacon 5	DAYMK MISSING	12285	201MD	28/17
	Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
	Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
	Gosnold Hope Channel Daybeacon 2	STRUCT DEST	12222	NONEHR	07/18

Grassy Sound North Pier Light	MISSING	12316	0068AC	41/12
Grassy Sound South Pier Light	MISSING	12316	0069AC	41/12
Harris River Approach Daybeacon 10	DAYMK DMGD	12238	NONEHR	05/12
Indian River Bay Shellfish Excl. Buoy	MISSING	12216	NONEAC	08/12
Jean Guite Creek Daybeacon 1	STRUCT DEST	12205	NONENC	33/17
Jean Guite Creek Daybeacon 2	DAYMK IMCH	12205	NONENC	33/17
John's Creek Buoy 3	LT IMCH	12270	318HR	37/16
Joppatown Buoy 1	OFF STA	12274	113MD	19/17
Kitty Hawk Landing Daybeacon 1	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 10	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 2	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 4	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 6	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 7	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 8	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 9	DAYMK IMCH	12205	NONENC	30/17
Little Cove Point Warning Light C	STRUCT DEST	12264	286MD	36/13
Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
Price Creek Light 5	STRUCT DEST	12270	164MD	05/18
Price Creek Light 6	STRUCT DEST	12270	118MD	04/18
Shark Riv Is Ch By 1	MISSING		215DB	22/16
Shark River Light 5	LT EXT		395DB	28/15
Taylor Crk Dbn 3	STRUCT DEST/HAZ NAV	12226	204HR	09/18
VIMS Clay Bank Lighted Data Buoy A	MISSING	12243	NONEHR	14/14
VIMS Clay Bank Lighted Data Buoy B	MISSING	12243	NONEHR	14/14
VIMS Clay Bank Lighted Data Buoy C	MISSING	12241	NONEHR	14/14
VIMS Outfall Pipe Warning Buoy A	MISSING	12241	114HR	17/17
Vims Water Qual Monitor Device (3)	MISSING		NONEHR	14/14
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05
Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	DISCONTINUED	12316	169D5	13/17	
865	Lockwoods Folly Inlet Lighted Whistle Buoy LW	DISCONTINUED	11534	307D5	18/17	

1080	Oyster Creek Channel Buoy 37	RELOCATED FOR DREDGING	12324	775D5	47/17
1090	Oyster Creek Channel Buoy 38	RELOCATED FOR DREDGING	12324	775D5	49/17
1093	Oyster Creek Channel Buoy 39	RELOCATED FOR DREDGING	12324	775D5	49/17
1100	Little Egg Inlet Outer Lighted Whistle Buoy LE	DISCONTINUED	12316	169D5	13/17
1105	Little Egg Inlet Buoy 2	DISCONTINUED	12316	172D5	13/17
1110	Little Egg Inlet Lighted Buoy 3	DISCONTINUED	12316	172D5	13/17
1115	Little Egg Inlet Buoy 4	DISCONTINUED	12316	172D5	13/17
1117	Little Egg Inlet Buoy 4A	DISCONTINUED	12316	172D5	13/17
1120	Little Egg Inlet Lighted Buoy 5	DISCONTINUED	12316	172D5	13/17
1125	Little Egg Inlet Lighted Buoy 6	DISCONTINUED	12316	172D5	13/17
1129	Little Egg Inlet Buoy 8	DISCONTINUED	12316	172D5	13/17
1131	Little Egg Inlet Lighted Buoy 10	DISCONTINUED	12316	172D5	13/17
3110	Delaware River Lighted Buoy 38	RELOCATED FOR DREDGING	12312	540D5	35/17
3120	Delaware River Lighted Buoy 40	RELOCATED FOR DREDGING	12312	540D5	35/17
3130	Delaware River Lighted Buoy 42	RELOCATED FOR DREDGING	12312	540D5	35/17
3150	Delaware River Lighted Buoy 43	RELOCATED FOR DREDGING	12312	758D5	47/17
3155	Delaware River Buoy 44	RELOCATED FOR DREDGING	12312	540D5	35/17
3160	Delaware River Lighted Buoy 46	RELOCATED FOR DREDGING	12312	540D5	35/17
3165	Marcus Hook Anchorage Buoy A	DISCONTINUED FOR DREDGING	12312	540D5	35/17
3215	Delaware River Lighted Buoy 49	RELOCATED FOR DREDGING	12312	758D5	47/17
3240	Delaware River Buoy 48	RELOCATED FOR DREDGING	12312	704D5	44/17
3245	Delaware River Lighted Buoy 50	RELOCATED FOR DREDGING	12312	704D5	44/17
3260	Delaware River Lighted Buoy 53	RELOCATED FOR DREDGING	12312	758D5	47/17
4010	Upper Delaware River Channel Lighted Buoy 51	RELOCATED FOR DREDGING	12314	745D5	47/17
4055	Upper Delaware River Channel Buoy 55	RELOCATED FOR DREDGING	12314	745D5	47/17
4070	Upper Delaware River Channel Lighted Buoy 58	RELOCATED FOR DREDGING	12314	745D5	47/17
4075	Upper Delaware River Channel Lighted Buoy 60	RELOCATED FOR DREDGING	12314	745D5	47/17
4095	Upper Delaware River Channel Lighted Buoy 65	RELOCATED FOR DREDGING	12314	745D5	47/17
4135	Upper Delaware River Channel Lighted Buoy 69	RELOCATED FOR DREDGING	12314	745D5	47/17
4155	Upper Delaware River Channel Lighted Buoy 71	RELOCATED FOR DREDGING	12314	745D5	47/17
4160	Upper Delaware River Channel Lighted Buoy 72	RELOCATED FOR DREDGING	12314	694D5	44/17
4165	Upper Delaware River Channel Buoy 75	RELOCATED FOR DREDGING	12314	694D5	44/17
4170	Upper Delaware River Channel Lighted Buoy 76	RELOCATED FOR DREDGING	12314	694D5	44/17
4755	Ocean City Inlet Lighted Buoy 11	DISCONTINUED FOR DREDGING	12211	079D5	08/18
4757	Ocean City Inlet Lighted Buoy 12	DISCONTINUED FOR DREDGING	12211	079D5	08/18
5397	Chincoteague Channel Lighted Buoy 28	DISCONTINUED FOR DREDGING	12210	071D5	07/18
11897	James River Channel Lighted Buoy 27A	DISCONTINUED FOR DREDGING	12248	541D5	44/15

11904	James River Channel Lighted Buoy 29A	DISCONTINUED FOR DREDGING	12248	541D5	44/15
21510	Mud Creek Channel Daybeacon 1	DISCONTINUED FOR DREDGING	12224	271HR	17/15
21515	Mud Creek Channel Daybeacon 2	TRUB	12224	221D5	18/15
23510	Lower Thorofare Channel Light 6	TRDBN	12231	096D5	11/16
28139	Oregon Inlet Channel Buoy 40	DISCONTINUED FOR DREDGING	12204	014D5	04/18
28145	Oregon Inlet Channel Buoy 42	DISCONTINUED FOR DREDGING	12204	014D5	04/18
28150	Oregon Inlet Channel Buoy 44	DISCONTINUED FOR DREDGING	12204	014D5	04/18
28787	Hatteras Inlet Channel Daybeacon 24A	TRUB	11555	075D5	07/18
28807	Hatteras Harbor Daybeacon 2	TRUB	11555	075D5	07/18
28815	Rollinson Channel Light 30	TRUB	11555	075D5	07/18
28817	Rollinson Channel Daybeacon 31	TRUB	11555	075D5	07/18
28955	Teaches Hole Channel Lighted Buoy 20	DISCONTINUED	11550	173D5	14/15
29245	Barden Inlet Light 26	TRDBN	11545	503D5	32/17
29247	Barden Inlet Buoy 27	DISCONTINUED	11545	503D5	32/17
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17
29260	Barden Inlet Light 32	TRDBN	11545	503D5	32/17
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29270	Barden Inlet Light 35	TRDBN	11545	503D5	32/17
29655	New River Inlet Buoy 1	DISCONTINUED	11541	067D5	06/15
29660	New River Inlet Buoy 2	DISCONTINUED	11541	067D5	06/15
29665	New River Inlet Buoy 3	DISCONTINUED	11541	491D5	43/14
29670	New River Inlet Buoy 4	DISCONTINUED	11541	491D5	43/14
29680	New River Inlet Buoy 6	DISCONTINUED	11541	491D5	43/14
29700	New River Inlet Buoy 8	DISCONTINUED	11541	491D5	43/14
30175	Masonboro Inlet Lighted Buoy 6	DISCONTINUED FOR DREDGING	11541	081D5	08/18
30180	Masonboro Inlet Buoy 7	RELOCATED FOR DREDGING	11541	081D5	08/18
30185	Masonboro Inlet Lighted Buoy 8	DISCONTINUED FOR DREDGING	11541	081D5	08/18
31005	Lockwoods Folly Inlet Lighted Whistle Buoy LW	DISCONTINUED	11534	307D5	18/17
31010	Lockwoods Folly Inlet Buoy 1	DISCONTINUED	11534	313D5	19/17
31020	Lockwoods Folly Inlet Buoy 3	DISCONTINUED	11534	304D5	18/17
31025	Lockwoods Folly Inlet Buoy 4	DISCONTINUED	11534	240D5	17/17
31027	Lockwoods Folly Inlet Buoy 5	DISCONTINUED	11534	313D5	19/17
31030	Lockwoods Folly Inlet Buoy 6	DISCONTINUED	11534	240D5	17/17
31035	Lockwoods Folly Inlet Buoy 7	DISCONTINUED	11534	313D5	19/17
31040	Lockwoods Folly Inlet Buoy 8	DISCONTINUED	11534	304D5	18/17
31045	Lockwoods Folly Inlet Buoy 10	DISCONTINUED	11534	304D5	18/17
31047	Lockwoods Folly Inlet Buoy 12	DISCONTINUED	11534	121D5	09/17
38440	Russell Slough Junction Light RS	TRLB	11541	143D5	11/17

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6035	Bradford Bay Buoy 5A	LWP	12210	098D5	09/18	10/18
6695	Wachapreague Channel Junction Light WB	LWP	12210	100D5	09/18	10/18
24970	Choptank River Channel Buoy 19A	LWP		093D5	09/18	10/18
25130	Choptank River Channel Light 32	LWP	12268	092D5	09/18	10/18
29113	Nine Foot Shoal Channel Buoy 7	LWP	11550	091D5	09/18	10/18

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

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

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

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

11541	41st Ed.	01-NOV-15	Last LNM: 47/17	NAD 83		10/18
<i>Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound</i>						
CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A						
RELOCATE	Fort Macon Creek Warning Light				CGD05 from 34-42-00.720N to 34-42-00.229N	076-40-59.832W 076-40-59.597W
11545	66th Ed.	01-JUN-15	Last LNM: 45/17	NAD 83		10/18
<i>Chart Title: Beaufort Inlet and Part of Core Sound; Lookout Bight</i>						
CHART NC- BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A						
RELOCATE	Fort Macon Creek Warning Light				CGD05 from 34-42-00.720N to 34-42-00.229N	076-40-59.832W 076-40-59.597W
11547	40th Ed.	01-JUL-15	Last LNM: 45/17	NAD 83		10/18
<i>Chart Title: Morehead City Harbor</i>						
Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: A						
RELOCATE	Fort Macon Creek Warning Light				CGD05 from 34-42-00.720N	076-40-59.832W

to 34-42-00.229N 076-40-59.597W

11548 42nd Ed. 01-JAN-17 Last LNM: 46/17 NAD 83 10/18

ChartTitle: Pamlico Sound Western Part

CHART NC- PAMLICO SOUND- WESTERN PART. Page/Side: N/A

RELOCATE Brant Island Warning Daybeacon BB

CGD05
from 35-11-40.977N 076-29-34.079W
to 35-11-40.887N 076-29-33.947W

ADD Nine Foot Shoal Channel Buoy 7
Green Can

CGD05
at 35-08-03.113N 076-01-34.091W

11550 32nd Ed. 01-MAY-17 Last LNM: 46/17 NAD 83 10/18

ChartTitle: Ocracoke Inlet and Part of Core Sound

Main Panel 514 OCRACOKE INLET & PART OF CORE SOUND - -. Page/Side: -

ADD Nine Foot Shoal Channel Buoy 7
Green Can

CGD05
at 35-08-03.113N 076-01-34.091W

11553 30th Ed. 01-MAY-14 Last LNM: 46/17 NAD 83 10/18

ChartTitle: Intracoastal Waterway Albermarle Sound to Neuse River;Alligator River;Second Creek

CHART NC-ICW-ALBEMARLE SOUND TO NEUSE RIVER. Page/Side: N/A

RELOCATE Brant Island Warning Daybeacon BB

CGD05
from 35-11-40.977N 076-29-34.079W
to 35-11-40.887N 076-29-33.947W

11555 42nd Ed. 01-APR-15 Last LNM: 47/17 NAD 83 10/18

ChartTitle: Cape Hatteras-Wimble Shoals to Ocracoke Inlet

Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOKE INLET. Page/Side: A

ADD Nine Foot Shoal Channel Buoy 7
Green Can

CGD05
at 35-08-03.113N 076-01-34.091W

12210 43rd Ed. 01-AUG-17 Last LNM: 47/17 NAD 83 10/18

ChartTitle: Chincoteague Inlet to Great Machipongo Inlet;Chincoteague Inlet

CHART VA-CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET. Page/Side: N/A

RELOCATE Bradford Bay Buoy 5A

CGD05
from 37-35-15.625N 075-40-42.534W
to 37-35-15.620N 075-40-42.514W

RELOCATE Wachapreague Channel Junction Light WB

CGD05
from 37-35-57.297N 075-41-03.295W
to 37-35-56.877N 075-41-03.567W

12221 83rd Ed. 01-JAN-17 Last LNM: 46/17 NAD 83 10/18

ChartTitle: Chesapeake Bay Entrance

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

DELETE Sand Shoal Channel Buoy 4A at

CGD05
37-17-53.796N 075-50-15.150W

12224 27th Ed. 01-JUN-17 Last LNM: 45/17 NAD 83 10/18

ChartTitle: Chesapeake Bay Cape Charles to Wolf Trap

Main Panel 562 CHESAPEAKE BAY CAPE CHARLES TO WOLF TRAP - -. Page/Side: -

DELETE Sand Shoal Channel Buoy 4A at

CGD05
37-17-53.796N 075-50-15.150W

12230 67th Ed. 01-JAN-17 Last LNM: 47/17 NAD 83 10/18

ChartTitle: Chesapeake Bay Smith Point to Cove Point

CHART VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT. Page/Side: N/A

DELETE St. Jerome Creek Daybeacon 5 at

CGD05
38-07-11.679N 076-20-32.254W

DELETE St. Jerome Creek Daybeacon 6 at

CGD05
38-07-10.204N 076-20-39.820W

DELETE	St. Jerome Creek Daybeacon 7 at	CGD05 38-07-09.574N	076-20-45.403W
DELETE	St. Jerome Creek Daybeacon 9 at	CGD05 38-07-19.212N	076-20-43.658W
DELETE	St. Jerome Creek Light 11 at	CGD05 38-07-22.806N	076-20-42.861W
RELOCATE	Tar Bay Warning Daybeacon F	CGD05 from 38-20-48.670N to 38-20-48.706N	076-14-50.747W 076-14-50.728W
CHANGE	Tar Bay Channel Daybeacon 4 to Tar Bay Channel Warning Daybeacon E, NW, at	CGD05 38-20-45.053N	076-15-01.083W
CHANGE	Tar Bay Warning Daybeacon A to Tar Bay Warning Daybeacon F, NW at	CGD05 38-20-48.706N	076-14-50.728W
ADD	St. Jerome Creek Buoy 11 Green Can	CGD05 at 38-07-22.808N	076-20-42.704W
ADD	St. Jerome Creek Buoy 5 Green Can	CGD05 at 38-07-11.726N	076-20-32.369W
ADD	St. Jerome Creek Buoy 6 Red Nun	CGD05 at 38-07-10.268N	076-20-40.007W
ADD	St. Jerome Creek Buoy 7 Green Can	CGD05 at 38-07-09.704N	076-20-45.335W
ADD	St. Jerome Creek Buoy 9 Green Can	CGD05 at 38-07-19.148N	076-20-43.673W

12231 31st Ed. 01-MAY-16 Last LNM: 24/17 NAD 83 10/18

ChartTitle: Chesapeake Bay Tangier Sound Northern Part

Main Panel 569 TANGIER SOUND - NORTHERN PART. Page/Side: A

DELETE	Ward Creek Warning Daybeacon A at	CGD05 38-00-58.905N	075-52-08.784W
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12233 39th Ed. 01-SEP-17 Last LNM: 40/17 NAD 83 10/18

ChartTitle: Potomac River Chesapeake Bay to Piney Point

Main Panel 570 POTOMAC RIVER-CHESAPEAKE BAY TO PINEY POINT - -. Page/Side: -

DELETE	St. Jerome Creek Daybeacon 5 at	CGD05 38-07-11.679N	076-20-32.254W
DELETE	St. Jerome Creek Daybeacon 6 at	CGD05 38-07-10.204N	076-20-39.820W
DELETE	St. Jerome Creek Daybeacon 7 at	CGD05 38-07-09.574N	076-20-45.403W
DELETE	St. Jerome Creek Daybeacon 9 at	CGD05 38-07-19.212N	076-20-43.658W
DELETE	St. Jerome Creek Light 11 at	CGD05 38-07-22.806N	076-20-42.861W
ADD	St. Jerome Creek Buoy 11 Green Can	CGD05 at 38-07-22.808N	076-20-42.704W
ADD	St. Jerome Creek Buoy 5 Green Can	CGD05 at 38-07-11.726N	076-20-32.369W
ADD	St. Jerome Creek Buoy 6 Red Nun	CGD05 at 38-07-10.268N	076-20-40.007W
ADD	St. Jerome Creek Buoy 7 Green Can	CGD05 at 38-07-09.704N	076-20-45.335W
ADD	St. Jerome Creek Buoy 9 Green Can	CGD05 at 38-07-19.148N	076-20-43.673W

12237 28th Ed. 01-NOV-13 Last LNM: 45/17 NAD 83 10/18

ChartTitle: Rappahannock River Corrotoman River to Fredericksburg

CHART VA- RAPPAHANNOCK RIVER- CORROTOMAN RIVER TO FREDRICKSBURG. Page/Side: N/A

CHANGE	Greenvale Creek Lighted Wreck Buoy WR2 to Greenvale Creek Lighted	CGD05 37-42-28.024N	076-32-46.519W
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12261	31st Ed.	01-JAN-17	Last LNM: 47/17	NAD 83	10/18
<i>ChartTitle: Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay</i>					
CHART MD- CHESAPEAKE BAY: HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY. Page/Side: N/A					
RELOCATE	Tar Bay Warning Daybeacon F			CGD05 from 38-20-48.670N to 38-20-48.706N	076-14-50.747W 076-14-50.728W
CHANGE	Tar Bay Channel Daybeacon 4 to Tar Bay Channel Warning Daybeacon E, NW, at			CGD05 38-20-45.053N	076-15-01.083W
CHANGE	Tar Bay Warning Daybeacon A to Tar Bay Warning Daybeacon F, NW at			CGD05 38-20-48.706N	076-14-50.728W
12263	57th Ed.	01-JAN-17	Last LNM: 47/17	NAD 83	10/18
<i>ChartTitle: Chesapeake Bay Cove Point to Sandy Point</i>					
Main Panel 603 CHEASAPEAKE BAY COVE POINT TO SANDY POINT. Page/Side: A					
CHANGE	Choptank River Channel Daybeacon 19A to Choptank River Channel Buoy 19A, Green can, at			CGD05 38-36-17.777N	076-06-56.338W
12264	33rd Ed.	01-APR-16	Last LNM: 47/17	NAD 83	10/18
<i>ChartTitle: Chesapeake Bay Patuxent River and Vicinity</i>					
CHART MD- CHESAPEAKE BAY: PATUXENT RIVER AND VICINITY. Page/Side: N/A					
RELOCATE	Tar Bay Warning Daybeacon F			CGD05 from 38-20-48.670N to 38-20-48.706N	076-14-50.747W 076-14-50.728W
CHANGE	Tar Bay Channel Daybeacon 4 to Tar Bay Channel Warning Daybeacon E, NW, at			CGD05 38-20-45.053N	076-15-01.083W
CHANGE	Tar Bay Warning Daybeacon A to Tar Bay Warning Daybeacon F, NW at			CGD05 38-20-48.706N	076-14-50.728W
12266	32nd Ed.	01-JAN-17	Last LNM: 41/17	NAD 83	10/18
<i>ChartTitle: Chesapeake Bay Choptank River and Herring Bay; Cambridge</i>					
Main Panel 610 CHESAPEAKE BAY CHOPTANK RIVER AND HERRING BAY. Page/Side: A					
CHANGE	Choptank River Channel Daybeacon 19A to Choptank River Channel Buoy 19A, Green can, at			CGD05 38-36-17.777N	076-06-56.338W
12268	12th Ed.	01-DEC-15	Last LNM: 15/17	NAD 83	10/18
<i>ChartTitle: Choptank River Cambridge to Greensboro</i>					
CHART CHOPTANK RIVER: CAMBRIDGE TO GREENSBORO. Page/Side: N/A					
RELOCATE	Choptank River Channel Light 32			CGD05 from 38-35-25.743N to 38-35-25.899N	076-00-19.789W 076-00-19.919W
12285	42nd Ed.	01-AUG-15	Last LNM: 41/17	NAD 83	10/18
<i>ChartTitle: Potomac River; District of Columbia</i>					
CHART MD-VA-DC- POTOMAC RIVER. Page/Side: N/A					
DELETE	St. Jerome Creek Daybeacon 5 at			CGD05 38-07-11.679N	076-20-32.254W
DELETE	St. Jerome Creek Daybeacon 6 at			CGD05 38-07-10.204N	076-20-39.820W
DELETE	St. Jerome Creek Daybeacon 7 at			CGD05 38-07-09.574N	076-20-45.403W
DELETE	St. Jerome Creek Daybeacon 9 at			CGD05 38-07-19.212N	076-20-43.658W
DELETE	St. Jerome Creek Light 11 at			CGD05 38-07-22.806N	076-20-42.861W
ADD	St. Jerome Creek Buoy 11 Green Can			CGD05 at 38-07-22.808N	076-20-42.704W
ADD	St. Jerome Creek Buoy 5			CGD05 at 38-07-11.726N	076-20-32.369W

	Green Can		
ADD	St. Jerome Creek Buoy 6 Red Nun	CGD05 at 38-07-10.268N	076-20-40.007W
ADD	St. Jerome Creek Buoy 7 Green Can	CGD05 at 38-07-09.704N	076-20-45.335W
ADD	St. Jerome Creek Buoy 9 Green Can	CGD05 at 38-07-19.148N	076-20-43.673W

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

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

******MD – TILGHMAN ISLAND – KNAPPS NARROWS – REMOVAL OF BUOYS FRO DREDGING******

On or about March 12, 2018 the following buoy will be discontinued for dredging:

Knapps Narrows West Channel Lighted Buoy 3A (LLNR 25930.5)

Knapps Narrows West Channel Buoy 4 (LLNR 25931)

Knapps Narrows West Channel Buoy 5 (LLNR 25933)

Upon completion of the dredging and review of the after dredge survey it will be determine if the buoys will be re-established.

Chart 12266

LNM: 10/18

******VA – RAPPAHANNOCK RIVER ENTRANCE – GREAT WICOMICO RIVER – AID TO NAVIGATION CHANGE******

The Coast Guard will make the following changes to the aids to navigation marking the Great Wicomico River.

Great Wicomico River:

Relocate Great Wicomico River Lighted Buoy 1GW (LLNR 16180) to approximate position 37 47 25.630N, 76 14 02.850W.

Change Great Wicomico River Buoy 2 (LLNR 16195) to Lighted Buoy 2 with a flashing 2.5 second red light and relocate to approximate position 37 48 06.700N, 76 15 32.140W.

Relocate Great Wicomico River Buoy 3 (LLNR 16200) to approximate position 37 47 55.170N, 76 15 52.850W and will be replaced with a smaller buoy that will have a visual range on 1.4 NM and radar range of 1.6 NM.

Discontinue Great Wicomico River Warning Buoy (LLNR 16185).

Establish Great Wicomico River Wreck Light WR4 (LLNR 16245) in approximate position 37 48 10.490N, 76 16 02.320W with a Quick flashing red light.

Discontinue Great Wicomico River Buoy 4 (LLNR 16245).

Discontinue Great Wicomico River Lighted Buoy 6 (LLNR 16250).

Establish Great Wicomico River Light 6 (LLNR 16250) in approximate position 37 48 32.330N, 76 17 18.720W with a flashing 2.5 second red light.

Relocate Cockrell Creek Light 1C (LLNR 16255) to approximate position 37 49 09.360N, 76 17 03.210W and change to a flashing 2.5 second green light.

Change Great Wicomico River Light 8 (LLNR 16280) to Daybeacon 8 (LLNR 16280) and relocate to approximate position 37 49 07.230N, 76 17 44.800W.

Relocate Great Wicomico River Light 9 (LLNR 16300) to approximate position 37 49 29.250N, 76 18 13.470W and change to a flashing 2.5 second green light.

Change Great Wicomico River Light 10 (LLNR 16330) to Daybeacon 10 (LLNR 16330) and relocate to approximate position 37 49 49.750N, 76 18 57.060W.

Relocate Great Wicomico River Light 11 (LLNR 16335) to approximate position 37 50 56.340N, 76 20 01.060W.

Charts: 12225 12235

LNM: 10/18

******VA – CHESAPEAKE BAY - WOLF TRAP TO PUNGOTEAGUE CREEK – NASSAWADOX CREEK – AIDS TO NAVIGATION CHANGE******

Due to continuing shoaling which has prevented access to Nassawadox Creek by a Coast Guard construction tender the following changes to the aid to navigation marking the waterway will be made. Changes will occur on or about March 1, 2018.

Change Nassawadox Creek Warning Daybeacon H (LL 21665) to Nassawadox Creek Danger Buoy H, white can with orange diamond.

Change Nassawadox Creek Warning Daybeacon I (LL 21666) to Nassawadox Creek Danger Buoy I, white can with orange diamond.

Chart 12226

LNM: 08/18

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

Periodically, the Coast Guard, evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the 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/Inms/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

NJ – SEA GRIT TO LITTLE EGG INLET – OYSTER CREEK – PROPOSED CHANGES TO AIDS TO NAVIGATION SEASONAL RELIEF SCHEDULE

The Coast Guard is proposing the following modifications to the seasonal relief schedule for the following aids in Oyster Creek. The following aids are proposed to be "Removed when endangered by ice." during winter months.

Oyster Creek Channel Buoy 37 (LLNR 1080)

Oyster Creek Channel Buoy 38 (LLNR 1090)

Oyster Creek Channel Buoy 38A (LLNR 1091)

Oyster Creek Channel Buoy 39 (LLNR 1093)

Oyster Creek Channel Buoy 40 (LLNR 1095)

Oyster Creek Channel Buoy 41 (LLNR 1097)

Oyster Creek Channel Lighted Buoy 42 (LLNR 1099)

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/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

All comments will be carefully considered and are requested prior to 1 April 2017 to be considered in the analysis. Refer to project number 05-18-028(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

Chart 12324

LNM: 05/18

******VA – HONGA RIVER – MIDDLE ISLAND BRIDGE WEST CHANNEL – PROPOSES AID TO NAVIGATION CHANGES******

Middle Island Bridge West Channel Warning Daybeacon WR 1W (LLNR 24515) was reported damaged and marked with temporary lighted buoy.

Due to shoaling in this area, the Coast Guard cannot access the location to remove the wreckage and make repairs. The Coast Guard is proposing to make the buoy permanent until the wreckage can be removed and then discontinue this aid to navigation. Additionally Middle Island Bridge East Channel Daybeacon 1E (LL 24520) will be converted to a warning daybeacon until it can be removed.

Change and rename Middle Island Bridge West Channel Warning Daybeacon WR 1W (LL 24515) to Middle Island Bridge Lighted Wreck Buoy WR 1W at 38 17 42.332N—76 12 45.917W with a quick flashing green light with a 4nm nominal range.

Change and rename Middle Island Bridge East Channel Daybeacon 1E (LL 24520) to Middle Island Bridge Warning Daybeacon A with NW dayboards worded "Danger".

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/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

All comments will be carefully considered and are requested prior to March 12, 2018 to be considered in the analysis. Please reference project 05-18-033(D).

Send comments to CGD5Waterways@uscg.mil or mailed to:

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Chart 12261

LNM: 07/18

******VA – POKOMOKE SOUND – GUILFORD FLATS JUNCTION LIGHT - PROPOSED CHANGE******

The Coast Guard is proposing to rename and change the day/night characteristics on the Guilford Flats Junction Light GF (LLNR 22255). One of the channels that was marked by this Junction Light no longer exist. The new light will mark the entrance to Beasley Bay and Guilford Creek. Change Guilford Flats Junction Light GF (LLNR 22255) to Guilford Flats Entrance Light 1GF (LLNR 22255) with a flashing 2.5 second green light with a 4nm nominal range and SG dayboards labeled 1GF.

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/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf. All comments will be carefully considered and are requested prior to March 19, 2018 to be considered in the analysis. Please reference project 05-18-034(D).

Send comments to CGD5Waterways@uscg.mil or mailed to:

U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes

Chart 12228

LNM: 07/18

VA – JAMES RIVER TO JAMESTOWN ISLAND – JAMES RIVER – PROPOSED CHANGE TO DEEP WATER SHOALS LIGHT

Due to the deteriorating condition, the former Deepwater Shoals Light was converted to Deepwater Shoals Wreck Light WR 24 (LLNR 11780) and deemed unsafe to access. The Coast Guard is soliciting comments to discontinue Deepwater Shoals Wreck Light WR 24 and establish Deepwater Shoals Warning Light in approximate position 37 08 55.250N, 76 38 13.500W, showing a flashing 4 second white light with a 4nm nominal range, 15' optic height and NW dayboards worded "Danger".

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/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf. All comments will be carefully considered and are requested prior to March 12, 2018 to be considered in the analysis. Refer to project number 05-17-036(D).

Send comments: CGD5Waterways@uscg.mil or mailed to:

U. S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes

Chart 12248

LNM: 05/18

******NC- CURRITUCK BEACH LIGHT TO WIMBLE SHOALS – WIMBLE SHOALS LIGHTED BUOY 10 – PROPOSAL TO DISCONTINUE******

The Coast Guard Fifth District is proposing to discontinue Wimble Shoals Lighted Buoy 10 (LLNR 620) located 6.5 NM offshore Rodanthe, NC in 95 feet of water. Based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the general vicinity, this lighted buoy is no longer necessary. 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/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf. All comments will be carefully considered and are requested prior to 1 April 2017 to be considered in the analysis. Refer to project number 05-18-032(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

Chart 12204

LNM: 07/18

******NC – CAPE FEAR RIVER – PROPOSAL TO DISCONTINUE NORTHEAST CAPE FEAR RIVER TURNING BASIN LIGHT******

The Coast Guard is proposing to discontinue Northeast Cape Fear River Turning Basin Light (LLNR 30970). Due to significant shoaling around the edge of the turning basin this aid is in less than three feet of water at MLW and the primary service unit has no accessibility to service, which poses a risk of it becoming a hazard to navigation.

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/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf. All comments will be carefully considered and are requested prior to 1 April 2017 to be considered in the analysis. Refer to project number 05-18-029(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

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

Charts: 12210 12211

LNM: 04/17

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

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

Charts: 12222 12254

LNM: 19/16

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

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

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

LNM: 01/16

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

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

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

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

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

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

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

Chart 12200

LNM: 01/16

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

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a

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

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.

Scheduled Firing: NONE SCHEDULED

Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

LNM: 13/16

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

LNM: 01/16

******NJ - PA - DE - MD - DC - VA - SANDY HOOK NJ TO CAPE HENRY VA- COAST PILOT******

National Oceanic Atmospheric Administration (NOAA) - U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 51st Edition, 2018, has been issued and is ready free download and weekly updates at www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html. Only Print-on-Demand (POD) bound copies are available for purchase at www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot. The 2018 Edition cancels the preceding 2017 Edition, and incorporates all previous corrections.

LNM: 05/18

******NJ - GPS - TEST******

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate testing center point of 40° 01.333393' n 074° 31.857327' w, near McGuire AFB, NJ with a possible impact radius of 52nm from center point.

GPS testing is scheduled to be conducted on: 26-28 Feb, 1-2, 5-6 Mar 2018.

More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During these period GPS users are encouraged to report any GPS service outages that they may experience to the Navigation Information Service by calling (703) 313-5900 or by using the navcen web site to submit a GPS problem report.

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

LNM: 09/18

******NJ - HARVEY CEDARS - SURF CITY - BRANT BEACH - LONG BEACH ISLAND - FLOOD CONTROL AND EMERGENCY COASTAL REPAIR******

Starting approximately 10 March and continuing until approximately 15 Jun 2018 the hydraulic dredge R.S. WEEKS/hopper dredge MAGDALEN and attendant plant will be operating 3 nautical miles offshore of Long Beach Island, NJ.

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

39°40'6.56"N, 74° 5'25.27"W

39°41'35.68"N, 74° 3'41.52"W

39°40'48.98"N, 74° 2'27.00"W and 39°39'18.71"N, 74° 4'7.23"W

The staging area will be located between the following approximate positions at Barnegat Inlet:

39°46'6.66"N, 74° 7'11.88"W

39°46'6.36"N, 74° 6'57.60"W

39°45'37.26"N, 74° 7'8.70"W and 39°45'37.98"N, 74° 6'52.50"W

Pipeline corridors will be bound by the following approximate positions while pumping at Brant Beach:

39°37'39.06"N, 74°11'19.16"W

39°37'0.06"N, 74° 9'52.65"W

39°37'0.92"N, 74° 9'52.00"W and 39°37'40.79"N, 74°11'17.50"W

Pipeline corridors will be bound by the following approximate positions while pumping at Harvey Cedars:

39°41'5.68"N, 74° 8'40.58"W

39°40'16.97"N, 74° 4'27.78"W

39°40'17.93"N, 74° 4'27.47"W and 39°41'6.64"N, 74° 8'40.27"W

Pipeline corridors will be bound by the following approximate positions while pumping at Surf City:

39°40'8.53"N, 74° 9'24.00"W

39°40'40.53"N, 74° 6'29.94"W

39°40'16.97"N, 74° 4'27.78"W

39°40'17.93"N, 74° 4'27.47"W

39°40'41.55"N, 74° 6'29.93"W and 39°40'9.54"N, 74° 9'24.17"W

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

******NJ – HARVEY CEDARS – SURF CITY – BRANT BEACH – LONG BEACH ISLAND – FLOOD CONTROL AND EMERGENCY COASTAL REPAIR******

Chart 12324

LNM: 09/18

NJ – GREAT EGG HARBOR BAY - GARDEN STATE PARKWAY BRIDGE – DEMOLITION

An engineering firm, on behalf of the New Jersey Turnpike Authority, will be performing a bridge demolition project at the Garden State Parkway (southbound) Bridge across the Great Egg Harbor Bay, at mile 3.5, between Beesley's Point and Somers Point, NJ, from November 1, 2016 until February 28, 2018, 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. The old Garden State Parkway (southbound) Bridge across Great Egg Harbor Bay will be demolished and removed from the waterway. 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. A work trestle situated at the southwest end of the Garden State Parkway Bridge erected in 2013 in connection with the construction of the new southbound structures will be used for equipment staging and debris removal. Mariners should use extreme caution when transiting the area.

Chart 12316

LNM: 49/16

NJ - VA - NC – SEACOAST OFFSHORE SUBMARINE CABLE LAYING OPERATIONS

The M/V ILE DE SEIN will be conducting Submarine Fiber Optic Cable operations beginning 27 January and continuing through 2 May, 2018 along the seacoast. Concerned mariners may contact the vessel on VHF-FM Ch 13 & 16.

Charts: 11009 13003

LNM: 03/18

******NJ - NEW JERSEY INTRACOASTAL WATERWAY-LITTLE EGG HARBOR TO CAPE MAY – GRASSY SOUND CHANNEL – OCEAN DRIVE BRIDGE – CLOSED TO NAVIGATION******

The Grassy Sound Channel (Ocean Drive) Bridge across Grassy Sound Channel, mile 1.0, in Middle Township, NJ and the Townsend Inlet Bridge across Townsend Inlet, mile 0.6, at Avalon, NJ., will be maintained in the closed-to-navigation position from 9:15 a.m. to 2:30 p.m., on Sunday April 22, 2018, to accommodate the annual Ocean City Marathon event. At all other times the Grassy Sound Channel (Ocean Drive) Bridge will operate in accordance with Title 33 Code of Federal Regulations (CFR) 117.721 and the Townsend Inlet Bridge will operate in accordance with 33 CFR 117.757. Mariners able to pass under the closed span of these bridges may do so at any time. Mariners should exercise caution when transiting the area.

Chart 12316

LNM: 09/18

NJ – OCEAN CITY – COWPENS ISLAND AND 13TH STREET – SUBMERGED CABLE REPAIR

From February 12, 2018 through approximately March 1, 2018 an engineering firm, on behalf of Atlantic City Electric, will be conducting repairs and replacement of an submerged electric cable in the NJ Intracoastal Waterway (ICW) in the vicinity of Cowpens Island near Ocean City, NJ. A spud barge will be present in the ICW at the southern end of Cowpens Island, adjacent to 13th street in Ocean City NJ. The barge, approximately 80' in length, will slowly move west as electric cable is replaced. Divers will be in the water placing and burying the cable during the 12 hour active workday. A safety boat will be on scene when divers are working to monitor traffic and protect the divers. Cable may be suspended in the water approximately 200' from the barge based on the depth of the water. Mariners are requested to contact attending vessels via VHF-FM Channel 13 at least 1 hour prior to arrival in order to arrange safe passage. The work barge and work area will be manned and lit during nighttime hours in accordance with USCG regulations. Mariners are advised to exercise extreme caution when transiting the area. Daytime contact: Mark Kremper 609-313-0597, Nighttime contact: Liam Castle 609-744-0635

Chart 12316

LNM: 06/18

******NJ – TOWNSEND INLET – TEST BORINGS******

Warren George Inc will be conducting Test Borings from the Lift Boat VANTAGE in Townsend Inlet in approximate position 39 07.069, 074 42.985 starting 6 Mar and continuing until approximately 12 Mar 2018. Borings will be conducted 24 hours a day, seven days a week. The vessel will require 2.5 hours to move off station. Contact Robert Stothoff at 201-433-9797 or bob@warrengorge.com.

Chart 12316

LNM: 10/18

NJ – NEW JERSEY INTRACOASTAL WATERWAY – STONE HARBOR – CAPE MAY LEWES FERRY CHANNEL – DREDGING

Barnegat Bay Dredge FULLERTON will be conducting dredging operations in the NJICWW in the vicinity of New Jersey Intracoastal Waterway Buoy 419 (LLNR 36520) To Buoy 421 (LLNR 36525), in Stone Harbor, NJ from February 19 through approximately March 5, 2018. On March 5, 2018 the dredge FULLERTON will leave Stone Harbor and proceed to conduct work at the Cape May Lewes Ferry Channel until April 15, 2018. The Dredge FULLERTON will be monitoring VHF-FM channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.

Chart 12316

LNM: 08/18

******NJ - CAPE MAY INLET – HAZARD TO NAVIGATION******

The Captain Of The Port, Delaware Bay, is notifying mariners that a buried section of pipe approximately 1 mile south southeast of the Cape May Inlet is reducing the water depth from approximately 40 feet to between 34 and 24 feet along the shoal. The buried section of pipe is approximately 225 feet long and under approximately 20 feet of sand. The buried pipe and subsequent reduced depth is 38.919N 74.857W. Mariners are advised to use caution when

Transiting this area as some depths at mean low low water could be Hazardous to Navigation, especially during extreme weather events. Vessels drafting over 23 feet should pay particular attention to the Tide and proceed with caution in the vicinity of the shoal.

Chart 12214

LNM: 33/17

NJ – CAPE MAY HARBOR – SPICER CREEK – DREDGING

Wickberg Marine Contracting, Inc. (WMC) is scheduled to begin dredging operations in Spicer Creek Channel, in the City of Cape May, in Cape May County, New Jersey. WMC will commence dredging operations on or about Saturday, 27 Jan and continue until 28 Feb 2018. Operations will

NJ – CAPE MAY HARBOR – SPICER CREEK – DREDGING

occur 24 hours per day and 7 days per week. During the course of all dredging operations, WMC’s personnel will monitor VHF Channels 16 and 13. The dredge may be contacted by calling 732-558-1479 or contact the project officer at 908-295-6507 or trioux@riouxengineering.com. The dredges WICKBERG 12 and AMMCO will be on scene. It is not anticipated that any closures of the channel will be required. If the dredge is required to move to allow for the passage of an inbound or outbound vessel, WMC requests a minimum of forty-five (45) minutes of advanced notice so that there is sufficient time to safely relocate the anchors and move the dredge or barge.

Chart 12317

LNM: 04/18

NJ – INTRACOASTAL WATERWAY - CAPE MAY HARBOR - CAPE MAY CANAL – SR 109 BRIDGE – REDUCED HORIZONTAL CLEARANCE

An engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance at SR 109 Bridge, over NJICW (Cape May Canal), mile 114.3, in Cape May NJ. The maintenance to the bridge fender system will continue to be conducted from 6 am to 11 pm; 7 days a week; from Monday, February 26, 2018, through Saturday, March 31, 2018, and from 6 am to 6 pm; M-F; from Sunday, April 1, 2018, through Thursday, May 31, 2018. During the maintenance period from February through March, 2018, a 26 foot work vessel and two work barges will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 40 feet. Mariners who need more than 40 feet of horizontal clearance, should notify the work foreman no less than 24 hours prior to navigating through the bridge. The horizontal clearance of the bridge will be reduced to approximately 70 feet 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 (610) 368-3739 or (267) 907-6501. Mariners should use extreme caution when transiting the area.

Chart 12317

LNM: 09/18

NJ – INTRACOASTAL WATERWAY - CAPE MAY HARBOR - CAPE MAY CANAL – SR 109 BRIDGE – REDUCED HORIZONTAL CLEARANCE

An engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance at SR 162 (CR 626/Seashore Road) Bridge, over NJICW (Cape May Canal), mile 115.5, in Cape May, NJ. The maintenance to the bridge fender system will continue to be conducted from 6 am to 11 pm; 7 days a week; from Monday, February 26, 2018, through Saturday, March 31, 2018, and from 6 am to 6 pm; M-F; from Sunday, April 1, 2018, through Thursday, May 31, 2018. During the maintenance period from February through March, 2018, a 26 foot work vessel and two work barges will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 40 feet. Mariners who need more than 40 feet of horizontal clearance, should notify the work foreman no less than 24 hours prior to navigating through the bridge. The horizontal clearance of the bridge will be reduced to approximately 70 feet 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 (610) 368-3739 or (267) 907-6501. Mariners should use extreme caution when transiting the area.

Chart 12316

LNM: 09/18

NJ – DELAWARE BAY – GANDYS BEACH – SHORELINE MONITORING EQUIPMENT

The US Geological Survey in cooperation with various research centers and Louisiana State University is conducting research and shoreline monitoring in the Gandy’s Beach area south of Nantuxent Point on the eastern side of Delaware Bay, in an area bounded by the following points, Offshore 39-16-13.180N, 075-14-34.950W 39-16-33.280N, 075-14-31.230W Inshore 39-16-36.250N, 075-14-31.560W 39-16-35.040N, 075-14-30.370W In this area, there will be sediment traps, wave gages, and current meters. The equipment will be marked with PVC poles, yellow and red floats. For more information, contact William Capurso at 631-736-0783 ext 136.

Chart 12304

LNM: 05/18

NJ – SALEM RIVER – DREDGING

H & L Contracting will be conducting dredging operations in the Salem River, NJ from 1 Mar to 15 Apr 2018. Dredge pipe will be located outside the channel and will be marked and lit IAW Coast Guard regulations. There will be two points where submerged pipeline will be crossing the main navigational channel. These locations of submerged pipeline will be at: Salem River 39°34’08”n; 75°30’21”w and at the Fort Mott Ferry Dock 39°36’03”n; 75°33’18”w. Work hours are 24 hours a day, 7 days a week. There will be one dredge, a push boat, skiff, three booster pump barges, and dredging pipeline on scene. All marine equipment operators will be monitoring VHF-FM channel 63, 16 and 13. Vessels are requested to transit with no wake when passing the dredge and dredge equipment. Dredge and work vessels will monitor vhf-fm channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.

Chart 12277

LNM: 09/18

******PA – NJ – DELAWARE RIVER – OBJECT IN NEW CASTLE RANGE******

An object, approximately 100ft in length and 3.5 inches in diameter, has been reported in the Delaware River Navigational Channel, in New Castle Range, at approximately 39 36.89833N, 075 34.56327W. The object is inside the red toe of the channel, approximately 300 feet upstream from Delaware River Lighted Buoy 18 (LLNR 2875). Mariners should use extreme caution when transiting this area of New Castle Range as depth at objects location is 42.7ft at mean low low water.

Chart 12311

LNM: 09/18

******PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – HAZARD TO NAVIGATION******

A 10x7ft submerged object has been located in position 39-47.905705N, 075-25.067484W in 39ft of water a MLLW. Mariners should use caution when transiting the area.

Chart 12312

LNM: 10/18

******PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING******

******PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING******

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.354427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth has been reported at 38.5 feet. All mariners are requested to transit the area with caution.

Chart 12312

LNM: 09/18

******PA – NJ- DELAWARE RIVER – TINICUM AND MARCUS HOOK RANGES – DREDGING AND BLASTING – SAFETY ZONE******

Great Lakes Dredging Company will be conducting dredging and rock blasting operations with the drill boat APACHE, dredge TEXAS, and dredge NEW YORK, along the Delaware River, from Marcus Hook, PA to Eddystone, PA from November 30, 2017 to March 15, 2018. As a result, the us Coast Guard will be establishing a Safety Zone on all navigable waters in the Delaware River within 500 yards of vessels and machinery conducting rock blasting, dredging, and rock removal operations. Entry into, transiting, or anchoring within the Safety Zone is prohibited unless authorized by the COTP, Delaware Bay, or his designated representative. For the duration of the project, one side of the main navigational channel will be closed. Vessels wishing to transit the Safety Zone in the main navigational channel may do so if they can make satisfactory passing arrangements with the drill boat APACHE, dredge TEXAS, or dredge NEW YORK, in accordance with the navigational rules in 33 code of federal regulations subchapter e via VHF-FM channel 13 at least 30 minutes prior to arrival. If vessels are unable to make satisfactory passing arrangements with the drill boat APACHE, dredge TEXAS, or dredge NEW YORK, they may request permission from the COTP or his designated representative on VHF-FM channel 16. All vessels must operate at the minimum safe speed necessary to maintain steerage and reduce wake. Operations will be conducted 24 hours a day, 7 days a week. Further safety information, specifically regarding rock blasting information, to include restrictions and times of rock blasting operations, will be broadcast separately. Mariners are advised to proceed with extreme caution in the area. Surgeon relocation trawling will commence on 15 Nov with the trawler Amy Marie operating in Tinicum and Marcus Hook Ranges. Trawling operations will be continuous in daylight hours throughout the duration of the project.

Chart 12312

LNM: 45/17

******PA – NJ – DELAWARE RIVER - MARCUS HOOK ANCHORAGE AND RANGE – PIPELINE REMOVAL – SAFETY ZONE******

The Captain of the Port, Delaware Bay, is notifying mariners of a Safety Zone established in the southern portion of the Marcus Hook Anchorage and Range on the Delaware River, to facilitate dive operations and pipeline removal. The Safety Zone will be active through February 28, 2018, unless cancelled earlier by the COTP. The crane barge KELLY and towing vessel JOKER will be on scene and assisting with the work. Work on section #1 has been completed pending survey results. Work on sections #2 and #3 is currently being conducted. Working vessels are operating within the anchorage and are out of the main navigational channel at Marcus Hook Range. Vessels transiting the area should utilize the main navigation channel while maintaining awareness of current transit restrictions and requirements in the area. Mariners are requested to maintain the minimum safe speed to maintain steerage and maintain strict adherence to the rules of the road. The Safety Zone is established in all navigable waters within 250 yards of the crane barge KELLY, towing vessel JOKER, and associated diving and pipeline removal equipment. Vessels requesting to transit the Safety Zone shall contact the towing vessel JOKER on VHF-FM channel 13 or 80, at least 1 hour, as well as 30 minutes prior to arrival to arrange safe passage. Vessels may also contact the COTP for permission to enter or transit the safety zone on VHF-FM channel 16. If you have any questions regarding the content of this bulletin, please contact the Waterways Management Staff at (215) 271-4889/4814 or the Command Center at (215) 271-4807.

Chart 12312

LNM: 47/17

******DE – GPS – TEST******

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate testing center point of 39° 07.723665' N 075° 28.285440' W, near Dover AFB, DE with a possible impact radius of 49nm from center point.

GPS testing is scheduled to be conducted on: 26-28 Feb, 1-2, 5-6 Mar 2018.

More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During these period GPS users are encouraged to report any GPS service outages that they may experience to the Navigation Information Service by calling (703) 313-5900 or by using the navcen web site to submit a GPS problem report.

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

LNM: 09/18

******MD – GPS – TEST******

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate testing center point of 38° 48.343080' N 076° 52.268244' W, near Joint Base Andrews MD, with a possible impact radius of 82nm from center point.

GPS testing is scheduled to be conducted on: 26-28 Feb, 1-2, 5-6 Mar 2018.

More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During these period GPS users are encouraged to report any GPS service outages that they may experience to the Navigation Information Service by calling (703) 313-5900 or by using the navcen web site to submit a GPS problem report.

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

LNM: 09/18

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING

A Maryland Department of Natural Resources Bathymetric Survey conducted in November 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. Automatic Identification System (AIS) has been placed on the following aids to navigation. Marine Mobile Service Identification Numbers are as follows.

A. Ocean City Inlet Lighted Buoy 8 (LLNR 4745), (MMSI) 993672676 in approx position 38-19-24.780N 075-05-24.510W.

B. Ocean City Inlet Lighted Buoy 10 (LLNR 4750), (MMSI) 993672677 in approx position 38-19-27.923N 075-05-30.310W.

C. Ocean City Inlet Junction Buoy OC (LLNR 4753), (MMSI) 993672678 in approx position 38-19-35.064N 075-05-34.620W.

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING

D. Ocean City Inlet Lighted Buoy 11 (LLNR 4755), (MMSI 993672679) in approx position 38-19-36.367N, 075-05-42.67 W.
E. Ocean City Inlet Lighted Buoy 12 (LLNR 4757), (MMSI) 993672680 in approx position 38-19-38.978N, 075-05-47.019W.

Chart 12211

LNM: 52/17

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

Marine Technologies Inc. will be conducting marine construction operations along the eastern shoreline of the Anacostia River at Joint Base Anacostia-Bolling until approximately 20 Apr 2018. The work will be conducted Mondays through Fridays, from 6 am to 3 pm, daylight permitting, and with weekends as weather makeup days. The project consists of relocating the existing NuStar Energy fuel pier and loading platform at the north end of Joint Base Andrews downstream from its current location, in approximate position latitude 38°52'02.1 N, longitude 077°00'16.2 W. During that period, a spudded 150-foot crane barge and a 110-foot material barge moored to existing mooring dolphins with a support tug will be on scene. 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, and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the tugs "Spirit" or "Jezebel" via marine band radio VHF-FM channels 16 and 13, or the Marine Technologies Inc. office at telephone number 410-355-2000.

Chart 12289

LNM: 09/18

******MD – TILGHMAN ISLAND – KNAPPS NARROWS – DREDGING******

Southwind Construction Company dredge JENNI LEA II, tenders ANN KAY and DANNY JOE will be conducting dredging operations in Knapps Narrows beginning 12 Mar and continuing until approximately 22 Apr 2018. Floating rubber and polyethylene pipeline associated with dredging operation will traverse north/northwesterly from the Federal Channel of Knapps Narrows through the shallow waters of Back Creek to the adjacent Upland Fill Placement Area. Pipeline and all floating plant will be visibly lighted and marked with floating buoys in accordance with Coast Guard regulations. Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made with dredge. For more information, contact Mike Will at 812-483-1528 or Chris Barton at 812-454-7114.

Chart 12266

LNM: 09/18

******MD – CHESAPEAKE BAY – TRED AVON RIVER - OYSTER REEF CONSTRUCTION******

Corman Marine Construction will be conducting Oyster Reef Construction Operations on behalf U.S. Army Corps of Engineers, beginning on or about January 7, 2018 and continuing until March 15, 2018 in the Tred Avon River in various locations between Pecks Point north to Neck Point. Equipment on site will be the Crane Barge CMC 497, a cargo barge, and a small tending tug less than 26'. The vessels will monitor VHF channel 13 and 8. Placement operations will take place between 6:00 am and 6:00 pm, 7 days a week. The barges will be lighted at night with all around white lights on each corner of the barge/flotilla. For questions contact James R. Matters at (410) 424-1870.

Chart 12266

LNM: 51/17

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

U.S. Army Corps of Engineers and Maryland Department of Natural Resources will continue to place rock and shell on the bottom at sites to restore Oyster Reef Habitat in the Tred Avon River in Talbot County, MD. In those areas, water depths are between 1 ft to 2 ft shallower than what is currently shown on NOAA nautical charts. More information including maps and site coordinates may be obtained from <http://go.usa.gov/cswPh> or the USACE Project Manager at 410-962-7440. Mariners are urged to use caution when transiting these areas.

Chart 12266

LNM: 01/18

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 in the Tred Avon River and in Harris Creek in Talbot County, Maryland. In those areas, water depths are 1 to 2 foot shallower than what is currently shown on navigational charts. Please be vigilant when navigating through these areas. A general maps, finer scale maps, and coordinates of the restoration areas are available at: <http://go.usa.gov/cswPh>.

For more information or questions contact the USACE Project Manager, Louis Snead - 410-962-3691 or louis.c.snead@usace.army.mil.

Chart 12266

LNM: 40/17

MD – CHESAPEAKE BAY – CHOPTANK RIVER – CHAMBRIDGE CREEK – MARKET STREET BRIDGE

The Maryland State Highway Administration will be performing maintenance at the Market Street Bridge, across Cambridge Creek, at mile 0.1, at Cambridge, MD. The maintenance requires the bridge to remain in the open-to-navigation position from 7 a.m., March 5, 2018, until 4 p.m., March 18, 2018. The bridge will remain in the open-to-navigation position 24 hours a day for the entire maintenance period and will not impede marine traffic. Mariners should remain vigilant and use caution when transiting the area.

Chart 12266

LNM: 09/18

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 about 20 February 13, weather permitting. The material will be deployed via crane at or near 39 04.015' N, 76 17.340' W. On the day of deployment a tug boat 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.

Chart 12278

LNM: 07/18

******MD – CHESAPEAKE BAY - COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – DREDGING OPERATIONS******

Dredging operations are scheduled in the Chesapeake Bay at Kent Island, MD until March 31, 2018, and will occur Mondays through Fridays, daylight hours only. The dredging will be conducted at the Matapeake Marine Terminal Entrance Channel near Stevensville, Queen Anne's County,

******MD – CHESAPEAKE BAY - COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – DREDGING OPERATIONS******

MD. Marine equipment on site includes an ELLICOTT 370 dredge, anchor barge, three small work skiffs, and approximately 2,000 feet of pipeline, which will be continuously marked with orange buoys. Mariners are urged to use caution when transiting the area, and can contact the Southern Maryland Dredging, Inc. dredge on marine band radio VHF-FM channels 08, 13 and 16.

Chart 12263

LNM: 10/18

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT-EASTERN CHANNEL

There has been a report that an installed access platform and staircase located on the north side (westbound span) of the William P. Lane JR (US-50/301) Memorial Bridges at Pier 45 near the Eastern Channel is extending downward from the bridge deck to approximately 15 feet above the water. Mariners are urged to use caution when transiting the area.

Chart 12270

LNM: 06/18

MD – BALTIMORE HARBOR – CURTIS CREEK – CSX SWING BRIDGE – CLOSED TO NAVIGATION

The CSX Swing Bridge over Curtis Creek, mile 1.4, in Baltimore, MD will remain in the closed-to-navigation position to facilitate installation of railroad ties across the swing span of the drawbridge. The bridge will remain in the closed position from 8 a.m. to 2:30 p.m.; Monday through Friday; from March 5, 2018, through March 30, 2018. During the closure period, the bridge will be able to open on signal, if at least one hour notice is given. The bridge will be able to open for emergencies, if at least 15 minutes notice is given. The bridge may be contacted at (410) 354-5593 24 hours per day. Vessels able to pass under the closed span of 13 feet above mean high water during the closure period, may do so at any time. The bridge foreman may be reached at (443) 695-0602 and on VHF-FM channels 13 and 16. Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 12281

LNM: 09/18

*****MD – DC – VA – POTOMAC RIVER – COBB ISLAND – PROPOSED BRIDGE******

All interested parties are notified that an application dated June 9, 2017, amended on January 2, 2018, has been received from the Maryland Department of Transportation, State Highway Administration, by the Commander, Fifth Coast Guard District, for approval of the location and plans for replacement of an existing highway fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Neale Sound, mile 0.6, at Cobb Island, Charles County, MD.

CHARACTER OF WORK: The proposed project is to replace the existing fixed highway bridge carrying the MD 254 (Cobb Island Road) over Neale Sound with a new fixed highway bridge. The new bridge will be constructed on a new roadway alignment just west of the existing bridge with a new fender system. The existing bridge will be removed to an elevation of two feet below the mud line and the existing fender system will be removed in its entirety. The purpose of the project is to replace the existing structurally deficient bridge, which serves as an essential link for all transportation needs between Cobb Island and mainland MD.

The existing fixed bridge has a horizontal clearance of 34 feet and a vertical clearance of 18 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 55 feet and a vertical clearance of 20 feet above mean high water.

A copy of Public Notice D05PN-02-2018, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than 12 MAR 2018.

Chart 12285

LNM: 07/18

******VA – CHESAPEAKE BAY – CAPE HENRY - NAVAL ANCHORAGE A******

From 09 - 18 Mar 2018 the USNS BRITTIN will be anchored 1-2nm off of Cape Henry in the vicinity of Navy Anchorage A in approximate position 36° 57' N, 076° 03' W. During this timeframe, military operations will be conducted in the vicinity of the BRITTIN and the Cape Henry beach south of the vessels position. Please keep a 2nm CPA from the BRITTIN and all operations. Contact COW Blue at 757-878-3155 for more information.

Chart 12222

LNM: 10/18

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

Joint Expeditionary Base Little Creek Fort Story (JEBLCFS) Military Operations will be conducted in the following areas during the dates and times listed. Operations may consist of swimmers in the water, small boat operations, parachute drops, helicopter air drops and recovery, blank firing, UAV ops:

Naval Anchorage Area A, 19 Feb through 5:00 pm, 31 Mar 2018.

Naval Anchorage Area B, 19 Feb through 5:00 pm, 31 Mar 2018.

Fort Story Restricted Area, 19 Feb through 5:00 pm, 31 Mar 2018.

Naval Anchorage Area A, 27 Feb through 1 Mar 2018, 7:00 am to Noon each day.

Naval Anchorage Area A, Fort Story Restricted Area, 06 Mar 9:00 am to 4:00 pm.

Fort Story Restricted Area, 08 Mar, 1:00 pm to Midnight.

Fort Story Restricted Area, 12 thru 14 Mar, 7:00 am to Noon each day.

Fort Story Restricted Area, 15 thru 16 Mar, 7:00 am to 8:00 pm each day.

For questions or concerns about these operations you may contact Range Operations and Training Area, Mr. Assaf or Ms. Lawrence at 757-422-7103/7101.

Charts: 12222 12254

LNM: 01/17

******VA – SOUTHERN BRANCH ELIZABETH RIVER – HWY 64 HIGHRISE BRIDGE – GEOTECHNICAL SURVEY******

Ryan Construction Company will be conducting a Geotechnical Survey in the vicinity of the HWY 64, High Rise Bridge in the Southern Branch of the Elizabeth River between 7 and 9 Mar 2018. The tug CATHERINE will be on scene with a crane barge monitoring VHF-FM channel 13. Work will be conducted each day from 7:00 am to 5:00 pm. For more information, contact Mike Young 757-353-1501 or Harrison Nelms 757-879-0854.

Chart 12253

LNM: 10/18

******VA – ATLANTIC INTRACOASTAL WATERWAY - DISMAL SWAMP CANAL – TEMPORAY CLOSURE******

The Dismal Swamp Canal on the Atlantic Intracoastal Waterway (AIWW) is closed to navigation. This closure is only temporary until the fallen trees from the recent Nor'easter are cleared from the Federal Channel. The Albemarle and Chesapeake Canal, through the Great Bridge Lock in Chesapeake, Virginia, will be open 24 hours per day, 7 days per week. Operators will monitor Channel 13.

Chart 12253

LNM: 10/18

VA - DREDGING - JAMES RIVER - NEWPORT NEWS SHIPYARD DRYDOCKS 4,5 AND 6, FLOATING DRYDOCK AND PIER 3 – DREDGING

W3 Marine and the dredge MOBRO 112 will be conducting dredging operations at the James River, Huntington Ingalls Pier 3, floating drydock and drydock 4, 5, and 6; beginning on February 20, 2018 to May 1, 2018. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dumpscows, and attendant plant and exercise extreme caution when approaching, passing, and leaving the dredge area.

Chart 12248

LNM: 08/18

VA – CHESAPEAKE BAY – CAPE CHARLES TO WOLF TRAP – RESEARCH BUOY

Caribbean Wind LLC has temporary established a yellow research buoy approximately 2 nm from the entrance to Cherrystone Channel in approximate position 37°14'03"N, 76°05'37"W. The research buoy is 3 feet in diameter, 5 feet high, with an amber 4 second flashing light. For questions contact Doug Wilson at (410) 507-8587 or Doug@coastaloceanobs.com.

Chart 12224

LNM: 44/17

******VA - RAPPAHANNOCK RIVER – GREENVALE CREEK – DREDGING******

Ray Nornes, Inc will be conducting dredging operations in the Greenvale Creek 1 Mar through 14 Mar 2018. Dredging operations will be conducted during daylight hours seven days a week. Mariners are requested to contact the dredge prior to passing and slow to bare steerage while transiting the area. The dredge will monitor vhf channel 16. Mariners should stay clear of the dredge and on-scene equipment and are advised to transit the area with extreme caution.

Chart 12237

LNM: 10/18

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER – SR3/ROBERT O NORRIS BRIDGE – REDUCED VERTICAL CLEARANCE

An engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance at SR 3 (Robert O. Norris Jr.) bridge, over Rappahannock River, mile 8.3, in White Stone, VA. The bridge painting maintenance which began in October, 2016, will continue to be conducted through to July 1, 2018; 24 hours a day; 7 days a week. The work platform will be attached to the bridge, will continue to reduce the vertical clearance of the bridge to approximately 106 feet above mean high water. Maintenance personnel, equipment, two barges and work vessels will be in the vicinity of the bridge. Quick flashing red lights will be positioned no more than 10 feet apart and on all corners, to mark the bottom of the work platform attached to the bridge. Legible signs will be erected on the existing fender system to bring awareness regarding the reduced clearance. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (804) 577-0049 or (216) 235-3933. Mariners should use caution when transiting the area.

Chart 12235

LNM: 09/18

VA – NC – OFFSHORE – FALSE CAPE - HYDROGRAPHIC SURVEY OPERATIONS

NOAA Ship FERDINAND R. HASSLER (S-250) will be conducting hydrographic survey operations near the Virginia and North Carolina border offshore of False Cape from 10 Feb through the end of April 2018. FERDINAND R. HASSLER (FH) is a 123-foot, white-hulled survey vessel with NOAA markings and can be identified on AIS. Survey operations will be conducted 24-hours a day and the vessel may be contacted on VHF-FM channel 13 and 16. Mariners are requested to exercise caution when transiting the operational area. There will be two modes of survey operations, which may happen simultaneously. Survey modes include; ship survey with or without towed sensors and survey from a 28 foot launch. When towed hydrographic instrumentation is deployed, FH will be restricted in her ability to maneuver. Questions or concerns can be addressed to the ship's Field Operations Officer via phone at (603) 812-8748 or via email at: ops.ferdinand.hassler@noaa.gov

Chart 12207

LNM: 52/17

******NC – OFF SHORE – OREGON INLET - LOST CONTAINERS******

70, 40 foot containers were lost 17 miles off shore of Oregon Inlet NC. All mariners are requested to transit the area with caution and report all sightings of any containers to the Coast Guard.

Chart 11520

LNM: 10/18

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/bonnerbridgeplace/>.

Chart 12205

LNM: 18/16

******NC – ALBAMARLE SOUND – ALLIGATOR RIVER BRIDGE – CLOSED TO NAVIGATION******

The US 64 (Alligator River) bridge, over AICW (Alligator River), mile 84.2, near Columbia, NC, will be maintained in the closed-to-navigation

******NC – ALBAMARLE SOUND – ALLIGATOR RIVER BRIDGE – CLOSED TO NAVIGATION******

position to facilitate bridge maintenance. The bridge will remain in the closed-to-navigation position from 7 am to 7 pm on: Wednesday, December 27, 2017, through Saturday, December 30, 2017.

Monday, January 1, 2018, through Saturday, January 5, 2018.

Monday, January 8, 2018, through Tuesday, January 9, 2018.

During these closure periods the bridge will open on signal, if at least 2 hours notice is given.

The bridge will remain in the closed-to-navigation position:

Wednesday, 6:00 am, January 10, 2018, through 6 p.m. on Wednesday, January 17, 2018.

Wednesday, 6:00 am, March 14, 2018, through 6 p.m. on Wednesday, March 21, 2018.

Alternative work dates for these closure periods will be from noon on Thursday, January 18, 2018, through 6 p.m. on Wednesday, January 24, 2018; and from noon on Thursday, March 22, 2018, through 6 p.m. on Thursday, March 29, 2018. If the alternative work dates from noon on Thursday, January 18, 2018, through 6 p.m. on Wednesday, January 24, 2018, are used, the bridge will also remain in the closed-to-navigation position from 7 a.m. to 6 p.m., Monday through Saturday, from January 22, 2018, through March 14, 2018; except for scheduled daily openings at noon, if at least 2 hours notice is given. If the alternative work dates from noon on Thursday, January 18, 2018, through 6 p.m. on Wednesday, January 24, 2018, are not used, the bridge will also remain in the closed-to-navigation position from 7 a.m. to 6 p.m., Monday through Saturday, from January 17, 2018, through March 14, 2018; except for scheduled daily openings at noon, if at least 2 hours notice is given.

Chart 11553

LNM: 10/18

NC – ALBAMARLE SOUND TO NEUSE RIVER– ALLIGATOR RIVER– ESTABLISHMENT OF MOORING BUOYS

On or about December 19, 2017, Seaward Marine Corporation will establish five mooring buoys in the vicinity of the US 64 (Alligator River) bridge to support barges conducting work on the bridge (also see the article in the enclosure "Summary of Bridge Regulations/Construction/Permits" about the bridge's temporary deviation published regulations). The buoys will be white with blue bands and rise 3 feet above the waterline. They will be lit with white lights flashing four seconds when no barges are moored to them. The buoys will be discontinued at the end of the bridge maintenance project.

Alligator River Lighted Mooring Buoy A, Fl W 4s, 35-54-25.7N, 076-01-19.9W

Alligator River Lighted Mooring Buoy B, Fl W 4s, 35-54-01.4N, 075-59-58.7W

Alligator River Lighted Mooring Buoy C, Fl W 4s, 35-53-50.5N, 075-59-08.0W

Alligator River Lighted Mooring Buoy D, Fl W 4s, 35-53-38.9N, 075-59-12.1W

Alligator River Lighted Mooring Buoy E, Fl W 4s, 35-53-51.3N, 076-00-02.6W

Chart 11553

LNM: 51/17

NC – CAPE HENRY TO PAMLICO SOUND – ROANOKE SOUND CHANNEL – OLD HOUSE CHANNEL – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia dredge MARION and associated dredge equipment will be conducting dredging operations in the vicinity of Manteo to the Pamlico Sound. Operations will take place from Walter Slough to Roanoke Sound Channel Light 1 (LLNR 28365) and out to Old House Channel Light 16OH (LLNR 28300). Dredging operations will continue until 31 March, 2018.

Chart 12205

LNM: 08/17

******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 in Hancock Creek north of Cahoogue Creek, the Neuse River located at the mouth of Hancock Creek, Restricted Area/Danger Zone 334.430:

None at this time.

Notice of Live Firing in Piney Island and Brandt Island, Danger Zones 334.420:

SUNUP - SUNSET: 01 MAR - 15 MAR 18 MONDAY THROUGH FRIDAY, RIFLE RANGE TRAINING.

0800 - Midnight: 01 MAR 18 - 15 MAR 18, AVIATION RANGE TRAINING.

In addition to normal unit level training the following special events will be taking place:

ON 01 MAR THERE WILL BE SPECIAL BOAT TEAMS OPERATING IN AND AROUND THE CHERRY POINT WATERWAYS CONDUCTING NAVIGATION TRAINING AND INTO AND OUT OF BT-11 CONDUCTING SURFACE DIRECT LIVE FIRE TRAINING DURING DAYLIGHT HOURS.

Command Officer of MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This notice serves to identify the possible hazards associated when boating in this area. This area will not be patrolled by Military Personnel or vessels. Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548 11552

LNM: 51/17

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

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

Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.

Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached by phone at 910-451-3064 or 4449.

The restricted areas in the New River, as shown on National Ocean Service chart 11542, will be closed to navigation because of Stone Bay rifle range firing exercises during the following periods:

Stone Creek Sector 24 HOURS A DAY, DAILY.

Stone Bay Sector 24 HOURS A DAY, DAILY.

West of the 77 (deg) 26 (min) longitude line. The restricted areas that may be closed to navigation because of firing exercises during the following periods:

Traps Bay Sector 24 HOURS A DAY, DAILY.

Courthouse Bay Sector 24 HOURS A DAY, DAILY.

Stone Bay Sector 24 HOURS A DAY, DAILY.

East of the 77 (deg) 26 (min) longitude line.

Grey Point Sector 24 HOURS A DAY, DAILY.

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

Farnell Bay Sector SUNRISE TO SUNSET, DAILY.

Morgans Bay Sector SUNRISE TO SUNSET, DAILY.

Jacksonville Sector SUNRISE TO SUNSET, DAILY.

The Target Bombing Area N1/Bt-3 Impact Area in the Atlantic Ocean East of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods:

NOON -11:00 PM, 13 - 15 MAR 18 LIVE FIRE OPERATIONS, (RSU-SEAL TEAM 18, H-1)

Atlantic Intracoastal Waterway, inland waters in the Browns Island Inlet Area between Bear Creek and Onslow Beach, may be closed to navigation because of firing exercises during the following periods:

NOON -11:00 PM, 13 - 15 MAR 18 LIVE FIRE OPERATIONS, (RSU-SEAL TEAM 18, H-1)

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.

Charts: 11541 11542 11543

LNM: 01/16

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6035	Bradford Bay Buoy 5A	37-35-15.620N 075-40-42.514W				Green can.	10/18
6695	WACHAPREAGUE CHANNEL JUNCTION LIGHT WB	37-35-56.877N 075-41-03.567W	Fl (2+1)G 6s	15	4	JG on multi-pile structure.	10/18
6992.1	Sand Shoal Channel Buoy 4A						Remove from list. *
15305	Greenvale Creek Lighted Buoy 2	37-42-28.024N 076-32-46.519W	Fl R 2.5s		4	Red.	10/18
18812	St. Jerome Creek Daybeacon 5		*				Remove from list. *
18812	St. Jerome Creek Buoy 5	38-07-11.726N 076-20-32.369W				Green can.	Maintained from Mar. 15 to10/18 Dec. 1.
18815	St. Jerome Creek Daybeacon 6		*	*	*	*	Remove from list. *
18815	St. Jerome Creek Buoy 6	38-07-10.268N 076-20-40.007W				Red nun.	Maintained from Mar. 15 to10/18 Dec. 1.
18817	St. Jerome Creek Daybeacon 7		*	*	*	*	Remove from list. *
18817	St. Jerome Creek Buoy 7	38-07-09.704N 076-20-45.335W				Green can.	Maintained from Mar. 15 to10/18 Dec. 1.
18820	St. Jerome Creek Daybeacon 9		*	*	*	*	Remove from list. *
18820	St. Jerome Creek Buoy 9	38-07-19.148N 076-20-43.673W				Green can.	Maintained from Mar. 15 to10/18 Dec. 1.
*	*	*	*	*	*	*	*

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
18823	ST. JEROME CREEK LIGHT 11						Remove from list. 10/18
							*
18823	St. Jerome Creek Buoy 11	38-07-22.808N 076-20-42.704W				Green can.	Maintained from Mar. 15 to 10/18 Dec. 1.
*	*	*	*	*	*	*	*
22985	Ward Creek Warning Daybeacon A						Remove from list. 10/18
							*
24595	Tar Bay Channel Warning Daybeacon E	38-20-45.053N 076-15-01.083W				NW on pile worded DANGER SHOAL.	10/18
	*					*	
24601	Tar Bay Warning Daybeacon F	38-20-48.706N 076-14-50.728W				NW on pile worded DANGER SHOAL.	10/18
	*	*					
24970	Choptank River Channel Daybeacon 19A						Remove from list. 10/18
							*
24970	Choptank River Channel Buoy 19A	38-36-17.777N 076-06-56.338W				Green can.	Maintained from Mar. 15 to 10/18 Dec. 1.
*	*	*	*	*	*	*	*
25130	CHOPTANK RIVER CHANNEL LIGHT 32	38-35-25.899N 076-00-19.919W	FI R 2.5s	15	3	TR on pile.	10/18
		*					
29113	Nine Foot Shoal Channel Buoy 7	35-08-03.113N 076-01-34.091W				Green can.	10/18
*	*	*	*	*	*	*	*
29450	FORT MACON CREEK WARNING LIGHT	34-42-00.229N 076-40-59.597W	FI W 2.5s	15	4	NW on pile.	10/18
		*					
32635	Brant Island Warning Daybeacon BB	35-11-40.887N 076-29-33.947W				NW on pile worded DANGER BOMBING RANGE.	10/18
		*					
33430	BAY RIVER LIGHT 9	35-08-32.779N 076-42-29.565W	FI G 4s	15	4	SG on pile.	10/18
							*

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. NOAA Right Whale Savannah DMA Chartlet.

SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

NEW JERSEY SHOALING

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING

Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported.

NJICWW Light 4 (LLNR 34995).

NJICWW Light 38 (LLNR 35115).

NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).

NJICWW Daybeacon 49 (LLNR 35108).

NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).

North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).

NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side.

Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.

IVO NJICWW Daybeacon 221 (LLNR 35867).

Between NJICWW Light 233 (LLNR 35905) and Daybeacon 243 (LLNR 3535945) Broad Thorofare.

IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.

Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.

Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).

Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel.

Between NJICWW Light 449 (LLNR 36625) and Light 453 (LLNR 36639) Grassy Sound. Ref LNM 24/17

Chart 12316, 12324

NJ - LITTLE EGG INLET TO HEREFORD INLET – LITTLE EGG INLET – SHOALING

Shoaling has been observed in Little Egg Inlet across the channel between to an average channel depth of 3 feet at MLW. As a result, the aids to navigation have been removed because they did not accurately mark safe water. DB BNM 008-17

Chart 12318

NJ – SLAEM 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

******PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING******

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

Chart 12312

PA – NJ – CHESTER RANGE – SHOALING

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

CHART 12312

DELAWARE SHOALING

DE- INDIAN RIVER BAY – SHOALING

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

Chart 12216

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING

The Delaware Department of Natural Resources and Environmental Control (DNREC) reports shoaling in Baker's Channel between Baker's Channel Lighted Buoy 1A (LLNR 2136) and Baker's Channel Lighted Buoy 1B (LLNR 2137) as well as Baker's Channel Lighted Buoy 5 (LLNR 2137.04) and Baker's Channel Lighted Buoy 6 (LLNR 2137.05). DNREC has established two warning buoys worded "DANGER SHOAL" to mark the shoaling. Mariners are advised to transit that area with caution. Ref LNM 26/17

Chart 12216

MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING

A Maryland Department of Natural Resources Bathymetric Survey conducted in Nov 2017 has identified shoaling midway between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Lighted Buoy 10 (LLNR 4750) to a depth of less than five feet at MLLW and extending approximately 150 feet into the channel. A second area of severe shoaling has been identified between Ocean City Lighted 11 (LLNR 4755) and Lighted Buoy 12 (LLNR 4757) to a depth of less than seven feet at MLLW. Ocean City Inlet Lighted Buoy 12A has been established in approximate 38-19-38.995N, 075-05 -47.020W to mark the shoaling. To avoid confusion the light on Ocean City Inlet Lighted Buoy 12 (LLNR 4757) has been extinguished.

Chart 12211

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING

Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), shoaling encroaches approximately 20 yds into the channel in a southwesterly direction. Water depths have been found as low as 2.5 ft during low tide. Between Sinepuxent Bay Channel Light 8 (LLNR 5020) and Sinepuxent Bay Channel Daybeacon 10 (LLNR 5035), shoaling encroaches approximately 15 yds into the channel in an easterly direction. Water depths have been found as low as 2 ft during low tide. Between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) on the eastern side of the channel. Water depths have been found as low as 3 ft during low tide.
Chart 12211

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

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

MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING

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

MD/VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING

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

MD - CHESAPEAKE BAY – 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 5' 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 – CHESAPEAKE BAY- CHESTER RIVER – KENT ISLAND NARROWS NORTH APPROACH

Depths of less than 4 feet have been reported between Kent Island Narrows North Approach LT 4 (LLNR 26425) and Kent Island Narrows North Approach LT 6 (LLNR 26435) on the red side of the channel. Vessels transiting the Kent Island Narrows North Approach Channel should exercise caution. Ref LNM 05/16
Chart 12272

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 – VIRGINIA INSIDE PASSAGE (VIP)

VIP Day beacon 107 (LLNR 5950) 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 - CHESAPEAKE BAY - LYNNHAVEN RIVER EASTERN BRANCH

Shoaling has been reported to a depth of 0-3ft at mean low water in the Lynnhaven River Eastern Branch in the vicinity of Lynnhaven River Eastern Branch Buoy 1ED (LLNR 10332)(Private Aid). Mariners are advised to transit the area with extreme caution. HR BNM 424-16

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). Significant shoaling also is present IVO Bennett Creek Buoy 5 (LLNR 11055) position. Bennett Creek Buoy 5 (LLNR 11055) is missing and has not been reestablished due to lack of water depth. HR BNM 215-17, LNM 28/17
Chart 12248

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST

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

VA – RAPPAHANNOCK RIVER ENTRANCE – QUEENS CREEK – SHOALING

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

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING

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

VA – HAMPTON ROADS - WILLOUGHBY BAY

The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245

VA – CHESAPEAKE BAY – LYNNHAVEN INLET – LONG CREEK CHANNEL

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

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRENCE – DAVIS CREEK – SHOALING

Significant shoaling has been identified from USACOE survey dated 07 Sep 2016 in Davis Creek. Shoaling of the channel begins 100 yards south of Davis Creek Channel Light 2 (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 Channel Light 6 (LLNR 14140) with a minimum identified depth of 1.2 feet. Ref LNM 12/17
Chart 12238

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR

Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). HR BNM 182-15
Chart 12238

VA – CHESAPEAKE BAY – BACK RIVER – SHOALING

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

VA – CHESAPEAKE BAY – YORKTOWN TO WEST POINT - QUEEN CREEK

Shoaling to less the 3 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Day beacon 10 (LLNR 13820). HR BNM 170-14
Chart 12243

VA – TANGIER SOUND – SHOALING

Shoaling to 5 – 6 feet MLW has been found in the vicinity of Tangier Sound Light in approximate position 37 47 06.4N, 075 58 23.2W along the 36 foot depth contour.
Chart 12228

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/MD - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING

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

VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING

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

VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - BONUM CREEK - SHOALING

Soundings in Bonum Creek indicates shoaling in the channel between Bonum Creek Daybeacon 3 (LLNR 16885), Bonum Creek Daybeacon 4 (LLNR 16890), and Bonum Creek Daybeacon 5 (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Daybeacons 3 and 4. Mariners are urged to use caution when transiting the area.
Chart 12286

VA - VIRGINIA BEACH - RUDEE INLET

Based on the City of Virginia Beach survey dated 8 Feb 2018 shoaling still exist in Rudee Inlet Channel with least depths from 4.4' MLLW in the channel.
Chart 12205

NORTH CAROLINA SHOALING

NC - CAPE HENRY TO CURRITUCK BEACH LIGHT - CURRITUCK SOUND - FERRY CHANNEL - SHOALING

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

NC - PAMLICO SOUND BRANT ISLAND SHOAL - SHOALING

Shoaling to 3 feet has been reported in the area off the southeast tip of the charted shoal in the vicinity of Brant Island Slue in approximate position 35-10.45N, 076-23.05W.
Chart 11548

NC - CURRITUCK BEACH LIGHT TO WIMBLE SHOALS - OREGON INLET

Shoaling has been reported to 2 feet in Oregon Inlet Channel near the Bonner Bridge. NC BNM 642-14
Chart 12204

NC - HATTERAS INLET - SHOALING

Due to severe shoaling Hatteras Inlet Buoy 2A (LLNR 28647), Hatteras Inlet Lighted Buoy 4 (LLNR 28650), Hatteras Inlet Lighted Buoy 5 (LLNR 28653), Hatteras Inlet Lighted 6 (LLNR 28660) no longer mark navigable water. Mariners should not rely on these buoys for navigation. LNM 07/17
Chart 11555, 11520

NC - CAPE HATTERAS - HATTERAS INLET

Shoaling has been reported to 3.5 feet in Hatteras Inlet between Hatteras Inlet Channel Buoy 9 (LLNR 28669) and Hatteras Inlet Channel Buoy 12C (LLNR 28733.2). NC BNM 028-15, LNM 06-15
Chart 11555

NC - CAPE HATTERAS - HATTERAS INLET

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

NC - CAPE HATTERS - BARNEY SLOUGH

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

NC - CAPE HATTERAS - HATTERAS INLET - SOUTH FERRY TERMINAL

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

NC - BEAUFORT INLET AND CORE SOUND - BARDEN INLET - SHOALING

Significant shoaling is present in Barden Inlet between Harker's Island and Cape Lookout. The shoal is encroaching the channel from both sides in the area of Barden Inlet Buoy 28 (LLNR 29250), Buoy 30 (LLNR 29253) and Buoy 31 (LLNR 29257). Mariners should exercise extreme caution while transiting through the Inlet. NC BNM 342-17, LNM 29/17
Chart 11545

NC - CORE SOUND - SHOALING

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

NC - ICW - NEUSE RIVER TO MYRTLE GROVE - RUSSELL SLOUGH

Shoaling has been reported to 1 foot in vicinity of Russell Slough Day beacon 6A (LLNR 38467) NC BNM 344-15
Chart 11541

NC – ICW - NEUSE RIVER TO MYRTLE GROVE SOUND – BOGUE SOUND - NEW RIVER

Shoaling to 3 feet has been reported in the vicinity of Bogue Sound - New River buoys 72A (LLNR 39300), 72B (LLNR 39303) and 74 (LLNR 39305). LNM 06-15
Chart 11541

NC – NEUSE RIVER TO MYRTLE GROVE – BANKS SLOUGH CHANNEL

Shoaling has been reported to 0.5 feet in Banks Slough Channel. NC BNM 658-14
Chart 11541

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – CAROLINA BEACH INLET

Shoaling to 2.6 feet has been reported in Carolina Beach Inlet from Carolina Beach Inlet Buoy 1 (LLNR 30265) to Buoy 6 (LLNR 30290). NC BNM 659-15, 206-16
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

Shoaling has been reported to 2 feet in New River Inlet Channel. NC BNM 003-15
Chart 11542

NC - NEUSE RIVER TO MYRTLE GROVE SOUND – NEW RIVER TO CAPE FEAR RIVER

An area of shoaling has been reported IVO of New River – Cape Fear River Buoy 121 (LLNR 39597) in the AICWW St M 280 near Mason Inlet Crossing. ACOE reported a depth of 2.2ft at MLW. Mariners are urged to use caution when transiting this area. NC BNM 357-16
Chart 11541

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER

Shoaling to 1 foot has been reported in the vicinity of Lockwoods Folly Inlet at Cape Fear River – Littler River Buoy 47 (LLNR 40225). NC BNM 256-16
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 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.

Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit 2-15-5 signed December 9, 2015. (KB)

- **New Jersey (Central & Southern)**

Oldmans Creek – US Route 130 Bridge

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the New Jersey Department of Transportation with plans for modification of an existing highway drawbridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Oldmans Creek, mile 3.1 at Nortonville, NJ.

CHARACTER OF WORK: The proposed project is to permanently close the existing drawbridge; thereby making the structure a fixed bridge. The drawbridge has not opened for vessels since the 1960s and is presently in a “need not open for passage of vessels” status as authorized in Title 33 Code of Federal Regulations, Section 117.737. No bridge work, other than permanently locking the moveable span, will be completed. The existing drawbridge has a horizontal clearance of 75 feet and a vertical clearance of 5.0 feet above mean high water in the closed position and 64 feet above mean high water in the open position. The retained bridge will be a fixed bridge with a horizontal clearance of 75 feet and a vertical clearance of 5.0 feet above mean high water.

A copy of Preliminary Public Notice 5-1381, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than **11 DEC 2017 (HP)**

- **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)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland –**

Potomac River - Harry Nice Memorial Bridge –

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Maryland Transportation Authority (MDTA) with plans for modification to an existing highway fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Potomac River, mile 50.0, at Dahlgren, King George County, Virginia

CHARACTER OF WORK: MDTA is proposing to replace the Governor Harry Nice Memorial Bridge with a bridge at a reduced vertical and horizontal clearance. The majority of the river traffic is recreational, with some marine traffic by cargo, barges, sail boats and river cruises. The reductions in vertical and horizontal clearances would prohibit eight known vessels recorded in the past five years from passing through the proposed bridge. The Woodrow Wilson Bridge is upstream from the Harry Nice with a vertical clearance of 76 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 175 feet between the bridge protective system. The MDTA proposes the design change will help improve traffic conditions in the area. The existing vertical and horizontal clearances are 136 VC above mean high water and a HC of 700 feet between pilings. The proposed bridges would reduce the VC to 106.5 above mean high water with 250 HC feet between pilings.

Comments on this proposal should be forwarded to the above address no later than November 20, 2017. A copy of Public Notice 5-1365a, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. (KB)

Neale Sound – MD-254 (Cobb Island Road) Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 22, 2017; vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)

- **Washington DC –**

Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)

- **Virginia (Northern)**

Potomac River - Harry Nice Memorial Bridge –

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Maryland Transportation Authority (MDTA) with plans for modification to an existing highway fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Potomac River, mile 50.0, at Dahlgren, King George County, Virginia

CHARACTER OF WORK: MDTA is proposing to replace the Governor Harry Nice Memorial Bridge with a bridge at a reduced vertical and horizontal clearance. The majority of the river traffic is recreational, with some marine traffic by cargo, barges, sail boats and river cruises. The reductions in vertical and horizontal clearances would prohibit eight known vessels recorded in the past five years from passing through the proposed bridge. The Woodrow Wilson Bridge is up-

stream from the Harry Nice with a vertical clearance of 76 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 175 feet between the bridge protective system. The MDTA proposes the design change will help improve traffic conditions in the area. The existing vertical and horizontal clearances are 136 VC above mean high water and a HC of 700 feet between pilings. The proposed bridges would reduce the VC to 106.5 above mean high water with 250 HC feet between pilings. Comments on this proposal should be forwarded to the above address no later than November 20, 2017. A copy of Public Notice 5-1365a, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. (KB)

SECTOR HAMPTON ROADS

- **Virginia (Southern)**

AICW – Elizabeth River Southern Branch – I-64/High Rise Bridge – VDOT has proposed to replace the existing drawbridge with a new fixed bridge at essentially the same location. The replacement project will modify the existing vertical clearance of the bridge. The charted vertical clearance of the existing bascule bridge in the closed-to-navigation position is 65 feet above MHW with unlimited vertical clearance in the full open position. The proposed replacement will be a fixed bridge that will provide a vertical clearance of 100 feet above MHW. The current horizontal clearance of 125 feet will be maintained for the new fixed bridge. (KB)

Elizabeth River (Western Branch) – US Route 17 (Churchland Street) Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD); vertical clearance of 37 feet above mean high water and a horizontal clearance of 80 feet. (MS)

Hampton Roads - Hampton Roads Bridge Tunnel –

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Virginia Department of Transportation (VDOT) for construction of a new highway fixed bridge tunnel over a navigable waterway of the United States.

WATERWAY AND LOCATION: Hampton Roads, mile 0.0, between City of Norfolk, VA and the City of Hampton, Hampton County, VA.

CHARACTER OF WORK: The proposed project is to construct a third Hampton Roads Bridge Tunnel crossing. VDOT has proposed that the third bridge-tunnel with adjoining bridges to the north and south will be located to the west of the existing Hampton Roads Bridge Tunnel system. The bridges will also have the same vertical and horizontal clearances of 10 feet above mean water and 45 feet, respectively, as the existing Hampton Roads Bridge Tunnel system. The purpose of the project is to relieve congestion in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region including I-64, I-664, I-564, and VA Route 164 corridors.

A copy of Preliminary Public Notice 5-1382, which describes the proposal in detail, can be obtained by calling (757) 398-6557 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than **14 DEC 2017**. (MT)

SECTOR NORTH CAROLINA

- **North Carolina**

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

The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)

Perquimans River – US 17 Business Bridge (Hertford, NC) – Replacement swing drawbridge Preliminary Navigation Clearance Determination (PNCD) issued on November 1, 2017; vertical clearance of 33 feet above mean high water and a horizontal clearance of 55 feet. NCDOT preferred alternative will 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)

Regulations:

SECTOR DELAWARE BAY

- **Delaware** – None

- **New Jersey (Central & Southern)**

NJICW Bamegat Bay - Thomas Mathis Bridge (SR37) – Maintenance is scheduled between October 20, 2017, and March 31, 2018. From 8 a.m. on October 20, 2017, to 8 a.m. on December 1, 2017, a Safespan work platform will be installed on the anchor spans adjacent to the bascule span, reducing the vertical clearance in the anchor spans by approximately two feet. From 8 a.m. on December 1, 2017, to 8 p.m. on March 31, 2018, the vertical clearance of the main navigation span of the bridge will be reduced by approximately 5 feet, due to temporary shielding of the bascule span, reducing the vertical clearance of the bridge in the closed position to approximately 25 feet above mean high water. The operating regulation of the bridge in Title 33 Code of Federal Regulations 117.733(c) (4) allows the bridge to be maintained in the closed-to-navigation position from 8 a.m. on December 1, 2017, until 8 p.m. on March 31, 2018. Mariners should use caution when transiting the area during the scheduled maintenance period. (HP)

Delaware River - DELAIR Memorial Railroad Bridge -The Coast Guard has issued a temporary deviation authorizing the DELAIR Memorial Railroad Bridge over the, mile 104.6, in Delair, NJ, to be remotely operated from the Conrail South Jersey dispatch center in Mount Laurel, NJ, from 8 a.m. on October 21, 2017, to 7:59 a.m. on April 19, 2018. This deviation will test the remote operation capability of the drawbridge to determine whether the bridge can be safely operated from a remote location. During the temporary deviation, a bridge tender will be stationed on-site at the bridge and will be able to immediately take local control of the bridge, as required. The remote operation system of the bridge incorporates a dedicated telephone line (856) 231-2301 for bridge operations, a push-to-talk (PTT) opening signal of 5 clicks on VHF-FM channel 13, and an automated identification system (AIS) transmitter to provide real-time bridge status. AIS bridge status is provided via the name transmitted by the private aids to navigation as: DELAIR BRG-OPEN (fully open and locked position, channel light green), DELAIR BRG-CLOSED (other than fully open, not inoperative), or DELAIR BRG-INOP (other than fully open, inoperative). The AIS transmitter is assigned maritime mobile service identity (MMSI) number 993663001

and has been installed on the New Jersey side of the bridge at the bridge and land intersection in approximate position 39 degrees, 58 minutes, 50.52 seconds North (39.9807 N), 75 degrees, 03 minutes, 58.75 seconds West (-75.06632 W). The Coast Guard is encouraging public participation and requesting comments concerning this temporary (test) deviation. Comments and related material must reach the Coast Guard on or before March 2, 2018. Please access the Federal eRulemaking Portal at <http://www.regulations.gov> to view docket number USCG-2016-0257 for additional details and to provide comments concerning this temporary (test) deviation. (HP)

Grassy Sound Channel & Townsend Inlet - Grassy Sound Channel (Ocean Drive) Bridge & Townsend Inlet Bridge – Bridges will be maintained in the closed-to-navigation position from 9:15 a.m. to 2:30 p.m., on Sunday April 22, 2018, to accommodate the annual Ocean City Marathon event. At all other times the Grassy Sound Channel (Ocean Drive) Bridge will operate in accordance with Title 33 Code of Federal Regulations (CFR) 117.721 and the Townsend Inlet Bridge will operate in accordance with 33 CFR 117.757. Mariners able to pass under the closed span of these bridges may do so at any time. Mariners should exercise caution when transiting the area. (KB)

- **Pennsylvania** – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR HAMPTON ROADS

- **Virginia (Southern)** – None

SECTOR NORTH CAROLINA

- **North Carolina** - None

Construction, et al:

SECTOR DELAWARE BAY

- **Delaware**

Christina River – Industrial Trail Track Bridge (new pedestrian bridge) - Construction activities will begin on January 03, 2017, and are expected to finish on April 27, 2018. Workers will be on-scene from 7 a.m. to 4 p.m.; M-F. To facilitate the construction, a 41' barge and 2 work boats will be in and around the vicinity and will relocate from the navigable channel, upon request. The 41' barge will remain on-scene after work hours away from the navigational channel. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (302) 363-1093. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area.

Nanticoke River - SR 13 Bridge (Market Street) – The bridge will be maintained in the closed-to-navigation position from 12 noon on February 9, 2018, through 12 noon on March 23, 2018. This bridge closure is to facilitate placement of an emergency temporary public water line on the bridge. The vertical clearance of the bridge in the closed position is 3 feet above mean high water and vessels able to safely pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area. (HP)

- **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.

Drag Channel & Great Egg Harbor Bay (GEHB) – Garden State Parkway (fixed) Bridges - Marine work consisting of several activities including but not limited to temporary cofferdam construction, superstructure erection and demolition are in progress through December 2018 for the replacement of the existing southbound bridges and rehabilitation of the northbound bridges. In addition to replacing the southbound causeway, the project includes the demolition of the remaining portions of the Beesely's Point Bridge (US Route 9 over GEHB and Drag Channel). Daily hours of construction operations are Monday through Saturday from 7 a.m. to 5 p.m. with a second shift and 24-hour operations scheduled for specific activities. It is anticipated that closure or reduced horizontal clearance of the navigational channels will be required. (HP)

Great Egg Harbor Bay - Garden State Parkway (southbound) Bridge – Demolition of the old bridge will be performed from November 1, 2016 until February 28, 2018, 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. One to three 40-foot wide barges will be placed in the navigation span from November 21, 2016, until January 15, 2017, limiting the approximate horizontal clearance through the navigation span to between 30 feet and 110 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. A work trestle situated at the southwest end of the Garden State Parkway Bridge erected in 2013 in connection with the construction of the new southbound structures will be used for equipment staging and debris removal. Mariners should use extreme caution when transiting the area. (HP)

Great Egg Harbor Bay - Garden State Parkway (northbound and southbound) Bridges – Construction of a new fender system will occur from April 17, 2017, until February 26, 2018, between 7 a.m. and 4 p.m., Monday through Friday. One or more barges will be placed in the navigation span adjacent to the fender system, limiting the horizontal clearance through the navigation span to approximately 90 feet. Vessels may contact the marine superintendent via VHF-FM channels 13, 16 or 9 and (609) 381-9837. Mariners should use extreme caution when transiting the area. (HP)

Great Egg Harbor Bay - Garden State Parkway (Northbound) Bridge - Maintenance will be performed from November 1, 2016, until February 28, 2018, 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 276/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. An 80-foot by 80-foot barge will be placed in the navigation channel from September 18, 2017 through February 28 2018; from 6 a.m. to 5 p.m., to facilitate fender system work within the channel. The barge will be moved outside the navigation channel outside of work hours. Vessels that need the barge to relocate from the navigation channel during work hours should contact the tug on VHF-FM channel 13 or demolition supervisor by telephone at least 2 hours prior to transiting the bridge. Vessels may contact the demolition crew supervisor at (732) 751-2088 or (732) 751-2020. Vessels and barges will be 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. (MT)

NJICW (Cape May Canal) - SR 109 Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; on Monday, September 18, 2017 through February 1, 2018. Work will consist of repair and rehabilitation of the bridge fender system. A 26 ft. work vessel and two work barges will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced by approximately 40 feet to approximately 40 feet of available navigational clearance during the work hours, and will be reduced by approximately 10 feet to approximately 70 feet at all other times. Vessels that 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 (610) 368-3739 or (267) 907-6501. Mariners who need more than 40 feet of horizontal clearance during work hours should notify the work foreman no less than 24 hours prior to navigating through the bridge. Mariners should use extreme caution when transiting the area.

NJICW (Beach Creek) - SR 147 (Beach Creek Bridge) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; on Tuesday, October 10, 2017, through Monday, July 2, 2018. Work will consist of repair and rehabilitation of the bridge fender system. A 26 ft. work vessel and two work barges will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced by approximately 20 feet to approximately 20 feet of available navigable clearance during the work hours, and will be reduced by approximately 10 feet to approximately 30 feet of available navigable clearance at all other times. Vessels that 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 (610) 368-3739 or (267) 907-6501. Mariners who need more than 20 feet of horizontal clearance during work hours should notify the work foreman no less than 24 hours prior to navigating through the bridge. Mariners should use extreme caution when transiting the area.

Delaware River - SR 413 (Burlington-Bristol) Bridge - Maintenance will be conducted between September 18, 2017 and March 20, 2018; from 7 a.m. to 7 p.m.; M-F and from 6 a.m. to 6 p.m. Sat-Sun; the towers of the bridge are to be cleaned and painted; No work will be done in or on the navigable portions of the bridge. The project foreman can be reached at (267)-767-2550 or (609) 381-1407. Mariners should use caution when transiting the area.

New Jersey Intracoastal Waterway (NJICW) (Cape May Canal) - SR 162 (CR 626/Seashore Road) Bridge - Maintenance to the bridge fender system, which began in October, 2017, will continue to be conducted from 6 a.m. to 11 p.m.; 7 days a week; from Monday, February 26, 2018, through Saturday, March 31, 2018, and from 6 a.m. to 6 p.m.; M-F; from Sunday, April 1, 2018, through Thursday, May 31, 2018. Work will consist of repair and rehabilitation of the bridge fender system. A 26 ft. work vessel and two work barges will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced by approximately 40 feet to approximately 40 feet of available navigational clearance during the work hours, and will be reduced by approximately 10 feet to approximately 70 feet of available navigable clearance at all other times. Vessels that 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 (610) 368-3739 or (267) 907-6501. Mariners who need more than 40 feet of horizontal clearance during work hours should notify the work foreman no less than 24 hours prior to navigating through the bridge. Mariners should use extreme caution when transiting the area. (MT)

Musquash Brook and Shark River Bay - N-17 (East End Avenue) Bridge - Maintenance will be conducted from October 11, 2017 to May 25, 2018; Monday through Saturday, from 7 a.m. to 3:30 p.m. A work float and work vessels will be in and around the vicinity of the bridge during the work hours. The vessels and crew will not block the navigational channel. The Project Foreman can be reached at 973-621-2828 or VHF/FM CH 13. Mariners should use caution when transiting the area.

Crook Horn Creek - Roosevelt Boulevard Bridge - Maintenance will be conducted from October 9, 2017, to May 1, 2018, M-F; from 6 a.m. to 5 p.m. The bridge's vertical clearance will be reduced to 33 feet above mean high water. Maintenance personnel and equipment will be working on the surface of the bridge exclusively and will not affect the navigable waterway.

NJICW (Grassy Sound Channel) - SR 147 (North Wildwood Boulevard) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; on Thursday, December 21, 2017 through May 3, 2018. Work will consist of repair and rehabilitation of the bridge fender system. A 26 ft work vessel and two work barges will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced by 50 feet to approximately 50 feet of available navigational clearance during the work hours, and will be reduced by approximately 10 feet to approximately 90 feet of available navigational clearance at all other times. Vessels that 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 (610) 368-3739 or (267) 907-6501. Mariners who need more than 50 feet of horizontal clearance during work hours should notify the work foreman no less than 24 hours prior to navigating through the bridge. Mariners should use extreme caution when transiting the area.

Big Timber Creek (South Branch) - SR 42 Bridge - Maintenance will be conducted from January 30, 2018, to September 18, 2019. Work barges will be in and around the vicinity of the bridge and will not be blocking the navigable channel. The bridge has a horizontal clearance of 60 feet. The Project Foreman can be reached at 609-517-6658 or VHF/FM CH 13. Mariners should use caution when transiting the area.

Point Pleasant Canal - Bridge Avenue (Route 13) Bridge - Bridge will remain in the closed-to-navigation position from 7 a.m., February 26, 2018, until 3:30 p.m., March 02, 2018, to facilitate electrical transformer, and back-up diesel motor repairs. The bridge is a lift bridge, and has a vertical clearance in the closed-to-navigation position of 30 feet above mean high water. The current operating schedule is set out in 33 CFR 117.5. The bridge will not be able to open for the entirety of the maintenance period; however, the bridge will be able to open for an emergency. There is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area. (MB)

New Jersey Intracoastal Waterway (NJICW) (Beach Thorofare) - Mariners are advised that the Margate Boulevard (Margate Bridge) bridge over, mile 74.0, at Margate City, NJ will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will be maintained in the closed position from 7 a.m. on Monday, February 26, 2018 through 7 p.m. on Monday, March 12, 2018. The bridge will not be able to open for emergencies. Mariners able to pass under the closed span during this closure period may do so at any time. Mariners should adjust their transits accordingly and should use caution when transiting the area (MT)

New Jersey Intracoastal Waterway (NJICW) (Cape May Canal) - SR 109 Bridge - Maintenance to the bridge fender system, which began in September, 2017, will continue to be conducted from 6 a.m. to 11 p.m.; 7 days a week; from Monday, February 26, 2018, through Saturday, March 31, 2018, and from 6 a.m. to 6 p.m.; M-F; from Sunday, April 1, 2018, through Thursday, May 31, 2018. During the maintenance period from February through March, 2018, a 26-foot work vessel and two work barges will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 40 feet. Mariners who need more than 40 feet of horizontal clearance, should notify the work foreman no less than 24 hours prior to navigating through the bridge. The horizontal clearance of the bridge will be reduced to approximately 70 feet 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 (610) 368-3739 or (267) 907-6501. Mariners should use extreme caution when transiting the area. (MT)

- **Pennsylvania –**

Delaware River – Walt Whitman Bridge (I-76) - Painting of the suspension spans and towers will be conducted from October 19, 2015 to March 31, 2018, between 7 a.m. and 5 p.m. daily. A work platform extending 3 feet beneath the lower portion of the bridge will be installed over the entire length of the bridge. The vertical clearance of the bridge will be reduced by 3 feet to approximately 136 feet above MHW. Mariners should use caution when transiting the area.

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**

Choptank River - MD 331/Dover (fixed) Bridge – Construction activities begun on September 16, 2014 and are expected to finish in November 2018. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, and vessels are operating or stationed in the vicinity of the existing and new bridge. McLean Contracting Company's tugs and vessels are monitoring VHF-FM channel 13 when work is in progress or vessels are operating in the area. The MDSHA project engineer may be contacted at (816) 989-4019 and McLean Contracting Site Supervisor may be contacted at (443) 980-7633. Mariners should use extreme caution when transiting the area. Project Information may be found at: <http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectSchedule.aspx?projectno=TA392515>

Bear Creek - I-695 Bridge - Maintenance will be conducted between Wednesday, April 19, 2017, and Thursday, May 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to 30-foot-wide construction barges, and various construction craft to be working outside the navigable channel. This maintenance project is in conjunction with the Francis Scott Key Bridge project. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the area.

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

Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge - Maintenance will be conducted from July 10, 2017, through June 20, 2019; 24 hours a day; 7 days a week. The work will involve bridge spans 44-49, broken into two phases. The first phase will commence on July 10, 2017, with spans 47-49, and the second phase for spans 44-46 (span 45 is the navigational span) will commence on a later date to be published via an updated

LNM. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. A barge and work vessels will be in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 228-9164. Mariners should use caution when transiting the area.

Severn River - US 50 Bridge - Maintenance will be conducted 24 hours, Monday-Saturday from August 7, 2017, through August 30, 2018. Two crane barges and two work boats will be in and around the vicinity of the bridge. The maintenance will require scaffolding to extend a maximum of three feet below the bridge, which will be inside the navigable channel. A minimum vertical clearance of 74.6 feet above mean high water will be attained. Mariners should use caution when transiting the area.

Patapsco River Southern Branch - I-895 Bridge - Maintenance will be conducted between September 22, 2017 through September 1, 2018; 24 hours a day; 7 days a week. The bridge superstructure will be replaced. A work vessel and several work barges will be located adjacent to the bridge. Maintenance personnel, equipment and vessels will not impede into the navigable channel. The project foreman can be reached at (443) 392-8089. Mariners should use caution when transiting the area.

Curtis Creek - I-695 Bridge –Maintenance will be performed from January 8, 2018, through November 30, 2018, 24 hours a day. During the maintenance period, barges will be placed in the navigable channel, reducing the horizontal clearance to between 128 feet and 160 feet. The bascule spans will be placed in the open-to-navigation position or opened on signal, if at least a one-hour notice is given, as provided in 33 CFR 117.557. Barges will relocate outside of the navigable channel, if at least a one-hour notice is given. Vessels may contact the project engineer at (410) 330-7332 or project manager at (410) 377-9655 concerning bridge openings and navigation safety. Vessels engaged in bridge maintenance may be contacted via VHF-FM channels 13 or 16. Mariners should use caution when transiting the area during the scheduled maintenance period.

Spa Creek - MD 181 (Sixth Street) Bridge - Inspection will be performed between February 19, 2018, and February 23, 2018, from 8 a.m. to 4 p.m. Testing of the movable span will include multiple openings. The underside of the bridge will be accessed from the top of the bridge utilizing a snooper truck. A 16-foot work boat will assist with the inspection effort; the crew will relocate from the movable span and channel upon request. The Project Foreman can be reached via VHF/FM Channel 13 or (410) 494-9093. Mariners should use caution when transiting the area.

Curtis Creek - CSX Swing Bridge – Bridge will remain in the closed-to-navigation position to facilitate installation of railroad ties across the swing span of the drawbridge. The bridge will remain in the closed position from 8 a.m. to 2:30 p.m.; Monday through Friday; from March 5, 2018, through March 30, 2018. During the closure period, the bridge will be able to open on signal, if at least one-hour notice is given. The bridge will be able to open for emergencies, if at least 15 minutes' notice is given. The bridge may be contacted at (410) 354-5593 24 hours per day. Vessels able to pass under the closed span of 13 feet above mean high water during the closure period, may do so at any time. The bridge foreman may be reached at (443) 695-0602 and on VHF-FM channels 13 and 16. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

Cambridge Creek - Market Street Bridge - Maintenance requires the bridge to remain in the open-to-navigation position from 7 a.m., March 5, 2018, until 4 p.m., March 18, 2018. The bridge will remain in the open-to-navigation position 24 hours a day for the entire maintenance period and will not impede marine traffic. Mariners should remain vigilant and use caution when transiting the area. (MB)

- **Washington DC** – None
- **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)

Rappahannock River - Robert O. Norris Bridge - The bridge painting maintenance which began in October, 2016, will continue to be conducted through to July 1, 2018; 24 hours a day; 7 days a week. The vertical clearance of the bridge will be reduced to approximately 106 feet above mean high water. A work platform will be attached to the bridge. Maintenance personnel, equipment, two barges and work vessels will be in the vicinity of the bridge. Quick flashing red lights will be positioned no more than 10 feet apart and on all corners, to mark the bottom of the work platform used attached to the bridge. Legible signs will be erected on the existing fender system to bring awareness regarding the reduced clearance. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (804) 577-0049 or (216) 235-3933. Mariners should use caution when transiting the area. (MT)

James River - I-295, Varina-Enon Bridge - Maintenance will be conducted between Monday, October 2, 2017, through Tuesday, May 01, 2018; M-F; from 9 a.m. to 5 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.

Elizabeth River - I-64 High Rise Bridge - Maintenance will be conducted from July 31, 2017 to March 2, 2018; 7 days a week from 7 a.m. to 5 p.m. Repair and rehabilitation of the bridge will occur. A barge and work boats will be in and around the vicinity of the bridge. The work barge will reduce the horizontal navigational clearance to 70 feet for the duration of the project. Maintenance personnel, equipment and vessels will relocate from the navigable channel with 24-hour advanced notice for mariners that require additional clearance to navigate safely through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (813) 347-2134. Mariners should use caution when transiting the area.

SECTOR NORTH CAROLINA

- **North Carolina**
Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Work is in progress through October 31, 2017, for

construction of a high-level fixed bridge relocated between Radio Island and Michael J Field in Carteret County. When completed, the new high-level fixed bridge will have a vertical clearance of 65 feet above MWH, along with a horizontal clearance of 100 feet between pile bents. The construction operation will include in-water work involving pile driving, concrete placement, girder setting, and concrete deck installation with post tensioning. 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)

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 southwesterly 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/bonnerbridgereplace/>. (

Atlantic Intracoastal Waterway (Alligator River) - US 64 (Alligator River Bridge) - Maintenance will be conducted Monday-Saturday from July 17, 2017 through July 17, 2018; from 6:30 a.m. to 6 p.m. A crane barge and work boats with divers will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 16. The project foreman can be reached at (919) 437-4763 or (757) 449-4652. Mariners should notify the work foreman no less than one hour prior to navigating through the area and should use extreme caution when transiting the area.

Atlantic Intracoastal Waterway (Alligator River) - US 64 (Alligator River Bridge) - be maintained in the closed-to-navigation position to facilitate bridge maintenance from 7 a.m. to 7 p.m., on Wednesday, December 27, 2017, through Saturday, December 30, 2017; Monday, January 1, 2018, through Saturday, January 5, 2018; and Monday, January 8, 2018, through Tuesday, January 9, 2018. During these closure periods the bridge will open on signal, if at least 2 hours notice is given. The bridge will also remain in the closed-to-navigation position 24 hours a day, 7 days a week, from 6 a.m. on Wednesday, January 10, 2018, through 6 p.m. on Wednesday, January 17, 2018; and from 6 a.m. on Wednesday, March 14, 2018, through 6 p.m. on Wednesday, March 21, 2018. Alternative work dates for these closure periods will be from noon on Thursday, January 18, 2018, through 6 p.m. on Wednesday, January 24, 2018; and from noon on Thursday, March 22, 2018, through 6 p.m. on Thursday, March 29, 2018. If the alternative work dates from noon on Thursday, January 18, 2018, through 6 p.m. on Wednesday, January 24, 2018, are used, the bridge will also remain in the closed-to-navigation position from 7 a.m. to 6 p.m., Monday through Saturday, from January 22, 2018, through March 14, 2018; except for scheduled daily openings at noon, if at least 2 hours notice is given. If the alternative work dates from noon on Thursday, January 18, 2018, through 6 p.m. on Wednesday, January 24, 2018, are not used, the bridge will also remain in the closed-to-navigation position from 7 a.m. to 6 p.m., Monday through Saturday, from January 17, 2018, through March 14, 2018; except for scheduled daily openings at noon, if at least 2 hours notice is given. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. During the 24-hour closure periods, the bridge will not be able to open for emergencies and the Croatan Sound to the Pamlico Sound can be used as an alternative route for vessels unable to pass through the bridge in the closed position. During the closure periods with scheduled openings at noon, the bridge will be able to open up for emergencies, if at least one hour notice is given. During the bridge maintenance, a barge will be placed in one navigation span and the other navigation span will be open for vessels to transit through the bridge. The bridge has a vertical clearance of 14 feet above mean high water in the closed position and a horizontal clearance of 100 feet in each navigation span. Work vessels may be reached on VHF-FM channel 16 and the project foreman may be reached at (919) 437-4763 or (443) 790-8905. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. All others should adjust their transits accordingly and use caution when transiting the area.

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 December 1, 2018. 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.

Roanoke River - NC 45 Bridge – Fender maintenance will be conducted between Monday, December 04, 2017, through Thursday, April 5, 2018; M-F; from 7 a.m. to 6 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)

FUTURE PROJECTS:

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**
Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge,

which will be completed winter of 2015. 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.
- Perquimans River – US 17 business (fixed) Bridge – Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package. (HP)
- 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

Staging area updated.

Continuing until approximately **1 Jun 2018** the hydraulic dredge R.S. Weeks, hopper dredge R.N. WEEKS and attendant plant will be operating approximately 2 miles offshore of Mantoloking Beach and Seaside Heights Beach, Ocean County, NJ.

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

40° 2'34.84"N/ 74° 1'33.10"W
40° 2'55.55"N/ 74° 0'54.55"W
40° 2'50.03"N/ 74° 0'26.70"W
40° 2'23.34"N/ 74° 0'26.89"W
40° 2'13.31"N/ 74° 1'37.23"W/ 74°01'18.56"W

Pipeline Corridor for Area B is bound by the following approximate positions:

40° 2'12.59"N/ 74° 2'59.14"W
40° 2'11.62"N/ 74° 2'58.86"W
40°02'28.17"N/ 74°01'18.28"W
40°02'29.14"W/ 74°01'18.56"W

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

39°55'15.11"N/ 74° 2'4.69"W
39°54'56.37"N/ 74° 2'40.37"W
39°55'15.86"N/ 74° 3'10.92"W
39°55'35.17"N/ 74° 2'41.02"W

Pipeline Corridor for Area D is bound by the following approximate positions:

39°55'27.56"N/ 74°04'28.43"W
39°55'26.57"N/ 74°04'28.44"W
39°55'26.22" N/ 74°02'56.02"W
39°55'27.21"N/ 74°02'56.01"W

Work limits for Borrow Area A/E is bound by the following approximate positions:

39° 51' 59.59"N/ 74° 01' 47.931"W
39° 52' 0.21"N/ 74° 02' 30.89"W
39° 52' 32.13"N/ 74° 02' 54.79"W
39° 52' 51.09"N/ 74° 02' 38.76"W
39° 53' 20.11"N/ 74° 02' 29.07"W
39° 53' 24.00"N/ 74° 02' 11.28"W
39° 53' 6.00"N/ 74° 01' 44.01"W
39° 52' 34.72"N/ 74° 01' 45.63"W

Staging Area at Barnegat Inlet is bound by the following approximate positions:

39°46.111'N/ 74° 7.198"W
39°46.106'N/ 74° 6.960"W
39°45.621'N/ 74° 7.145"W
39°45.633'N/ 74° 6.875"W

For questions and or additional information contact macruz@weeksmarine.com or contact Project Manager(s) on-site: Matt Henry (985) 237-5050, mthentry@weeksmarine.com, David McNeill (985) 237-5069, dcmcneill@weeksmarine.com. Ref LNM 34/17 Chart 12324

******NJ – HARVEY CEDARS – SURT CITY – BRANT BEACH – LONG BEACH ISLAND – FLOOD CONTROL AND COASTAL REPAIR******

Starting approximately 10 March and continuing until approximately **15 Jun 2018** the hydraulic dredge R.S. WEEKS/hopper dredge MAGDALEN and attendant plant will be operating 3 nautical miles offshore of Long Beach Island, NJ.

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

39°40'6.56"N, 74° 5'25.27"W
39°41'35.68"N, 74° 3'41.52"W
39°40'48.98"N, 74° 2'27.00"W
39°39'18.71"N, 74° 4'7.23"W

The staging area will be located between the following approximate positions at Barnegat Inlet:

39°46'6.66"N, 74° 7'11.88"W
39°46'6.36"N, 74° 6'57.60"W
39°45'37.26"N, 74° 7'8.70"W
39°45'37.98"N, 74° 6'52.50"W

Pipeline corridors will be bound by the following approximate positions while pumping at Brant Beach:

39°37'39.06"N, 74°11'19.16"W
39°37'0.06"N, 74° 9'52.65"W
39°37'0.92"N, 74° 9'52.00"W
39°37'40.79"N, 74°11'17.50"W

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

Chart 12324

Pipeline corridors will be bound by the following approximate positions while pumping at Harvey Cedars:

39°41'5.68"N, 74° 8'40.58"W
39°40'16.97"N, 74° 4'27.78"W
39°40'17.93"N, 74° 4'27.47"W
39°41'6.64"N, 74° 8'40.27"W

Pipeline corridors will be bound by the following approximate positions while pumping at Surf City:

39°40'8.53"N, 74° 9'24.00"W
39°40'40.53"N, 74° 6'29.94"W
39°40'16.97"N, 74° 4'27.78"W
39°40'17.93"N, 74° 4'27.47"W
39°40'41.55"N, 74° 6'29.93"W
39°40'9.54"N, 74° 9'24.17"W

******NJ - BRIGANTINE INLET TO GREAT EGG HARBOR INLET – FLOOD CONTROL AND COASTAL REPAIR******

Continuing until approximately **31 March 2018** the hydraulic dredge E.W. Ellefsen and attendant

plant will be operating in the vicinity of Brigantine Inlet.

Work limits for borrow area will be bound

by the following approximate positions:

39°26'52.73"N, 74°17'47.76"W

39°27'16.48"N, 74°19'23.21"W

39°26'39.05"N, 74°19'37.27"W

39°26'5.62"N, 74°18'10.83"W

The staging area will be located between the following approximate positions.

1) 39 26 26.5968 N, 074 19 10.1012 W

2) 39 26 39.6802 N, 074 18 59.5044 W

3) 39 26 31.1711 N, 074 18 40.5867 W

4) 39 26 17.8159 N, 074 18 50.5786 W

Once underway, dredging operations will continue a twenty-four (24) hours per day, seven days per week basis. Dredge and attendant plan will monitor marine VHF channels 13 and 16.

Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

Chart 12318

Pipeline corridors will be bound by the following approximate positions.

5) 39 26 27.6241 N, 074 18 59.2321 W

6) 39 26 26.5123 N, 074 18 57.1326 W

7) 39 25 13.6202 N, 074 20 9.3984 W

8) 39 25 12.5155 N, 074 20 7.4202 W

9) 39 25 4.302 N, 074 20 7.0123 W

10) 39 25 0.0937 N, 074 21 8 W

11) 39 24 50.7759 N, 074 21 5.6191 W

******NJ – LITTLE EGG HARBOR TO CAPE MAY – BEACH NOURISHMENT******

Continuing until approximately **31 March 2018** the Hopper Dredge B.E. Lindholm will be operating 4.5 nautical miles offshore of Longport Beach, NJ.

Staging Area #1 will be located between the following approximate positions: 39°22'41.93"N/ 74°24'48.90"W and 39°22'32.03"N/ 74°24'37.66"W

Staging Area #2 will be located between the following approximate positions: 39°23'48.89"N/ 74°25'51.98"W and 39°23'32.55"N/ 74°25'40.73"W

Proposed Pipeline corridors will be bound by the following approximate positions:

PL Corridor #1:

39°19'51.64"N/ 74°29'19.08"W

39°18'34.71"N/ 74°28'19.60"W

39°18'28.87"N/ 74°28'29.57"W

39°19'44.89"N/ 74°29'31.86"W

PL Corridor #2:

39°18'41.20"N/ 74°31'22.69"W

39°17'36.63"N/ 74°30'15.98"W

39°17'41.91"N/ 74°30'05.96"W

39°18'49.63"N/ 74°31'10.20"W

Once underway, dredging operations will continue a twenty-four (24) hours per day, seven days per week basis. Dredge(s) and attendant plan will monitor marine VHF channels 13 and 16.

Chart 12316

Work limits for borrow area "H"

will be bound by the following

approximate positions:

39°19'20.25"N/ 74°25'3.57"W

39°19'49.53"N/ 74°22'6.62"W

39°19'13.08"N/ 74°22'0.76"W

39°18'45.22"N/ 74°24'56.34"W

NJ – INTRACOASTAL WATERWAY – MANASQUAN RIVER TO CAPE MAY CANAL – MANAHAWKIN BAY – BRIDGE CONSTRUCTION

A construction firm, on behalf of the NJ DOT will continue marine construction in the vicinity of the existing and new Route 72 Bridges over Manahawkin Bay, at NJICW mile 37.4, in Ship Bottom, Ocean County, NJ until **May 2019**. The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above MHW and a horizontal clearance of 100 feet between fender systems. 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. Vessels may contact the demolition crew supervisor at (732) 751-2088 or (732) 751-2020. Vessels and barges will monitor VHF-FM channel 13.

Chart 12234

NJ – GREAT EGG HARBOR BAY – DRAG CHANNEL - BRIDGE CONSTRUCTION & DEMOLITION UPDATE

Marine work consisting of cofferdam construction, superstructure erection and demolition are in progress through **Dec 2018** for the replacement of the southbound bridges and rehabilitation of the northbound bridges of the Garden State Parkway. Ref LNM 03/16

Chart 12316

******NJ – NEW JERSEY INTRACOASTAL WATERWAY – STONE HARBOR – CAPE MAY LEWES FERRY CHANNEL – DREDGING******

On March 5, 2018 the dredge FULLERTON will proceed to conduct work at the Cape May Lewes Ferry Channel until **April 15, 2018**. The Dredge FULLERTON will be monitoring VHF-FM channel 13 and 16. Ref LNM 08/18

Chart: 12316

******NJ – SALEM RIVER – DREDGING******

H & L Contracting will be conducting dredging operations in the Salem River, NJ from 1 Mar to **15 Apr 2018**. There will be two points where submerged pipeline will be crossing the main navigational channel. These locations of submerged pipeline will be at: Salem River 39°34'08"n; 75°30'21"w and at the Fort Mott Ferry Dock 39°36'03"n; 75°33'18"w. All marine equipment operators will be monitoring VHF-FM channel 63, 16 and 13. Vessels are requested to transit with no wake when passing the dredge and dredge equipment. Dredge and work vessels will monitor vhf-fm channel 13 and 16. Mariners are advised to proceed with caution when transiting the area. Ref LNM 09/18

Chart 12277

PA – NJ – DELAWARE RIVER - BILLINGSPOUR RANGE PBF LOGISTICS PAULSBORO DOCK - REPAIRS

Commerce Construction Corporation will be performing dock repairs at PBF Logistics at their Paulsboro NJ dock, located along the NJ side of the Billingsport Range. A Commerce Crane and support barge will be positioned on the inshore side of the PBF logistics dock from approx. Feb 5 thru approximately **Apr 30, 2018**. Work will also be performed along the out shore edge of the dock for approx. 3 weeks starting the week of Feb 26, 2018. No work is planned in the channel. For more information, contact Chris Spence at 856-373-8595 or cms@commerceconstruction.com. Ref LNM 08/18

Chart 12312

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

Sturgeon relocation trawling will commence on 15 Nov with the trawler Amy Marie operating in Tinicum and Marcus Hook Ranges. Trawling operations will be continuous in daylight hours throughout the duration of the project. The Dredge New York will remobilize to the site 1 Dec and commence dredging upon arrival. Associated support equipment with the New York will include 2 material scows (GL 501 and GL 502), scow towing vessels and a tender. Scows will be towed offshore to various artificial reef locations. This operation will continue through 15 Mar 2018. The drill barge Apache will mobilize to the area around 17 Nov and commence drilling operations on 30 Nov with the initial blasts on 1 Dec 2017. Blasting operations will occur 7 days a week once commenced. During blasting, temporary channel closures will be required and a minimum 1500ft security zone will be maintained. This operation will continue through **15 Mar 2018**.

Chart 12312

PA - NJ – DELAWARE RIVER (MAIN CHANNEL) – SAFETY ZONE FOR DREDGING OPERATIONS

Captain of the Port (COPT), Delaware Bay, is notifying mariners that the Coast Guard is establishing two Safety Zones to facilitate the deepening of the main navigational channel in the Delaware River on or about Aug 30, through **Mar 15, 2018**. The dredges ESSEX and CHARLESTON will be dredging in Marcus Hook Range and Anchorage, Bellevue, Chester, and Eddystone Ranges. Safety Zone one includes all the waters within a 250 yard radius of the dredge ESSEX and CHARLESTON, including all related dredge equipment. Vessels are advised to ensure safe passage by contacting the dredge ESSEX and CHARLESTON, on VHF channel 13 or 16, 1 hour, as well as 30 minutes, prior to arrival. At least one side of the main navigational channel will be kept clear for safe passage of vessels in the vicinity of the safety zones. At no time will the main navigational channel be closed to vessel traffic. Vessels should approach meetings in these areas, where one side of the main navigational channel is open, and proceed per this MSIB and the Rules of the Road (33 C.F.R. Subchapter E). This safety zone will be in place for the duration of the dredging project. Safety Zone two includes all the waters of Marcus Hook Anchorage No. 7 found in 33 CFR 110.157 (a) (8). Safety Zone two will be in place only during the time the dredge ESSEX and/or CHARLESTON is conducting dredging operations in Marcus Hook Anchorage. Vessels desiring to anchor within Marcus Hook Anchorage during the enforcement of safety zone two must obtain permission from the COPT at least 24 hours in advance, at (215) 271-4807. The COTP will permit **two** vessels at a time in Marcus Hook Anchorage on a "first-come, first-served" basis. Normally, this is a 48 hour anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours during this time. Vessels that require an examination by the Public Health Service, Customs, or Immigration authorities will be directed to an anchorage for the required inspection by the COTP. Vessels are encouraged to use Mantua Creek Anchorage (anchorage #9), Naval Base, Philadelphia Anchorage (anchorage #10), and Deepwater Point Anchorage (anchorage #6) as alternatives. Chart 12312

PA – NJ – WILMINGTON TO PHILADELPHIA – GIBBSTOWN - DREDGING - MARINE DEMOLITION - WHARF CONSTRUCTION

Weeks Marine, Inc. will begin the dredging and construction for the Repauno Marginal Wharf on or about Dec 1, 2017 and will be completed on or about **Sep 15, 2018**. Dredging and demolition will commence in early Dec followed by the pile driving and construction of the new wharf. Equipment will be in place 24 hours a day and 7 days a week, work will be conducted during various times based on the tide and weather. For more information contact Weeks Marine, Tyler Drapeau at 908-290-7737. Ref LNM 47/17

Chart 12312

DE – INDIAN RIVER – DREDGING

Delaware DNREC will be conducting dredging operations Oct 17, 2017 until **31 Mar 2018** in Indian River near the town of Millsboro, DE. The project area will begin approximately 300 yards east of the Hunters Point Community at approximately 38-35-39.89N, 75-17-02.48W and extend approximately 2,000 feet east to 38-35-29.11N, 75-16-39.56W. The dredge will be working on the shoal areas between channel markers 73 and 74, as well as 73A and 74A. Ref LNM 42/17

Chart 12216

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

Marine Technologies Inc. will be conducting marine construction operations along the eastern shoreline of the Anacostia River at Joint Base Anacostia-Bolling until **20 Apr 2018**. Work will be conducted Mondays through Fridays, from 6 a.m. to 3 p.m., daylight permitting, and with weekends as weather makeup days. The project consists of relocating the existing NuStar Energy fuel pier and loading platform at the north end of Joint Base Andrews downstream to approximate position 38°52'02.1 N, 077°00'16.2 W. Mariners may contact the tugs SPIRIT or JEZEBEL via marine band radio VHF-FM channels 16 and 13, or Marine Technologies Inc. at 410-355-2000. Ref LNM 52/17

Chart 12289

******MD – TILGHMAN ISLAND – KNAPPS NARROWS – DREDGING******

Southwind Construction Company dredge JENNI LEA II, tenders ANN KAY and DANNY JOE will be conducting dredging operations in Knapps Narrows beginning 12 Mar and continuing until approximately 22 Apr 2018. Floating rubber and polyethylene pipeline associated with dredging operation will traverse north/northwesterly from the Federal Channel of Knapps Narrows through the shallow waters of Back Creek to the adjacent Upland Fill Placement Area. Pipeline and all floating plant will be visibly lighted and marked with floating buoys in accordance with Coast Guard regulations.

Mariners are urged to use extreme caution in the area, transit at their slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made with dredge. For more information, contact Mike Will at 812-483-1528 or Chris Barton at 812-454-7114. Ref LNM 09/18

Chart 12266

MD – CHOPTANK RIVER – U of M CENTER FOR ENVIRONMENTAL SCIENCE – JETTY CONSTRUCTION

Central Marine Construction will be constructing a stone jetty along the east shoreline of the Choptank River near Horn Point at the University of Maryland Center for Environmental Science, 2020 Horns Point Rd, Cambridge, MD in approximate position 38 35 20N, 76 07 52W. Construction is expected to begin on 24 Oct 2017 and continue through **30 Mar 2018**. Contact Charlie Young, Central Marine Construction, 410-320-7030 for any question. Ref LNM 42/17

Chart 12266

MD – SMITH ISLAND – BIG THOROFARE – DREDGING

Vortex Marine Construction will be conducting dredging operations in Big Thorofare, North West and South East of Ewell, in the vicinity of Ewell and Twitch Cove entrance channel South East of Smith Island. Dredging will start the second week of Oct and is expected to continue until **Apr 2018**. The dredge VORACIOUS with the tugboats BABE and AMITY, survey boat JOEY and crew boat ACE will be in the area and can be reached on VHF-FM Channel 13. Vortex Marine at 510-261-2400 or tschefferlie@vortex-sfb.com. LNM 35/17

Chart: 12228

MD – CHESAPEAKE BAY – POPLAR ISLAND EXPANSION PROJECT

Beginning on 4 Dec 2017, The Wesson Group will commence construction 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. From 4 Dec 2017 to **1 Jul 2019** multiple tugs, work vessels, and barges will be on scene conducting construction of the break waters and dikes. Mariners are advised to maintain a minimal wake and use caution when transiting the area. The on-site project manager, Mike Delaney, can be reached at (518) 332-8430. All on-scene vessels may be contacted via VHF Channel 16. Ref LNM 47-17
Chart 12266

******MD – CHESAPEAKE BAY - COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – DREDGING OPERATIONS******

Dredging operations are scheduled in the Chesapeake Bay at Kent Island, MD until March 31, 2018. The dredging will be conducted at the Matapeake Marine Terminal Entrance Channel near Stevensville, Queen Anne's County, MD. Marine equipment on site includes an ELLICOTT 370 dredge, anchor barge, three small work skiffs, and approximately 2,000 feet of pipeline, which will be continuously marked with orange buoys. Contact the Southern Maryland Dredging, Inc. dredge on marine band radio VHF-FM channels 08, 13 and 16. Ref LNM 10/18
Chart 12263

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

An engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance at US 50/US 301 (William P. Lane Jr. Memorial) (eastern channel) westbound bridge, over Chesapeake Bay, mile 138.1, near Stevensville, MD. The maintenance will continue through **June 20, 2019**; 24 hours a day; 7 days a week. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. To facilitate the work, a barge will be anchored between bridge piers 47 and 48 outside the eastern channel in approx posit 38-59.264N, 076-21.264W. Work vessels may be reached on vhf-fm channel 13. The project foreman can be reached at (910) 228-9164. Ref LNM 39/17
Chart 12270

MD – BALTIMORE HARBOR – DUNDALK CHANNEL – DREDGING

McLean Contracting Company will be conducting dredging operations in Dundalk East Federal Channel & Dundalk Marine Terminal Berths 7-10 & 11-13, Patapsco River, in approximate position 39°14' 20" N, 76°31' 58" W. Dredging will be conducted from 15 Nov 2017 to **15 Jun 2018**, 24 hours a day, seven days a week. The vessels WHIRLEY CURTIS BAY, WHIRLEY NEWPORT NEWS and Barge # SC130 will be on scene and may be contacted on VHF-FM channel 16 and 13. For more information, contact John Hackmann, Superintendent at 443-623-8412 or Keith Aschenbach, Area Construction Manager, 410-215-3579.
Chart 12281

DC – UPPER POTOMAC RIVER - WASHINGTON CHANNEL – MARINE CONSTRUCTION

Marine Construction activities until **Dec 2020**. Ref: LNM 12/14
Chart 12289

DC – POTOMAC RIVER - WASHINGTON HARBOR – FRANCIS SCOTT KEY BRIDGE – REPAIRS

DC DOT repairs to the existing US-29/Francis Scott Key Bridge (also known as the Key Bridge), across the Potomac River at mile 113. Work will begin on Sep 20, 2016, Monday through Friday, from 7 a.m. to 5 p.m. The **two-year** rehabilitation project includes spalling and spot repairing the concrete bridge piers, re-surfacing the bridge deck, and installing a fiberglass jacket at the footer of each pier. 40 ft x 80 ft deck barges will be positioned (spudded) next to the bridge piers, within the 200-ft wide span, at all times. Ref LNM 35/16
Chart 12289

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

Construction continues on a new bridge to replace the John A. Lesner (US 60) Bridge across the Lynnhaven Inlet in Virginia Beach, VA until **Aug 30, 2019**. At times, small portions of the channel will be blocked to prevent anyone from passing underneath the portion of the bridge being worked on. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be 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 – LONG CREEK – CRAB CREEK – DREDGING

Salmons Inc will be conducting dredging operations in Long Creek and Crab Creek in Virginia Beach, VA from 31 Jan to **31 Mar 2018**. Operations will be conducted during daylight hours only. For questions or additional information, contact Crystal Salmons at 757-426-6824. Ref LNM 06/18
Chart 12245

VA – ELIZABETH RIVER – NORFOLK HARBOR – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia Dredge ROCKBRIDGE will be conducting dredging operations in various locations within the Norfolk Harbor Federal Channel between Elizabeth River Channel Lighted Buoy 3 (LLNR 9465) and Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) and at the Portsmouth Marine Terminal. The dredge will conduct operations until approximately **1 Jun 2018**. Ref LNM 04/18
Chart 12245

VA-DREDGING - JAMES RIVER - NEWPORT NEWS SHIPYARD DRYDOCKS 4.5 AND 6. FLOATING DRYDOCK AND PIER 3 – DREDGING

W3 Marine and the dredge MOBRO 112 will be conducting dredging operations at the James River, Huntington Ingalls Pier 3, floating dry-dock and dry-dock 4.5, and 6; beginning on February 20 to **May 1, 2018**. Contact the dredge on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dump scows, and attendant plant and exercise extreme caution when approaching, passing, and leaving the dredge area. Ref LNM 08/18
Chart 12248.

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 when not actively working. Although no closure of the navigation channel is expected, mariners are advised to maintain a minimal wake and use caution when transiting the area. For additional information contact Ted Locascio at (757) 651-7288 or Adam Shager at (757) 672-7497. Ref LNM 44/17
Chart 12248

VA - POTOMAC RIVER – WINDMILL HILL PARK – MARINE CONSTRUCTION

Environmental Quality Resources will be working on the river bank on the Potomac River at Windmill Park, Alexandria VA, at Gibbon and Union Streets. Work will consist of removing the old bulkhead and structures and installing stone revetment and a planted slope. Work will be conducted from 15 May, 2017 until **31 Mar 2018**. For more information or questions please contact Michael Dant at 240-581-3339. Ref LNM 19/17 Chart 12285

NC – CAPE HENRY TO PAMLICO SOUND – INCLUDING ALBEMARLE SOUND - BRIDGE CONSTRUCTION

An engineering firm, on behalf of the North Carolina DOT, will be constructing a new bridge to replace the Herbert C. Bonner Bridge across the Oregon Inlet, at mile 0.9, Dare County, NC. Construction activities will begin on March 7, 2016 and are expected to finish on **Aug 30, 2019**. Ref LNM 09/16 Chart 12205

NC – CAPE HENRY TO PAMLICO SOUND – ROANOKE SOUND CHANNEL – OLD HOUSE CHANNEL – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia dredge MARION and associated dredge equipment will be conducting dredging operations in the vicinity of Manteo to the Pamlico Sound. Operations will take place from Walter Slough to Roanoke Sound Channel Light 1 (LLNR 28365) and out to Old House Channel Light 16OH (LLNR 28300). Dredging operations will continue until 31 March, 2018. Ref LNM 08/18 Chart 12025

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

Construction is ongoing until **Aug 30, 2019**. Detailed project information and waterway closures will be provided via updated 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. Contact the NCDOT Resident Engineer at (252) 473-3637 and contact PCL Civil Constructors at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>. Chart 12205

******NC – HATTERAS ISLAND – BUXTON BEACH – BEACH RESTORATION******

Hopper dredge MAGDALEN has completed dredging operations at Buxton Beach project. Demobilization will occur until approximately **25 Mar 2018**.

Pipeline corridor for the Hopper Dredge will be bound by the following approximate positions:

- 35°16'55.75"N 75°30'56.16"W
- 35°16'46.57"N 75°29'48.79"W
- 35°16'55.97"N 75°29'46.03"W
- 35°17'03.85"N 75°30'54.37"W

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

- 35°14'06.41"N/ 75°30'02.50"W
- 35°14'59.89"N/ 75°29'19.03"W
- 35°15'6.98"N/ 75°28'46.05"W
- 35°13'54.49"N/ 75°29'42.36"W

Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Chart 11555

Pipeline corridor will be bound by the following approximate positions:

- 35°14'31.41"N 75°29'41.34"W
- 35°14'46.80"N 75°29'29.22"W
- 35°16'23.29"N 75°31'03.58"W
- 35°16'09.02"N 75°31'05.96"W
- Staging Area (1):
- 35°46'8.70"N 75°31'38.68"W
- 35°46'1.78"N 75°31'42.23"W
- 35°46'0.91"N 75°31'35.20"W
- 35°46'4.90"N 75°31'31.43"W

******NC – OCRACOKE INLET AND NORTHERN CORE SOUND – BIG FOOT SLOUGH CHANNEL – DREDGING******

Updated completion date. Cottrell Contracting Corporation of Chesapeake, Virginia dredge LEXINGTON and associated dredge equipment will be conducting dredging operations in the vicinity of Big Foot Slough Channel near Ocracoke Island, NC. Operations will take place from Big Foot Slough Daybeacon 9B (LLNR 29060) to Big Foot Slough Channel Light 14BF (LLNR 29087). Dredging operations will take place on or about 22 Feb to **15 Apr 2018**. Ref LNM 07/18 Chart 11550

NC – WRIGHTSVILLE BEACH – MASONBORO INLET – DREDGING

Starting approximately 20 January 2018, Weeks Marine Inc. will be mobilizing pipeline and equipment near Masonboro Inlet, New Hanover County, NC. Starting approximately 28 January 2018 and continuing until approximately **15 March 2018**, the hydraulic dredge C.R. McCaskill and attendant plant will be operating in the Masonboro Inlet Navigation Channel and the Banks Channel Area located at the southern end of Wrightsville Beach, NC.

Borrow Area and Pipeline Corridor will be bound by the following approximate positions:

- 34°11'43.52"N, 77°48'35.48"W
- 34°11'8.80"N, 77°49'12.23"W
- 34°10'31.02"N, 77°48'13.96"W and 34°11'12.41"N, 77°47'41.21"W

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

- 34°11'14.09"N, 77°48'31.70"W
- 34°13'49.78"N, 77°46'39.74"W
- 34°13'37.33"N, 77°46'7.56"W and 34°10'55.74"N, 77°48'6.56"W

Equipment Staging Area will be bound by the following approximate positions:

- 34°11'40.29"N, 77°48'40.09"W
- 34°11'36.34"N, 77°48'34.29"W
- 34°11'28.46"N, 77°48'41.64"W and 34°11'32.39"N, 77°48'47.38"W

Once underway, dredging operations will continue on a twenty-four hours per day, seven days a week. The dredge will monitor VHF-FM 13 AND 16.

For additional information (985) 875-2500 or macruz@weeksmarine.com.

Chart 11541

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

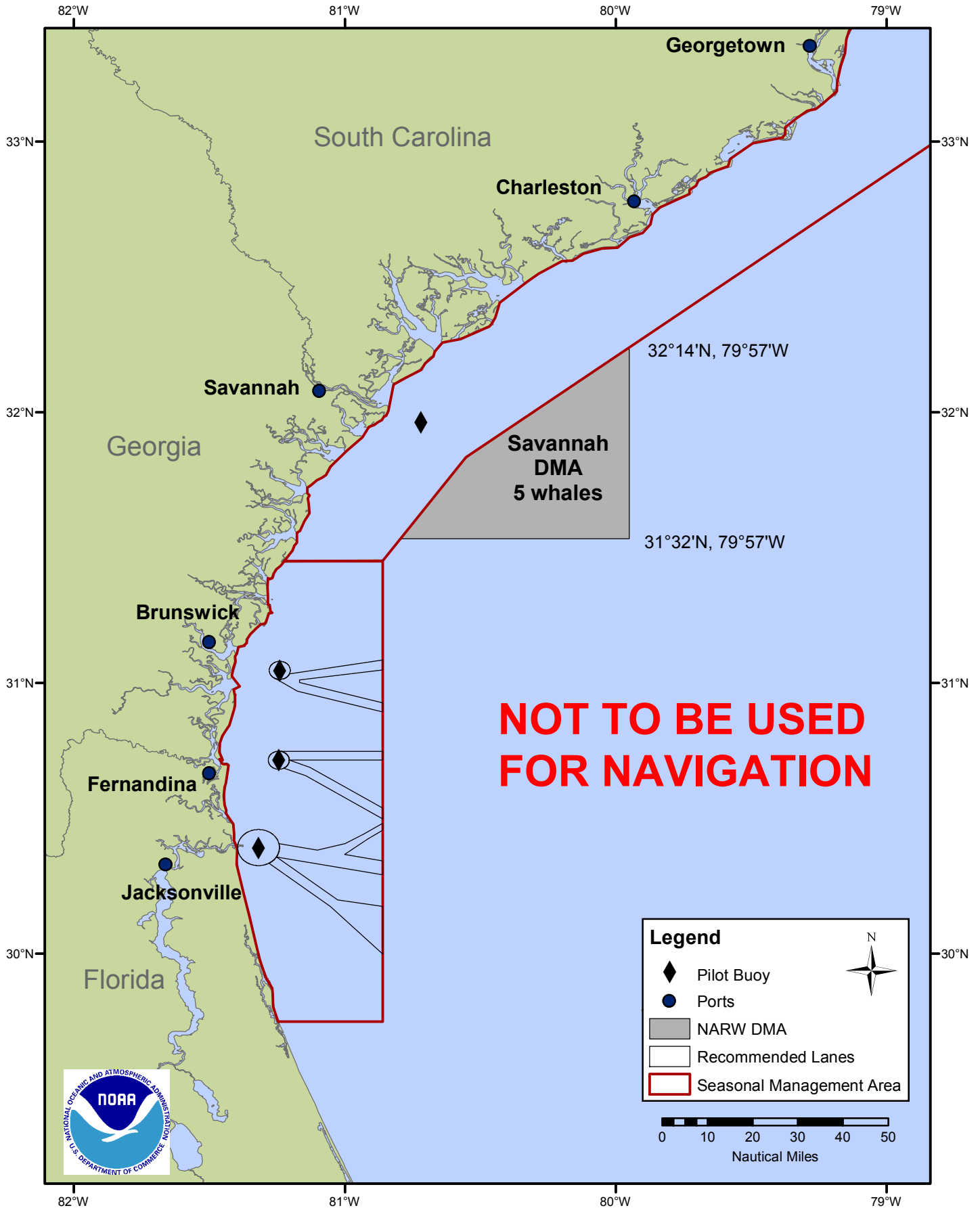
******MD – CHESAPEAKE BAY – SEVERN RIVER - REGULATED AREA******

The U.S. Naval Academy will sponsor its annual Safety-at-Sea Seminar on the Severn River adjacent to the U. S. Naval Academy on Saturday, March 24, 2018, from 12 noon. to 1:30 p.m. The event includes on-water activities involving small boats and other vessels, a low-flying helicopter and pyrotechnics demonstrations. As described in 33 CFR Section 100.501, a regulated area is established for all waters of the Severn River, from shoreline to shoreline, bounded to the northwest by the Naval Academy (SR-450) Bridge and bounded to the southeast by a line drawn from Triton Light (LLN-19780) at latitude 38°58'53.0" N, longitude 076°28'34.4" W thence easterly to Carr Point, MD at latitude 38°58'58.7" N, longitude 076°27'38.9" W. The regulated area will be enforced from 11 a.m. to 2 p.m. on **March 24, 2018**. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. The marine event patrol and Patrol Commander may be contacted on marine band radio VHF-FM channel 16. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. Mariners are urged to schedule their transits on this waterway beyond the enforcement times. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12282, 12283

******MD – CHESAPEAKE BAY – SEVERN RIVER - ROWING COMPETITION******

An annual intercollegiate rowing competition will occur on the Severn River at Annapolis, MD on Saturday, March 24, 2018, from 6:25 a.m. to 9:30 a.m. Up to 100 participants (in 64-foot long rowing shells) will race in heats along a 2,000-meter marked rowing course is located between Severn River Light 2 (LLN-19945) and the entrance to College Creek; an alternate course, if necessary, is located between Severn River Light 2A (LLN-19950) and Severn River Light 2 (LLN-19945). Mariners are urged to use caution and remain alert for other watercraft when transiting the area, proceed at the minimum speed necessary to maintain a safe course that minimizes wake while operating near the race course, and heed the directions of official patrol vessels, which can be contacted on marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2674 or (410) 576-2693.
Charts 12282, 12283

Savannah Right Whale Dynamic Management Area (DMA) In Effect Through March 10, 2018



Enclosure 5