



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

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## LOCAL NOTICE TO MARINERS

**District: 5**

**Week: 11/20**

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

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

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](mailto:ward.b.posey@uscg.mil), (757) 398-6229 and [CGD5Waterways@uscg.mil](mailto:CGD5Waterways@uscg.mil)

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

### AIDS TO NAVIGATION DISCREPANCY REPORTING

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

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

### REFERENCES

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

### NAVIGATION INTERNET SITES

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

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

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

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

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

Chesapeake Bay NOAA Weather Buoys  
[www.buoybay.noaa.gov](http://www.buoybay.noaa.gov)

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

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

## ABBREVIATIONS

### A through H

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

### I through O

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

### P through Z

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

### **Additional Abbreviations Specific to this LNM Edition:**

MD-NCR - Maryland-National Capital Region

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

### **\*\*\*\*USCG NAVIGATION RULES AND REGULATIONS HANDBOOK, 2014 EDITION\*\*\*\***

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. Included were changes to:

Vessel Bridge-to-Bridge Radio Telephone Regulations (33 CFR § 26)

COLREGS Demarcation Lines (33 CFR § 80)

72 COLREGS Implementing Rules (33 CFR § 81)

Inland Navigation Rules (33 CFR § 83)

Inland Navigation Rules – Implementing Rules (33 CFR § 89)

Vessel Traffic Management (33 CFR § 161)

All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook. These changes are outlined as originally published in Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 as well as in Enclosure 6 to this Local Notice to Mariners.

LNM: 10/20

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

An outbreak of respiratory illness caused by a novel coronavirus (COVID-19) may affect mariners and maritime commerce. The CDC has updated their Interim Guidance for Ships on Managing Suspected Coronavirus Disease 2019 (see <https://go.usa.gov/xdfyG>) and Cruise Ship Travel to Asia (see <https://go.usa.gov/xdfvP>). Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses

to the CDC can be found at: <https://go.usa.gov/xdjnj>. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

LNM: 10/20

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

Vessel owners/operators and local stakeholders should be aware of the following:

Passenger vessels or any vessel carrying passengers that have been to Iran or China (excluding Hong Kong and Macau) or embarked passengers who have been in Iran or China (excluding Hong Kong and Macau) within the last 14 days will be denied entry into the United States. If all passengers exceed 14 days since being in Iran or China (excluding Hong Kong and Macau) and are symptom free, the vessel will be permitted to enter the United States to conduct normal operations. These temporary measures are in place to safeguard the American public.

Non-passenger commercial vessels that have been to Iran or China (excluding Hong Kong and Macau) or embarked crewmembers who have been in Iran or China (excluding Hong Kong and Macau) within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, with restrictions. Crewmembers on these vessels will be required under COTP authority to remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations.

The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if a crewmember who was in Iran or China (excluding Hong Kong and Macau) within the past 14-days is brought onboard the vessel during transit. This requires immediate notification to the nearest Coast Guard COTP.

The Coast Guard will continue to review all "Notice of Arrivals" in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.

Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team.

Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 - Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.

Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.

Maritime facility operators are reminded that they are not permitted to impede the embarkation/disembark of crew members as permitted under Seafarer's access regulations. This authority resides with CBP, Coast Guard, or the CDC for medical matters. Facility operators should contact their local CBP, Coast Guard, or CDC/health department offices regarding specifics questions or concerns about their individual operations.

The Coast Guard recommends that people review the CDC travel guidance (see

<https://www.cdc.gov/coronavirus/2019-ncov/travelers/index.html>) and the U.S. Department of State

(DoS) Travel Advisories related to COVID-19 at <https://travel.state.gov/content/travel/en/traveladvisories/traveladvisories.html/>.

LNM: 10/20

**\*\*\*\*NOAA DISCONTINUING PRINTED TIDE TABLES AND TIDAL CURRENT TABLES\*\*\*\***

NOAA is ending the production of the printed Tide Tables and Tidal Current Tables publications. The 2020 Tide Tables and Tidal Current Tables, released for distribution and available as PDF files from [https://tidesandcurrents.noaa.gov/historic\\_tide\\_tables.html](https://tidesandcurrents.noaa.gov/historic_tide_tables.html), are the final printed editions. NOAA is discontinuing the production of these annual publications due to: (a) recent changes by the U.S. Coast Guard in the interpretation of the requirements for predictions, no longer requiring these publications in paper format and (b) the availability of online and electronic services providing tide and tidal current predictions which meet the U.S. Coast Guard requirements for navigation, and support other activities along the U.S. coast.

Tide and Tidal Current predictions are available through NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) online services:

- NOAA Tide Predictions: [https://tidesandcurrents.noaa.gov/tide\\_predictions.html](https://tidesandcurrents.noaa.gov/tide_predictions.html)
- NOAA Current Predictions: <https://tidesandcurrents.noaa.gov/noaacurrents/Regions>

These online services provide predictions which equal or exceed the accuracy and availability of the predictions at domestic locations provided through printed publications, and provide additional capabilities allowing the predictions to better meet a variety of user needs. These online services provide predictions for the U.S. coasts. International predictions will not be available from the online services. Predictions for countries outside the U.S. may be obtained through the Oceanographic / Hydrographic agency in that country.

Contact NOAA's Center for Operational Oceanographic Products and Services (CO-OPS) with questions or for further information. E-mail: [Tide.Predictions@noaa.gov](mailto:Tide.Predictions@noaa.gov), Phone: 301-713-2815

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

On November 15, 2019, NOAA formerly announced in the Federal Register (Docket #2019-24807) that they would begin a 5-year process of discontinuing their traditional paper, or raster, charts by 2025. NOAA intends to gradually 'sunset' raster chart products and is introducing an option to create custom ENC data based charts that can be printed as a paper copy locally or commercially, via one of their certified third party printers. More detailed information regarding this transition is available from <https://nauticalcharts.noaa.gov/publications/docs/raster-sunset.pdf>.

Comments/questions on the Federal Register Notice and the NOAA Custom Chart application should be submitted at

<https://www.nauticalcharts.noaa.gov/customer-service/assist/>. Other concerns may be directed to your local NOAA Navigation Manager,

<https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html>. In order to identify and overcome the regulatory challenges associated with this transition including but not limited to updating commercial vessel carriage requirements and maritime safety information processes, NOAA will continue to work directly with its Agency charting partners. A prototype version of the NOAA Custom Chart Tool is available at <https://devgis.charttools.noaa.gov/pod/>.

LNM: 04/20

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

US - Atlantic Seacoast - Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See link to compliance guide for specific times, areas, and exceptions to this law.

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

Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to [rightwhale.msr@noaa.gov](mailto:rightwhale.msr@noaa.gov).

LNM: 43/19

**NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS**

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

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

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

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

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

<https://www.navcen.uscg.gov/?pageName=InmDistrict&region=5>

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

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

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

**INTERFERENCE WITH AIDS TO NAVIGATION**

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

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

The National Public Education Calendar Database provides a single, unified national database that holds and displays all public education courses

taught by our various flotillas nationwide. In addition, a Zip Code search permits members of the general public to enter a Zip Code of interest, and find all public education courses being taught within a selected distance from that Zip Code.  
[http://www.cgau.org/boatinged/class\\_finder/index.php](http://www.cgau.org/boatinged/class_finder/index.php)

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

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

**SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS**

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

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

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

**BROADCAST NOTICES TO MARINERS**

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.  
 CCGD5 (D5) - 097, 099, 101, 102, 105, 106, 108, 110, 111, 114, 116, 117, 119, 121, 122, 123-20.  
 Sector Delaware Bay (DB) - 029, 032-20.  
 Sector Maryland (MD) - 024-20, 026-20, 029-20, 030-20, 031-20, 032-20, 033-20.  
 Sector Virginia (VA) - 043, 044, 045, 046-20.  
 Sector North Carolina (NC) - 295-19, 311-19, 419-19, 445-19, 463-19, 464-19, 477-19, 013-20, 074-20, 075-20, 076-20, 080-20, 081-20, 082-20, 084-20.

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**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.

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**DISCREPANCIES (FEDERAL AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
120	Five Fathom Bank Lighted Buoy F	RAC INOP	12214	NONEDB	27/19	

165	Delaware Lighted Buoy D	RAC INOP	12214	NONEDB	28/19
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	12200	503D5	47/19
665	Ocracoke Inlet Entrance Lighted Whistle Buoy OC	MISSING	11550	NONENC	37/19
720	Beaufort Inlet Channel Lighted Whistle Buoy BM	AIS INOP	11547	068NC	08/20
755	Camp Lejeune Danger Zone Lighted Buoy D	MISSING	11543	203NC	24/19
825	Frying Pan Shoals Slough Buoy 1	MISSING	11536	466NC	50/19
942	Barnegat Inlet North Breakwater Light 6	LT EXT	12324	032DB	10/20
950	Barnegat Inlet Lighted Buoy 9	OFF STA	12324	NONE	06/20
1100	Little Egg Inlet Lighted Buoy 1	MISSING	12316	345DB	51/19
1525	South Shoal Lump Buoy 8B	MISSING	12216	213DB	32/19
1555	Brandywine Shoal Light	REDUCED INT	12214	347DB	51/19
1640	Ship John Shoal Light	LT EXT	12304	322DB	45/19
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19
2680	Salem River Entrance Channel Light 7	REDUCED INT/STRUCT DMGD	12277	171DB	18/18
2874	Pea Patch Island Dike Warning Light E	LT EXT/STRUCT DMGD	12311	433DB	39/18
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15
4439	Middle Island West Channel Daybeacon 5	STRUCT DEST	12216	145DB	09/18
6390	Virginia Inside Passage Daybeacon 221	STRUCT DEST/TRLB	12224	014HR	02/16
6620	Wachapreague Inlet Buoy 6	DAYMK DMGD	12210	NONEHR	22/19
6845	Great Machipongo Inlet Light 11	DAYMK MISSING	12210	NONEVA	09/20
6920	Great Machipongo Channel Light 8	STRUCT DEST/TRLB	12210	135HR	22/16
6991	Sand Shoal Channel Daybeacon 3	STRUCT DEST/TRUB	12224	421HR	29/15
7145	Chesapeake Channel Lighted Buoy 22	LT EXT	12222	013VA	03/20
7240	Chesapeake Channel Lighted Buoy 40	LT EXT	12221	001VA	01/20
7290	Rappahannock Shoal Channel South Range Front Light	LT EXT	12226	011VA	03/20
7291	Rappahannock Shoal Channel South Range Front Passing Light	LT EXT	12226	011VA	06/20
7295	Rappahannock Shoal Channel South Range Rear Light	LT EXT	12226	111HR	20/19
7490	Smith Point Fairway Lighted Bell Buoy SP	LT EXT	12225	024-20	06/20
8155	Brewerton Channel Range Rear Light	LT EXT	12281	171MD	24/19
9105	Back Creek Channel Range Front Light	MISSING	12277	030MD	04/19
9110	Back Creek Channel Range Rear Light	LT EXT	12277	270MD	29/17
9765	Western Branch Channel Daybeacon 7	STRUCT DEST/TRLB	12253	287HR	38/19
10085	Elizabeth River Southern Branch Light 30	STRUCT DMGD	12253	339HR	46/19
10360	Long Creek East Channel Daybeacon 7	STRUCT DMGD/TRLB	12254	NONEHR	33/19
10495	Little Creek Harbor Range Front Light	LT EXT	12255	030VA	06/20
10575	Willoughby Bay Channel Warning Daybeacon A	STRUCT DEST/TRLB	12245	417HR	33/18
11893	Hog Island Cutoff Wreck Light WR7	STRUCT DEST/HAZ NAV/TRLB	12248	440HR	36/18
12585	Appomattox River Channel Daybeacon 14	STRUCT DEST/TRLB	12252	207HR	28/19
12795	James River Channel Light 168	DAYMK DMGD	12252	NONEVA	51/19
13457	NOAA Lighted Data Buoy YS	OFF STA	12238	037HR	08/19
14450	Horn Harbor Warning Daybeacon A	DAYMK MISSING	12238	035VA	08/20
15603	Hoskins Creek Light 2	DAYMK MISSING	12237	039VA	09/20
17420	Neale Sound Channel Daybeacon 9	STRUCT DMGD/TRLB	12286	NONEMD	37/19

18265	Occoquan River Channel Light 2	STRUCT DEST	12289	485MD	37/18
18735	Anacostia River Lighted Buoy 3	AIS INOP	12289	026MD	10/20
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST/TRLB	12284	351MD	24/18
20185	Magothy River Light 9	STRUCT DMGD/TRLB	12282	287MD	38/19
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20
21725	Ocohannock Creek Daybeacon 10	STRUCT DEST/TRUB	12226	144HR	05/18
22285	Hunting Creek Daybeacon 9	STRUCT DEST/TRLB	12228	162HR	25/19
23080	Big Thorofare Channel Daybeacon 21	MISSING/TRUB	12228	134MD	19/19
23095	Big Thorofare Channel Daybeacon 27	STRUCT DEST/TRUB	12228	128MD	16/19
23260	Big Thorofare West Light 15	STRUCT DEST/TRLB	12228	271MD	36/19
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRDBN	12261	123MD	04/18
24530	Honga River Back Creek Entrance Channel Light 1BC	STRUCT DEST/TRLB	12261	201MD	08/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19
26300	Crab Alley Bay Daybeacon 6	DAYMK MISSING/TRLB	12270	465MD	35/18
26320	Crab Alley - Little Creek Daybeacon 4	STRUCT DEST/TRLB	12270	113MD	04/18
27975	Oregon Inlet Lighted Buoy 1	OFF STA	12204	428NC	37/19
28003	Oregon Inlet Lighted Buoy 6	LT EXT	12204	080NC	10/20
28005	Oregon Inlet Buoy 7	MISSING	12204	074NC	10/20
28015	Oregon Inlet Lighted Buoy 9	MISSING	12204	039NC	06/20
28325	Walter Slough Daybeacon 6	STRUCT DEST/TRUB	12204	153NC	19/19
28490	Roanoke Sound Channel Daybeacon 24	STRUCT DEST/TRUB	12204	NONENC	37/19
28650	Hatteras Inlet Lighted Buoy 4	MISSING	11555	345NC	29/17
28653	Hatteras Inlet Lighted Buoy 5	MISSING	11555	NONENC	40/18
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	MISSING	11555	NONENC	37/19
28667	Hatteras Inlet Lighted Buoy 8	MISSING	11555	NONENC	37/19
28795	Hatteras Inlet Channel Daybeacon 26	STRUCT DEST/TRUB	11555	468NC	48/19
28860	Rollinson Channel Daybeacon 41	STRUCT DEST/TRLB	11555	NONENC	37/19
28895	Ocracoke Inlet Entrance Lighted Whistle Buoy OC	MISSING	11550	NONENC	37/19
28900	Ocracoke Inlet Buoy 1	OFF STA/HAZ NAV	11550	NONENC	24/19
28963	Teaches Hole Channel Buoy 26	MISSING	11550	076NC	10/20
28970	Teaches Hole Channel Light 30	DAYMK MISSING	11550	NONENC	37/19
28973	Teaches Hole Channel Buoy 30A	MISSING	11550	075NC	10/20
29328	Beaufort Inlet Channel Lighted Whistle Buoy BM	AIS INOP	11547	068NC	08/20
29740	New River Channel Light 13	STRUCT DMGD	11541	078NC	11/19
<b>29810</b>	<b>New River Channel Light 25</b>	<b>LT EXT</b>	<b>11541</b>	<b>086NC</b>	<b>11/20</b>
29985	New Topsail Inlet Buoy 2	MISSING	11541	210NC	18/18
30010	New Topsail Inlet Buoy 5	MISSING	11541	338NC	31/18
30135	Banks Channel Daybeacon 21	STRUCT DEST/TRUB	11541	246NC	28/19
30150	Masonboro Inlet Buoy 1	MISSING	11541	069NC	08/20
30265	Carolina Beach Inlet Buoy 1	MISSING	11534	064NC	08/20
30275	Carolina Beach Inlet Buoy 3	MISSING	11534	NONENC	45/19
30280	Carolina Beach Inlet Buoy 4	OFF STA	11534	106NC	14/19
30285	Carolina Beach Inlet Buoy 5	MISSING	11534		42/19
30285	Carolina Beach Inlet Buoy 5	OFF STA	11534	110NC	14/19
30550	Cape Fear River Channel Lighted Buoy 27	REDUCED INT/TRLB	11534	061NC	04/20
31010	Lockwoods Folly Inlet Lighted Buoy 1	REDUCED INT	11534	014NC	02/20
31135	Calabash Creek Daybeacon 7	MISSING/TRUB	11534	216NC	25/19
31150	Calabash Creek Light 10	STRUCT DEST/TRLB	11534	140NC	17/19
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	220NC	18/15

31220	Poplar Branch Light 1	LT EXT/DAYMK MISSING	12204	NONENC	38/19
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
31820	Chowan River Light 12	STRUCT DMGD/TRLB	12205	022NC	03/20
31970	Roanoke Island West Side Daybeacon 6	STRUCT DEST/TRUB	12204	327NC	38/19
32030	Stumpy Point Channel Light 10	STRUCT DEST/TRLB	12204	089NC	05/18
32075	Stumpy Point Target Warning Light E	DAYMK MISSING	11555	NONENC	37/19
32145	Gull Shoal Light GS	STRUCT DEST/TRLB	11548	090NC	40/18
32250	Avon Channel Warning Light AV	STRUCT DEST	11555	NONENC	38/19
32295	Frisco Approach Light 4	STRUCT DEST/TRLB	11555	355NC	42/19
32537	Brant Island Shoal Lighted Wreck Buoy WR2	MISSING	11548	NONENC	38/19
32835	Oyster Creek Daybeacon 8	STRUCT DEST/TRUB	11545	048NC	06/20
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
33955	Slocum Creek Daybeacon 10	STRUCT DEST/TRLB	11552	271NC	31/19
34030	Neuse River Channel Light 32	DAYMK MISSING	11552	070NC	08/20
34126	Neuse River Channel Daybeacon 50BB	STRUCT DEST/TRUB	11552	NONENC	39/18
34260	Trent River Daybeacon 4A	STRUCT DEST/TRUB	11552	374NC	34/18
34280	Trent River Daybeacon 9	STRUCT DEST/TRUB	11552	NONENC	39/18
34330	Core Sound Warning Light AA	LT EXT/DAYMK MISSING	11550	NONENC	38/19
34345	Core Sound Warning Light BB	LT EXT/DAYMK MISSING	11550	NONENC	38/19
34690	Core Sound Daybeacon 48	STRUCT DEST/TRLB	11545	411NC	38/18
34932	Manasquan Inlet Light 3	REDUCED INT	12324	020DB	07/20
35085	New Jersey Intracoastal Waterway Daybeacon 31	STRUCT DMGD	12324	307DB	42/19
35090	New Jersey Intracoastal Waterway Daybeacon 33	STRUCT DEST/TRLB	12324	001DB	01/20
35330	New Jersey Intracoastal Waterway Daybeacon 84	STRUCT DMGD	12324	094DB	19/19
35770	New Jersey Intracoastal Waterway Light 189	STRUCT DMGD/TRUB	12316	266DB	36/19
35800	New Jersey Intracoastal Waterway Daybeacon 197	STRUCT DEST	12316	140DB	24/19
36015	New Jersey Intracoastal Waterway Buoy 265	MISSING/TRUB	12316	142DB	24/19
36935	Deep Creek Daybeacon 1	STRUCT DEST/DAYMK MISSING/TRLB	12253	224HR	32/19
37060	Elizabeth River Southern Branch Light 30	STRUCT DMGD	12253	339HR	46/19
<b>37100</b>	<b>Elizabeth River Southern Branch Light 37</b>	<b>STRUCT DEST/TRLB</b>	<b>12253</b>	<b>043HR</b>	<b>11/20</b>
37140	Elizabeth River Southern Branch Light 47	STRUCT DEST	12253	587HR	51/18
37355	Great Bridge to Albemarle Sound Light 33	LT IMCH	12206	269HR	37/19
37570	Great Bridge to Albemarle Sound Daybeacon 104	STRUCT DEST/TRUB	12206	009NC	01/20
37650	Great Bridge to Albemarle Sound Daybeacon 127	STRUCT DEST/TRUB	12206	056NC	07/20
37655	Great Bridge to Albemarle Sound Light 128	STRUCT DEST/TRLB	12206	065NC	07/20
37995	Alligator River Daybeacon 52	STRUCT DEST/TRUB	11553	180NC	21/19
38440	Russell Slough Junction Light RS	MISSING/TRLB	11541	492NC	52/19

38620	Morehead City Harbor Channel Daybeacon 7	STRUCT DEST/TRUB	11547	229NC	26/19
38760	Bogue Sound Daybeacon 3A	STRUCT DEST/TRUB	11547	058NC	08/20
38945	Bogue Sound Light 25	STRUCT DEST/TRLB	11541	062NC	08/20
39240	Bogue Sound - New River Light 65A	MISSING/TRLB	11541	380D5	36/19
39945	Cape Fear River Channel Lighted Buoy 27	REDUCED INT/TRLB	11534	061NC	04/20
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRUB	11534	034NC	05/20
40180	Lockwoods Folly River Daybeacon 12	STRUCT DEST/TRUB	11534	NONENC	37/19
40255	Cape Fear River - Little River Light 51A	STRUCT DEST/TRLB	11534	001NC	01/20
40335	Cape Fear River - Little River Daybeacon 80	MISSING/TRUB	11534	485NC	49/19
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19
40440	Cape Fear River - Little River Daybeacon 113	STRUCT DMGD/TRLB	11534	278NC	31/19

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
555	Currituck Beach Light	WATCHING PROPERLY	12204	071NC	09/20	11/20
3970	Lehigh Lower Range Rear Light	RELIGHTED	12314	034DB	11/20	11/20
8395	Brewerton Channel Eastern Extension Range Rear Light	RELIGHTED	12272	NONEMD	11/20	11/20
10635	Naval Boat Channel Light 6	REBUILT/RECOVERED	12245	363VA	48/19	11/20
10975	Sunset Creek Daybeacon 3	REBUILT/RECOVERED	12245	281VA	37/19	11/20
12935	Back River Channel Light 7	REBUILT/RECOVERED	12222	016VA	04/20	11/20
13270	Bennett Creek - Poquoson River Light 4	WATCHING PROPERLY	12238	047VA	10/19	11/20
13490	York Spit Warning Daybeacon	REBUILT/RECOVERED	12238	021VA	05/20	11/20
15420	Rappahannock River Lighted Buoy 13	RELIGHTED	12237	377VA	52/19	11/20
28025	Oregon Inlet Lighted Buoy 12	RELIGHTED	12204	083NC	11/20	11/20
28305.1	Walter Slough Buoy 2A	RELOCATED	12204	NONENC	11/20	11/20
30545	Cape Fear River Channel Lighted Buoy 26	RESET ON STATION	11534	390NC	43/19	11/20
31790	Chowan River Entrance Light 2CR	WATCHING PROPERLY	12205	422NC	45/19	11/20
39825	New River - Cape Fear River Lighted Buoy 163	RESET ON STATION	11534	081NC	11/20	11/20
39960	Cape Fear River Channel Lighted Buoy 26	RESET ON STATION	11534	390NC	43/19	11/20

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
958	Barnegat Light	LT EXT	12324	028DB	08/20	
2119.04	Herring Creek Daybeacon 4	STRUCT DMGD	12216	172DB	28/19	
2805	Bulkhead Shoal Channel Lighted Buoy 6A	OFF STA	12311	012DB	04/20	
4925	Ocean Pines Yacht Club Light 2	LT EXT	12211	239MD	31/19	
7095	Chesapeake Channel Tunnel South Light	LT EXT	12221	158HR	25/19	
9522	Lehigh Portland Cement Lighted Mooring Dolphin A	LT EXT	12245	372VA	51/19	
9940	Norfolk Waterside Pier Light	LT EXT	12253	004HR	02/18	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10186	Lynnhaven River Daybeacon 1LR	STRUCT DEST	12254	080HR	08/15	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19	
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17	

10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19
10762.02	Lafayette River Northern Branch Daybeacon 2	DAYMK MISSING	12245	179HR	26/19
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	180HR	33/17
10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	181HR	33/17
10762.08	Lafayette River Northern Branch Daybeacon 8	DAYMK IMCH	12245	270HR	37/19
10962	Hampton River Channel Buoy 22	MISSING	12245	NONEHR	37/19
12055	Virginia Power Groin Light A	LT EXT	12253	008VA	03/20
12060	Virginia Power Groin Light B	LT EXT	12253	008VA	03/20
12143.71	Barretts Point Daybeacon 3	MISSING/STRUCT DEST	12251	291HR	39/19
12645	James River Bermuda 100 Light A	LT EXT	12252	369HR	28/18
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12957	Back River South Channel Junction Daybeacon B	STRUCT DEST	12238	315HR	22/18
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
15005	Broad Creek Northern Branch Daybeacon 1N	MISSING	12235	107HR	20/19
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	108HR	20/19
15015	Broad Creek Northern Branch Daybeacon 4	MISSING	12235	109HR	20/19
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST	12288	NONEMD	24/19
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.3	Tanner Creek Daybeacon 2	DAYMK DMGD	12233	196MD	08/18
18793.6	Tanner Creek Warning Daybeacon B	DAYMK MISSING	12233	197MD	08/18
19375	South Herrington Harbour Light 5	DAYMK DMGD	12266	139MD	19/19
19613	South River Warning Buoy B	MISSING	12270	NONEMD	39/18
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT IMCH	12282	221MD	30/19
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	369MD	27/18
22865	Jenkins Creek Daybeacon 3	STRUCT DEST	12231	023MD	04/19
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD	12272	321MD	44/17
27675	Havre De Grace Yacht Basin Buoy 1	OFF STA/DAYMK IMCH	12274	340MD	44/19
27680	Havre De Grace Yacht Basin Buoy 2	OFF STA	12274	341MD	44/19
27683	Havre De Grace Yacht Basin Buoy 3	OFF STA/DAYMK IMCH	12274	342MD	44/19
27685	Havre De Grace Yacht Basin Buoy 4	OFF STA/DAYMK IMCH	12274	343MD	44/19
27690	Havre De Grace Yacht Basin Buoy 5	OFF STA/DAYMK IMCH	12274	344MD	44/19
27693	Havre De Grace Yacht Basin Buoy 6	OFF STA/DAYMK IMCH	12274	345MD	44/19
28552	Shallowbag Bay Warning Light A	DAYMK MISSING	12205	582NC	47/17
28553	ShallowBag Bay Warning Light D	DAYMK MISSING	12205	583NC	47/17

29273	Shell Point Channel Daybeacon 2	DAYMK MISSING	11545	413NC	39/18
29273.1	Shell Point Channel Daybeacon 3	DAYMK MISSING	11545	413NC	39/18
29273.3	Shell Point Channel Daybeacon 6	STRUCT DEST	11545	413NC	39/18
30477	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31055	Shallotte Inlet Buoy 1	MISSING	11534	256NC	29/19
31060	Shallotte Inlet Buoy 2	MISSING	11534	005NC	01/14
31065	Shallotte Inlet Buoy 3	MISSING	11534		21/19
31065	Shallotte Inlet Buoy 3	MISSING	11534	257NC	29/19
31080	Shallotte Inlet Buoy 6	MISSING	11534	258NC	29/19
31082	Shallotte Inlet Buoy 7	MISSING	11534	260NC	34/19
31087	Shallotte Inlet Buoy 9	MISSING	11534	317NC	23/13
31090	Shallotte Inlet Buoy 11	MISSING	11534	259NC	29/19
31270	Southern Shores Daybeacon 1	DAYMK DMGD	12204	NONENC	26/17
31275	Southern Shores Daybeacon 2	DAYMK IMCH	12204	NONENC	30/17
31305	Southern Shores Junction Daybeacon JG	STRUCT DEST	12204	NONENC	30/17
31315	Southern Shores Daybeacon 10	STRUCT DEST	12204	NONENC	30/17
31350	Colington Harbor Entrance Daybeacon 3	STRUCT DEST	12205	NONENC	30/17
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
33260	Texasgulf Entrance Daybeacon 1	STRUCT DMGD	11554	424NC	46/19
33265	Texasgulf Entrance Daybeacon 2	STRUCT DMGD	11554	425NC	46/19
33367.1	Fountain Powerboats Factory Light 1F	DAYMK MISSING	11554	306NC	33/19
33367.2	Fountain Powerboats Factory Daybeacon 3	DAYMK MISSING	11554	306NC	33/19
33367.3	Fountain Powerboats Factory Daybeacon 4	DAYMK MISSING	11554	306NC	33/19
33367.4	Fountain Powerboats Factory Daybeacon 5	DAYMK IMCH	11554	306NC	33/19
33367.5	Fountain Powerboats Factory Daybeacon 6	DAYMK IMCH	11554	306NC	33/19
33367.6	Fountain Powerboats Factory Daybeacon 7	DAYMK IMCH	11554	306NC	33/19
33367.7	Fountain Powerboats Factory Daybeacon 8	DAYMK IMCH	11554	306NC	33/19
33367.8	Fountain Powerboats Factory Daybeacon 9	DAYMK IMCH	11554	306NC	33/19
33367.9	Fountain Powerboats Factory Daybeacon 10	DAYMK IMCH	11554	306NC	33/19
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
38535	Triple S. Marina Daybeacon 1	STRUCT DEST	11547	200NC	18/17
38680	Eight And One Half Marina Daybeacon 1	DAYMK MISSING	11541	NONENC	41/19
38700	Eight And One Half Marina Daybeacon 5	DAYMK MISSING	11541	NONENC	41/19
39125	Cow Creek Channel Daybeacon CC	STRUCT DEST/TRUB	11541	398NC	44/19
39185	Cow Creek Channel Daybeacon 16	DAYMK MISSING	11541	NONENC	24/19
39463	Sears Landing Channel Daybeacon 1	MISSING	11541	268NC	30/19
39621.4	Bradley Creek Daybeacon 4	DAYMK MISSING	11541	391NC	32/17
39621.9	Bradley Creek Light 9	LT IMCH	11541	414NC	34/17
39623.3	Bradley Creek Light 14	DAYMK IMCH	11541	487NC	40/17
39847.4	Carolina Beach State Park Daybeacon 5	DAYMK MISSING	11537	289NC	33/19
40017	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17

Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
Colington Harbor Entrance Light 5	DAYMK DMGD	12205	290NC	26/17
Colington Harbor Entrance Light 6	DAYMK DMGD	12205	NONENC	30/17
Deep Water Point Light 2	LT EXT	12316	331DB	47/19
Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
Franklin Street Boat Ramp Light 2	LT EXT	12266	353MD	45/19
Gosnold Hope Channel Daybeacon 2	STRUCT DEST	12222	NONEHR	07/18
Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
Great Marsh Boat Ramp Light 1	LT EXT	12266	352MD	45/19
Jean Guite Creek Daybeacon 1	STRUCT DEST	12205	NONENC	33/17
Jean Guite Creek Daybeacon 2	DAYMK IMCH	12205	NONENC	33/17
Price Creek Buoy 3	OFF STA	12270	277MD	37/19
Taylor Crk Dbn 3	STRUCT DEST/HAZ NAV	12226	204HR	09/18
Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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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
8117	NOAA Lighted Data Buoy SN	DISCONTINUED	12278	NONED5	04/20	
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	060D5	06/20	
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	060D5	06/20	
9265	Thimble Shoal Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12254	060D5	06/20	
9270	Thimble Shoal Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12254	060D5	06/20	
9275	Thimble Shoal Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12254	060D5	06/20	
9280	Thimble Shoal Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12254	060D5	06/20	
9285	Thimble Shoal Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	060D5	06/20	
9290	Thimble Shoal Channel Lighted Buoy 16	RELOCATED FOR DREDGING	12245	060D5	06/20	
9295	Thimble Shoal Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	512D5	48/19	
9305	Thimble Shoal Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	512D5	48/19	
9520	Elizabeth River Channel Lighted Bell Buoy 10	RELOCATED FOR DREDGING	12245	518D5	49/19	
9525	Elizabeth River Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12245	518D5	49/19	

9535	Elizabeth River Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12245	518D5	49/19
9540	Elizabeth River Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12245	518D5	49/19
9545	Elizabeth River Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	518D5	49/19
9595	Elizabeth River Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	518D5	49/19
9600	Elizabeth River Channel Lighted Buoy 18	RELOCATED FOR DREDGING	12245	518D5	49/19
9605	Elizabeth River Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	518D5	49/19
9625	Elizabeth River Channel Lighted Buoy 21	RELOCATED FOR DREDGING	12245	518D5	49/19
19697	NOAA Lighted Data Buoy AN	DISCONTINUED	12283	148D5	16/19
28447	Wanchese Channel Buoy 2A	DISCONTINUED FOR DREDGING	12204	471-19	44/19
29061	Big Foot Slough Channel Buoy 9C	RELOCATED FOR DREDGING	11550	105D5	10/20
29070.3	Big Foot Slough Channel Buoy 11	RELOCATED FOR DREDGING	11550	105D5	10/20
29245	Barden Inlet Light 26	TRDBN	11545	503D5	32/17
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17
29260	Barden Inlet Light 32	TRDBN	11545	503D5	32/17
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29270	Barden Inlet Light 35	TRDBN	11545	503D5	32/17
29355	Beaufort Inlet Channel Lighted Buoy 9	DISCONTINUED	11547	081D5	08/20
29360	Beaufort Inlet Channel Lighted Buoy 10	DISCONTINUED	11547	081D5	08/20
29370	Beaufort Inlet Channel Lighted Buoy 12	DISCONTINUED	11547	077D5	07/20
29372	Beaufort Inlet Channel Lighted Buoy 13	DISCONTINUED	11547	077D5	07/20
30580	Sunny Point Terminal South Entrance Lighted Buoy 7S	RELOCATED FOR DREDGING	11534	532-19	50/19
30586	Sunny Point Terminal South Entrance Lighted Buoy 9S	RELOCATED FOR DREDGING	11534	532-19	50/19
30695	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
30795	Cape Fear River Channel Lighted Buoy 52	RELOCATED FOR DREDGING	11537	521D5	50/19
30810	Cape Fear River Channel Lighted Buoy 54	DISCONTINUED FOR DREDGING	11537	521D5	50/19
38825	Peletier Creek Entrance Channel Buoy 2	DISCONTINUED	11541	556D5	51/18
38830	Peletier Creek Entrance Channel Daybeacon 3	DISCONTINUED	11541	556D5	51/18
38833	Peletier Creek Entrance Channel Buoy 4	DISCONTINUED	11541	556D5	51/18
39885	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
	Banks Slough Channel Buoy 3	DISCONTINUED	11541	502D5	45/18
	Banks Slough Channel Buoy 4	DISCONTINUED	11541	502D5	45/18
	Banks Slough Channel Buoy 7	DISCONTINUED	11541	502D5	45/18
	New Topsail Inlet Buoy 11	DISCONTINUED	11541	502D5	45/18
	New Topsail Inlet Buoy 12	DISCONTINUED	11541	502D5	45/18
	New Topsail Inlet Buoy 14	DISCONTINUED	11541	502D5	45/18

#### TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
13100	Back River Channel Light 25	Reestablished	12222	118D5	25/19	11/20
28055	Oregon Inlet Buoy 17	Reestablished	12204	110D5	50/19	11/20
39597	New River - Cape Fear River Buoy 121	Reestablished	11541	108D5	05/20	11/20

39598	New River - Cape Fear River Buoy 121A	Reestablished	11541	108D5	05/20	11/20
39601	New River - Cape Fear River Buoy 122A	Returned to Assigned Position	11541	108D5	05/20	11/20

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
<b>None</b>					

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNLM St	LNLM End
<b>None</b>					

**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						
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3				CGD01 at 40-41-09.001N	074-02-48.001W
Corrective Action	Green can	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.

<b>11541</b>	<b>42nd Ed.</b>	<b>01-FEB-19</b>	<b>Last LNM: 22/19</b>	<b>NAD 83</b>		<b>11/20</b>
<i>Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound</i>						
<b>CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A</b>						
RELOCATE	New River - Cape Fear River Buoy 121				CGD05 from 34-15-05.745N to 34-15-00.424N	077-46-49.699W 077-46-54.386W
RELOCATE	New River - Cape Fear River Buoy 121A				CGD05 from 34-15-00.580N to 34-14-55.471N	077-46-55.270W 077-46-58.655W
CHANGE	New River - Cape Fear River Light 129A				CGD05 at 34-11-16.920N	077-49-42.745W
Range increased to 4NM.						
<b>12204</b>	<b>39th Ed.</b>	<b>01-JUN-18</b>	<b>Last LNM: 39/19</b>	<b>NAD 83</b>		<b>11/20</b>
<i>Chart Title: Currituck Beach Light to Wimble Shoals</i>						
<b>Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS - -. Page/Side: -</b>						
RELOCATE	Oregon Inlet Buoy 17				CGD05 from 35-46-11.076N to 35-46-11.015N	075-32-11.190W 075-32-11.108W
RELOCATE	Walter Slough Buoy 2A				CGD05 from 35-47-15.540N to 35-47-16.665N	075-34-14.040W 075-34-18.263W
<b>12205</b>	<b>35th Ed.</b>	<b>01-FEB-17</b>	<b>Last LNM: 39/19</b>	<b>NAD 83</b>		<b>11/20</b>
<i>Chart Title: Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights</i>						
<b>CHART VA-NC- CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND). Page/Side: N/A</b>						
RELOCATE	Oregon Inlet Buoy 17				CGD05 from 35-46-11.076N to 35-46-11.015N	075-32-11.190W 075-32-11.108W
RELOCATE	Walter Slough Buoy 2A				CGD05 from 35-47-15.540N to 35-47-16.665N	075-34-14.040W 075-34-18.263W

12210	46th Ed.	01-NOV-19	Last LNM: 39/19	NAD 83	11/20
<i>ChartTitle: Chincoteague Inlet to Great Machipongo Inlet;Chincoteague Inlet</i>					
<b>CHART VA-CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET. Page/Side: N/A</b>					
DELETE	Quinby Channel Buoy 10			CGD05 37-31-29.034N	075-43-19.386W
DELETE	Quinby Channel Buoy 12			CGD05 37-31-37.693N	075-43-25.799W
DELETE	Quinby Channel Buoy 13			CGD05 37-31-51.042N	075-43-20.720W
DELETE	Quinby Channel Buoy 16			CGD05 37-32-21.360N	075-43-34.210W
DELETE	Quinby Channel Buoy 2			CGD05 37-29-08.004N	075-40-41.989W
DELETE	Quinby Channel Buoy 9A			CGD05 37-31-15.653N	075-43-03.330W
DELETE	Quinby Channel Lighted Buoy 15			CGD05 37-32-05.740N	075-43-27.750W
DELETE	Quinby Channel Lighted Buoy 17			CGD05 37-32-36.200N	075-43-42.320W
CHANGE	Quinby Creek Warning Daybeacon C			CGD05 at 37-29-31.758N	075-41-16.710W
CHANGE	Quinby Creek Warning Daybeacon D			CGD05 at 37-30-10.878N	075-42-06.102W
CHANGE	Quinby Creek Warning Daybeacon E			CGD05 at 37-30-26.502N	075-42-58.700W
CHANGE	Quinby Creek Warning Daybeacon F			CGD05 at 37-30-44.137N	075-43-02.976W
CHANGE	Quinby Creek Warning Daybeacon G			CGD05 at 37-31-09.252N	075-43-03.834W
CHANGE	Quinby Creek Warning Daybeacon H			CGD05 at 37-31-15.119N	075-43-06.216W
CHANGE	Quinby Creek Warning Daybeacon I			CGD05 at 37-31-33.420N	075-43-23.640W
CHANGE	Quinby Creek Warning Daybeacon J			CGD05 at 37-32-51.978N	075-43-50.532W

12221	84th Ed.	01-MAY-19	Last LNM: 24/19	NAD 83	11/20
<i>ChartTitle: Chesapeake Bay Entrance</i>					
<b>Main Panel 558 CHESAPEAKE BAY ENTRANCE - -. Page/Side: -</b>					
RELOCATE	Back River Channel Light 7			CGD05 from 37-06-27.554N to 37-06-27.673N	076-16-35.301W 076-16-34.958W

12222	56th Ed.	01-MAY-19	Last LNM: 41/19	NAD 83	11/20
<i>ChartTitle: Chesapeake Bay Cape Charles to Norfolk Harbor</i>					
<b>Main Panel 559 CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR - -. Page/Side: -</b>					
RELOCATE	Back River Channel Light 25			CGD05 from 37-05-11.157N to 37-05-08.588N	076-20-09.289W 076-20-09.726W
RELOCATE	Back River Channel Light 7			CGD05 from 37-06-27.554N to 37-06-27.673N	076-16-35.301W 076-16-34.958W

12230	67th Ed.	01-JAN-17	Last LNM: 47/17	NAD 83	11/20
<i>ChartTitle: Chesapeake Bay Smith Point to Cove Point</i>					
<b>CHART VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT. Page/Side: N/A</b>					
RELOCATE	Wicomico River Channel Buoy 7			CGD05 from 38-12-48.441N to 38-12-48.441N	075-52-45.754W 075-52-45.754W
RELOCATE	Wicomico River Channel Buoy 7A			CGD05 from 38-12-53.134N to 38-12-52.987N	075-52-40.271W 075-52-40.021W

12231	32nd Ed.	01-JUN-19	Last LNM: 24/17	NAD 83	11/20
<i>ChartTitle: Chesapeake Bay Tangier Sound Northern Part</i>					
<b>Main Panel 569 TANGIER SOUND - NORTHERN PART - -. Page/Side: -</b>					
RELOCATE	Wicomico River Channel Buoy 7			CGD05 from 38-12-48.441N to 38-12-48.441N	075-52-45.754W 075-52-45.754W
RELOCATE	Wicomico River Channel Buoy 7A			CGD05 from 38-12-53.134N to 38-12-52.987N	075-52-40.271W 075-52-40.021W

<b>12238</b>	<b>43rd Ed.</b>	<b>01-DEC-17</b>	<b>Last LNM: 15/19</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Chesapeake Bay Mobjack Bay and York River Entrance</i>					
<b>Main Panel 580 CHESAPEAKE BAY MOBJACK BAY AND YORK RIVER ENTRANCE - -. Page/Side: -</b>					
RELOCATE	Back River Channel Light 25			CGD05 from 37-05-11.157N to 37-05-08.588N	076-20-09.289W 076-20-09.726W
RELOCATE	Back River Channel Light 7			CGD05 from 37-06-27.554N to 37-06-27.673N	076-16-35.301W 076-16-34.958W
<b>12261</b>	<b>31st Ed.</b>	<b>01-JAN-17</b>	<b>Last LNM: 47/17</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay</i>					
<b>CHART MD- CHESAPEAKE BAY: HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY. Page/Side: N/A</b>					
RELOCATE	Wicomico River Channel Buoy 7			CGD05 from 38-12-48.441N to 38-12-48.441N	075-52-45.754W 075-52-45.754W
RELOCATE	Wicomico River Channel Buoy 7A			CGD05 from 38-12-53.134N to 38-12-52.987N	075-52-40.271W 075-52-40.021W
<b>12263</b>	<b>58th Ed.</b>	<b>01-DEC-18</b>	<b>Last LNM: 39/19</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Chesapeake Bay Cove Point to Sandy Point</i>					
<b>Main Panel 603 CHESAPEAKE BAY COVE POINT TO SANDY POINT - -. Page/Side: -</b>					
DELETE	Dangerous Wreck; PA	Chart No. 1: K28	(NOS NW-30905)	NOS 38-52-38.000N	076-31-22.000W
<b>12270</b>	<b>40th Ed.</b>	<b>01-JUL-19</b>	<b>Last LNM: 39/19</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Chesapeake Bay Eastern Bay and South River; Selby Bay</i>					
<b>Main Panel 617 CHESAPEAKE BAY EASTERN BAY AND SOUTH RIVER - -. Page/Side: -</b>					
DELETE	Dangerous Wreck; PA	Chart No. 1: K28	(NOS NW-30905)	NOS 38-52-38.000N	076-31-22.000W
<b>12273</b>	<b>60th Ed.</b>	<b>01-APR-18</b>	<b>Last LNM: 15/19</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Chesapeake Bay Sandy Point to Susquehanna River</i>					
<b>Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER - -. Page/Side: -</b>					
RELOCATE	Middle River Lighted Buoy 1MR			CGD05 from 39-16-16.382N to 39-16-21.640N	076-20-00.933W 076-20-10.710W
<b>12274</b>	<b>38th Ed.</b>	<b>01-FEB-19</b>	<b>Last LNM: 39/19</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Head of Chesapeake Bay</i>					
<b>CHART MD- HEAD OF CHESAPEAKE BAY. Page/Side: N/A</b>					
RELOCATE	Middle River Lighted Buoy 1MR			CGD05 from 39-16-16.382N to 39-16-21.640N	076-20-00.933W 076-20-10.710W
<b>12280</b>	<b>11th Ed.</b>	<b>01-FEB-14</b>	<b>Last LNM: 39/19</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Chesapeake Bay</i>					
<b>CHART MD - VA - CHESAPEAKE BAY. Page/Side: N/A</b>					
RELOCATE	Middle River Lighted Buoy 1MR			CGD05 from 39-16-16.382N to 39-16-21.640N	076-20-00.933W 076-20-10.710W
<b>12300</b>	<b>49th Ed.</b>	<b>01-JUN-12</b>	<b>Last LNM: 02/20</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Approaches to New York, Nantucket Shoals to Five Fathom Bank</i>					
<b>Main Panel 666 NY APPROACHES - NANTUCKET SHOALS TO FIVE FATHOM BANK. Page/Side: N/A</b>					
DELETE	Sounding in Fathoms; 12	(NOS NW-30900)		NOS 40-05-14.730N	073-59-23.610W
ADD	Dotted Fish Haven Label; Obstrn (6 1/2 fms)	(NOS NW-30900)		NOS 40-04-56.420N	073-59-19.000W
ADD	Dotted Fish Haven S PT 1 OF 4; Chart No. 1: K46.2	(NOS NW-30900)		NOS 40-04-56.700N	073-58-43.680W
ADD	Dotted Fish Haven S PT 2 OF 4; Chart No. 1: K46.2	(NOS NW-30900)		NOS 40-04-10.500N	073-58-43.680W
ADD	Dotted Fish Haven S PT 3 OF 4; Chart No. 1: K46.2	(NOS NW-30900)		NOS 40-04-53.460N	074-00-00.000W
ADD	Dotted Fish Haven S PT 4 OF 4; Chart No. 1: K46.2	(NOS NW-30900)		NOS 40-05-39.180N	074-00-00.000W
<b>12323</b>	<b>26th Ed.</b>	<b>01-DEC-12</b>	<b>Last LNM: 52/19</b>	<b>NAD 83</b>	<b>11/20</b>
<i>ChartTitle: Sea Girt to Little Egg Inlet</i>					

**Main Panel 682 SEA GIRT TO LITTLE EGG INLET. Page/Side: N/A**

DELETE	Obstruction in Feet; 71 Obstr	Chart No. 1: K41 (NOS NW-30900)	NOS 40-04-13.070N	073-58-46.810W
DELETE	Sounding in Feet; 67	(NOS NW-30900)	NOS 40-04-43.080N	073-59-21.950W
DELETE	Sounding in Feet; 67	(NOS NW-30900)	NOS 40-05-26.200N	073-59-57.730W
DELETE	Sounding in Feet; 71	(NOS NW-30900)	NOS 40-05-12.990N	073-59-36.350W
DELETE	Sounding in Feet; 74	(NOS NW-30900)	NOS 40-04-56.080N	073-59-56.370W
DELETE	Sounding in Feet; 74	(NOS NW-30900)	NOS 40-04-57.520N	073-58-57.800W
ADD	Dotted Fish Haven Label; Obstrn Fish Haven (auth min 40 ft)	(NOS NW-30900)	NOS 40-04-56.420N	073-59-19.000W
ADD	Dotted Fish Haven T PT 1 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-04-56.700N	073-58-43.680W
ADD	Dotted Fish Haven T PT 2 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-04-10.500N	073-58-43.680W
ADD	Dotted Fish Haven T PT 3 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-04-53.460N	074-00-00.000W
ADD	Dotted Fish Haven T PT 4 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-05-39.180N	074-00-00.000W

**12324**      **37th Ed.**      **01-DEC-18**      **Last LNM: 52/19**      **NAD 83**      **11/20**  
*Chart Title: Intracoastal Waterway Sandy Hook to Little Egg Harbor*

**Main Panel 683 SANDY HOOK TO LITTLE EGG HARBOR NEW JERSEY - -. Page/Side: -**

DELETE	Obstruction in Feet; 71 Obstr	Chart No. 1: K41 (NOS NW-30900)	NOS 40-04-13.070N	073-58-46.810W
DELETE	Sounding in Feet; 67	(NOS NW-30900)	NOS 40-04-43.080N	073-59-21.950W
DELETE	Sounding in Feet; 67	(NOS NW-30900)	NOS 40-05-26.200N	073-59-57.730W
DELETE	Sounding in Feet; 69	(NOS NW-30900)	NOS 40-04-33.340N	073-58-52.180W
DELETE	Sounding in Feet; 71	(NOS NW-30900)	NOS 40-05-12.990N	073-59-36.350W
DELETE	Sounding in Feet; 74	(NOS NW-30900)	NOS 40-04-56.080N	073-59-56.370W
DELETE	Sounding in Feet; 74	(NOS NW-30900)	NOS 40-04-57.520N	073-58-57.800W
DELETE	Sounding in Feet; 75	(NOS NW-30900)	NOS 40-05-14.890N	073-59-19.190W
ADD	Dotted Fish Haven Label; Obstrn Fish Haven (auth min 40 ft)	(NOS NW-30900)	NOS 40-04-56.420N	073-59-19.000W
ADD	Dotted Fish Haven U PT 1 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-04-56.700N	073-58-43.680W
ADD	Dotted Fish Haven U PT 2 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-04-10.500N	073-58-43.680W
ADD	Dotted Fish Haven U PT 3 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-04-53.460N	074-00-00.000W
ADD	Dotted Fish Haven U PT 4 OF 4; Chart No. 1: K46.2	(NOS NW-30900)	NOS 40-05-39.180N	074-00-00.000W

**SECTION V - ADVANCE NOTICES**

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

**SUMMARY OF ADVANCED APPROVED PROJECTS**

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

**Advance Notice(s)**

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

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

LNM: 03/20

**\*\*\*\*VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CREEK – AID TO NAVIGATION CHANGES\*\*\*\***

Due to significant shoaling in the Quinby Creek Channel, least depth 1.2'MLLW to 6.0'MLLW, the Coast Guard will make the following changes on or about March 10.  
 Discontinue: Quinby Creek Channel Buoy 2 (LLNR 6740), Quinby Creek Buoy Channel Buoy 9A (LLNR 6766), Quinby Creek Channel Buoy 10 (LLNR

6767), Quinby Creek Channel Buoy 12 (LLNR 6774), Quinby Creek Channel Buoy 13 (LLNR 6775), Quinby Creek Channel Buoy 15 (LLNR 6776), Quinby Creek Channel Buoy 16 (LLNR 6777) and Quinby Creek Channel Buoy 17 (LLNR 6780).

Convert and rename: Quinby Creek Channel Daybeacon 3 (LLNR 6743) to Quinby Creek Warning Daybeacon C with NW dayboards, Quinby Creek Channel Light 5 (LLNR 6745) to Quinby Creek Warning Daybeacon D with NW dayboards, Quinby Creek Channel Daybeacon 7 (LLNR 6750) to Quinby Creek Warning Daybeacon E, Quinby Creek Channel Daybeacon 8 (LLNR 6755) to Quinby Creek Warning Daybeacon F, Quinby Creek Channel Light 9 (LLNR 6760) to Quinby Creek Warning Daybeacon G with NW dayboards, Quinby Creek Channel Warning Daybeacon E (LLNR 6765) to Quinby Creek Warning Daybeacon H, Quinby Creek Channel Daybeacon 10A (LLNR 6770) to Quinby Creek Warning Daybeacon I with NW dayboards and Quinby Creek Channel Light 19 (LLNR 6785) to Quinby Creek Warning Daybeacon J with NW dayboards; until structures can be removed.

Chart 12210

LNM: 10/20

**\*\*\*\*VA – CAPE CHARLES CITY CHANNEL – AID TO NAVIGATION CHANGES\*\*\*\***

On or about April 25, 2020 the Coast Guard will be making the following changes to the Aids to Navigation marking Cape Charles City Channel. Change Cape Charles City Lighted Buoy 1CC (LLNR 21450) to Cape Charles City Light 1CC (LLNR 21450) and relocate to approximate position: 37 13 58.510N—76 02 57.720 W, with SG's on multi-pile structure.

Discontinue Cape Charles City Lighted Buoy 2 (LLNR 21455).

Establish Cape Charles City Light 3 (LLNR 21455\*) in approximate position: 37 14 16.310N—76 02 25.820W, with a Quick flashing green light and SG's on multi-pile structure.

Relocate Cape Charles City Light 4 (LL 21470) to approximate position: 37 14 56.690N—76 02 00.050W.

Rename Cape Charles City Approach Light C (LLNR 21475) to Cape Charles City Warning Light A (LLNR 21475) and change dayboards to NW's.

Discontinue Cape Charles City Buoy 5 (LLNR 21480).

Change Cape Charles City Buoy 6 (LLNR 21485) to Cape Charles Light 6 (LLNR 21485) in and relocate to approximate position 37 15 21.500N—76 01 46.750W with a flashing 4s red light and TR dayboards.

Rename/Renumber Cape Charles City Range B Front Light 8 (LLNR 21460) to Cape Charles City Range B Front Light (LLNR 21460). Remove TR on multi-pile structure.

Change Cape Charles City Wreck Light WR7 (LLNR 21490) to Cape Charles City Warning Daybeacon B with NW dayboards.

Establish Cape Charles City Light 7 in approximate position: 37 15 48.930N—76 01 48.370W, with flashing 2.5s green light and SG's on pile.

Change Cape Charles City Jetty Light (LLNR 21495) to a flashing 2.5s white light and NW dayboards.

Change Cape Charles City Light 11 (LLNR 21500) to Cape Charles City Daybeacon 9 (LLNR 21500) and relocate to approximate position: 37 15 57.740N—76 01 37.300W with SG's on pile.

Charts: 12221 12224

LNM: 09/20

**\*\*\*\*NC - BEAUFORT INLET – AID TO NAVIGATION CHANGES – PHASE 2\*\*\*\***

Based on the Waterway Analysis and Management System Review completed in March of 2019, the Coast Guard will commence Phase 2 of the renumbering and realignment of the Aids to Navigation in Beaufort Inlet during the first two weeks of April.

The following aid to navigation will be discontinued:

Morehead City Channel Lighted Buoy 20 (LLNR 29427)

Morehead City Channel Lighted Buoy 22 (LLNR 29445)

The below changes will be made to the following aid to navigation:

Morehead City Channel Lighted Buoy 19 (LLNR 29425) renumber to Buoy 15.

Morehead City Channel Lighted Buoy 18 (LLNR 29395) renumber to Buoy 16.

Morehead City Channel Lighted Buoy 21 (LLNR 29410) renumber to Buoy 17.

Morehead City Channel Lighted Buoy 23 (LLNR 29420) renumber to Buoy 19.

Morehead City Channel Lighted Buoy 24 (LLNR 29425) renumber to Buoy 20.

Morehead City Channel Lighted Buoy 25 (LLNR 29430) renumber to Buoy 21.

Morehead City Channel Lighted Buoy 27 (LLNR 29435/38525) renumber to Buoy 23.

Beaufort Harbor Channel Lighted Buoy 1BH (LLNR 34810) renamed Beaufort Harbor Channel Lighted Junction Buoy BH change to Fl(2+1) R 6s 4M and relocate to 34°42'06.555"N / 076°40'38.000"W

Phase 3, scheduled for May 2020, will consist of renumbering the remaining Beaufort Inlet Channel Buoys 15 through 17 which are located in the cutoff and will be relocated to best mark natural occurring deep water where USACE will also focus maintenance dredge operations. The Fort Macon Range will be discontinued and warning light will be placed on the structure until future removal is scheduled.

Mariners should monitor weekly Local Notice to Mariners for updates to project number 05-19-061.

Charts: 11520 11543 11544 11547

LNM: 07/20

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

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

Charts: 11520 11544 11548

LNM: 09/20

**SECTION VI - PROPOSED CHANGES**

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

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

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

**COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES**

Periodically, the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website: [https://www.navcen.uscg.gov/pdf/Inms/D05\\_Proposal\\_Feedback\\_Form.pdf](https://www.navcen.uscg.gov/pdf/Inms/D05_Proposal_Feedback_Form.pdf)  
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard with a request for comments as indicated.

LNM: 04/20

**\*\*\*\*MD – UPPER CHESAPEAKE CHANNEL – ELK RIVER – AIDS TO NAVIGATION CHANGES\*\*\*\***

The Coast Guard Fifth District is proposing to discontinue Worton Point Light (LLNR 8760), Howell Point Light (LLNR 8880) and Arnold Point Light (LLNR 9000) based on the other aids to navigation in the area, charting software, GPS and proliferation of AIS. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at [https://www.navcen.uscg.gov/pdf/Inms/D05\\_Proposal\\_Feedback\\_Form.pdf](https://www.navcen.uscg.gov/pdf/Inms/D05_Proposal_Feedback_Form.pdf)  
All comments will be carefully considered and are requested prior to April 20, 2020 to be considered in the analysis. Refer to project number 05-20-029(D)

Send comments to [CGD5Waterways@uscg.mil](mailto:CGD5Waterways@uscg.mil), or mail to:  
U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Albert Grimes  
Portsmouth, VA 23704

LNM: 09/20

Charts: 12273 12274

**\*\*\*\*NC – CAPE MAY TO CAPE HATTERAS – CURRITUCK LB6 AND BODIE ISLAND LB 8 – PROPOSAL TO DISCONTINUE\*\*\*\***

The Coast Guard Fifth District is proposing to discontinue Currituck Lighted Buoy 6 (LLNR 560) and Bodie Island Lighted Buoy 8 (LLNR 565) following the completion of the Atlantic Seacoast Waterways Analysis and Management System study, which considered navigation routes, AIS data, vessel training and carriage requirements, and the wide-spread use of technology such as GPS and charting software. Based on our review of this study, the vessel traffic and aids to navigation in the area, these buoys are no longer needed.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at [https://www.navcen.uscg.gov/pdf/Inms/D05\\_Proposal\\_Feedback\\_Form.pdf](https://www.navcen.uscg.gov/pdf/Inms/D05_Proposal_Feedback_Form.pdf)  
All comments will be carefully considered and are requested prior to May 4, 2020 to be considered in the analysis. Refer to project number 05-20-028(D)

Send comments to [CGD5Waterways@uscg.mil](mailto:CGD5Waterways@uscg.mil), or mail to:  
U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Ethan Coble  
Portsmouth, VA 23704

LNM: 10/20

Charts: 12200 12204

**SECTION VII - GENERAL**

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

**VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES**

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

Charts: 12210 12211

LNM: 04/17

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

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

Charts: 12222 12254

LNM: 19/16

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

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the

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

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 point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

LNM: 13/16

**DREDGING AND MARINE CONSTRUCTION CAUTIONS**

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

**NJ - BARNEGAT INLET TO OCEAN CITY- OFF SHORE - SURVEY ACTIVITIES**

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

Chart 12318

LNM: 04/20

**\*\*\*\*NJ - INTRACOASTAL WATERWAY - LITTLE EGG HARBOR TO CAPE MAY - INSHORE SURVEY ACTIVITIES\*\*\*\***

Ocean Wind Survey Vessel WILLIAM will be conducting inshore survey activities in vicinity of Ocean City, Atlantic City, and Great Egg Harbor Bay.

Chart 12316

LNM: 08/20

**\*\*\*\*NJ - INTRACOASTAL WATERWAY - GREAT SOUND - DREDGING\*\*\*\***

The Barnegat Bay Dredging Co. will be conducting maintenance dredging in Great Sound, Cape May County, NJ between the following coordinates: 39°04'34"N, 74°46'13"W and 39°05'53"N, 74°45'52"W. Project is scheduled to begin on or about March 13, 2020 with an estimated completion date of April 1, 2020. Dredge FULLERTON will monitor marine VHF channels 11, 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and reduce speed to minimize wake.

Chart 12316

LNM: 09/20

**NJ – INTRACOASTAL WATERWAY (NJICW) – ATLANTIC CITY - US40-322 - ALBANY AVENUE BRIDGE – CLOSED TO NAVIGATION**

The US40-322 (Albany Avenue) Bridge, at NJICW mile 70.0, across Inside Thorofare in Atlantic City, NJ will be closed to vessels requiring an opening on Friday May 15, 2020, from 5:00 p.m. to 8 p.m., and Saturday May 16, 2020 from 5 p.m. to 9 p.m., to accommodate the Inaugural Rock N' Roll 5k and Half Marathon. At all other times, the drawbridge will operate in accordance with the operating regulation set out in Title 33 Code of Federal Regulations Part 117.733 (f). The available vertical clearance in the closed position is approximately 10 feet above mean high water. Mariners able to pass under the closed span may do so and use caution when transiting the area.

Chart 12316

LNM: 10/20

**NJ – NEW JERSEY INTRACOASTAL WATERWAY - CAPE MAY CANAL – MAINTENANCE**

An engineering firm, on behalf of the New Jersey Department of Transportation, will be performing maintenance at SR 162 (CR 626/Seashore Road) Bridge, over NJICW, Cape May Canal, at mile 115.5, in Cape May, NJ. The maintenance will be conducted from 6 a.m. to 6 p.m.; Monday-Friday; from March 9, 2020, through March 20, 2020. A 20 x 40 foot work barge, a work boat, and a dive team will be around the vicinity of the bridge during work hours. Vessels can safely transit through the bridge, unrestricted, at any time. The work vessel and work barge may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 632-4832 or (215) 208-1759. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed.

Chart 12316

LNM: 10/20

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

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

Chart 12214

LNM: 33/19

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

A submerged object has been reported in the Schuylkill River near Mud Island. Mariners are advised to use extreme caution when transiting this portion of the Schuylkill River as depth at mean low low water could be hazardous to navigation. Vessels drafting over 25 feet should avoid this area and transit around the object. Minimum depth 31.6 feet at mean low low water. Approximate location 39°53.275063N, 075°11.698723W. Approximately 25 feet west of channel centerline.

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

Chart 12313

LNM: 02/20

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

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

Frankford Channel:

Minimum depth 39.7 feet at mean low low water.

Approximate location 40°0.931N, 075°2.099W.

Approximately 10 feet inside green toe.

Tacony Channel:

Minimum depth 39.8 feet at mean low low water.

Approximate location 40°1.019N, 075°1.720W.

Approximately on centerline of channel.

Mud Island Range:

Minimum depth 36.2 feet at mean low low water.

Approximate location 40°2.563N, 074°59.026W.

Approximately 25 feet east of channel centerline.

Edgewater Channel Object:

Minimum depth 37.1 feet at mean low low water.

Approximate location 40°04.32016N, 074°54.581715W.

Approximately 30 feet inside green toe.

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

Chart 12314

LNM: 52/19

**\*\*\*\*DE – CAPE HENLOPEN TO INDIAN RIVER INLET – LEWES AND REHOBOTH CANAL - SAVANNAH ROAD (BUSINESS ROUTE 9) BRIDGE – CLOSED TO NAVIGATION\*\*\*\***

The Delaware Department of Transportation, who owns and operates the Savannah Road (Business Route 9) Bridge, over Lewes and Rehoboth Canal, at mile 1.7, at Rehoboth, DE, has requested a temporary deviation from the current operating regulation for painting and mechanical work to be performed on the bridge. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 6:30 a.m. on Monday, March 9, 2020, thru 5 p.m. on Sunday, May 10, 2020. This deviation allows the bridge to remain in the closed-to-navigation position throughout the project. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 15 feet above mean high water; however, the maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to approximately 11 feet above mean high water throughout the maintenance period. Vessels able to transit through the bridge in the closed position with a reduced vertical clearance of approximately 11 feet above mean high water may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area.

Chart 12216

LNM: 09/20

**\*\*\*\*DE – CAPE HENLOPEN TO INDIAN RIVER INLET – LEWES AND REHOBOTH CANAL - REHOBOTH AVENUE (SR 1A) BRIDGE – CLOSED TO NAVIGATION\*\*\*\***

**\*\*\*\*DE – CAPE HENLOPEN TO INDIAN RIVER INLET – LEWES AND REHOBOTH CANAL - REHOBOTH AVENUE (SR 1A) BRIDGE – CLOSED TO NAVIGATION\*\*\*\***

The Delaware Department of Transportation, who owns and operates the Rehoboth Avenue (SR 1A) Bridge, over Lewes and Rehoboth Canal, at mile 6.7, Rehoboth, DE, has requested a temporary deviation from the current operating regulation for mechanical and structural work to be performed on the bridge. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 6:30 a.m. on Monday, March 16, 2020, thru 5 p.m. Sunday, May 24, 2020. This deviation allows the bridge to remain in the closed-to-navigation position throughout the project. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 16 feet above mean high water. Vessels able to transit through the bridge in the closed position may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area.

Chart 12216

LNM: 09/20

**DE – DELAWARE RIVER - CHESAPEAKE AND DELAWARE (C&D) CANAL – BRIDGE MAINTENANCE**

An engineering firm will be installing new fiber lines in the vicinity of the catwalk at the Reedy Point and Summit Bridges over the C&D Canal, at miles 1.0 and 9.7, in Reedy Point and connecting the cities of Newark and Dover, in New Castle County DE, respectively. The work will be conducted from 7 a.m. to 2 p.m., March 2, 2020, to March 31, 2020. Mariners are advised to use caution when transiting the area.

Charts: 12277 12311

LNM: 10/20

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

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

Chart 12211

LNM: 24/19

**MD – CHESAPEAKE BAY – ST JEROME NECK – FLOATING OYSTER CAGES**

St Jeromes Crossroads LLC will be establishing floating oyster cages within lease boundaries in approximate position 38-10-14.7N, 76-20-39.4W in 5.6 feet of water.

Chart 12233

LNM: 06/20

**\*\*\*\*MD – PATUXENT RIVER - MD 231 - PRINCE FREDERICK ROAD BRIDGE – INSPECTION\*\*\*\***

An engineering firm on behalf of the Maryland State Highway Administration will be performing an inspection at the MD 231 (Prince Frederick Road) Bridge, across Patuxent River, at mile 24.4, in Benedict, MD. The inspection will be conducted between Monday, March 9, 2020, and Thursday, April 30, 2020; Mon-Fri; from 9 a.m. to 3 p.m. The bridge inspection will require a 20 foot pontoon boat, and a 20 foot motor boat to work in and around the navigable channel. The vessels will be working in the navigation channel from March 23 through March 30. The inspection will not affect normal operations for the movable span at anytime. The vessels will be monitoring VHF channel 13, and the boat captain can be reached at (860) 459-5621. The inspection vessels can relocate with 15 minutes notice. Mariners should use extreme caution when transiting the area.

Chart 12264

LNM: 10/20

**\*\*\*\*MD – EASTERN BAY - MILES RIVER – OAK CREEK – MD 33 – ST MICHAELS ROAD – REDUCED VERTICAL CLEARANCE\*\*\*\***

The Maryland Department of Transportation State Highway Administration is cleaning/painting bridge number 2000200, MD 33 (St. Michaels Road) over Oak Creek in the Newcomb area of Talbot County. Scaffolding hung from all spans will reduce existing clearance by four (4) feet. This reduced clearance will be in effect from February 8, 2020 through April 1, 2020.

Chart 12270

LNM: 06/20

**\*\*\*\*MD – EASTERN BAY – COVE CREEK – DREDGING\*\*\*\***

Maintenance dredging will take place in the entrance to Cove Creek Club Marina between 15 Mar and 15 Apr 2020. Contact Mark McCloy at 410-643-4868 for any questions or additional information.

Chart 12270

LNM: 11/20

**\*\*\*\*MD – SEVERN RIVER – ENTRANCE TO LAKE OGLETON – DREDGING\*\*\*\***

Maintenance dredging operations are scheduled to occur in the entrance channel to Lake Ogleton, Anne Arundel County, MD from March 15, 2020, until May 31, 2020. Approximate position latitude 38°57'7.89"N, longitude -76°27'27.98"W. Dredging will take place in the entrance channel to Lake Ogleton with barges moving in and out of the channel transporting dredge spoils. The channel width will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat "Big C Too" and our dredge can be contacted on marine band radio VHF-FM channels 13 and 16. Alternatively, we can be reached by phone at 410-867-0200.

Chart 12283

LNM: 10/20

**MD – ANNAPOLIS HARBOR – SPA CREEK – S181/6TH STREET BRIDGE – CLOSED TO NAVIGATION\*\*\*\***

The S181 (6th Street) Bridge over Spa Creek, mile 0.4, in Annapolis, MD, will be maintained in the closed-to-navigation position from 8 a.m. to 6 p.m., on Tuesday, March 17, 2020 and Friday, March 20, 2020, to perform bridge inspections. The movable span will be opened upon request for passage of vessels. Mariners should use caution when transiting the area.

Chart 12283

LNM: 10/20

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

Geotechnical drilling operations in support of the Harry W. Nice Memorial – Thomas "Mac" Middleton Bridge replacement project are scheduled to commence in the Potomac River between Newburg MD and Dahlgren VA on or about January 28, 2020. This phase of work will consist of drilling rigs on two spud barges and support vessels at various locations across the river north of the existing bridge, including two locations (future bridge piers) within the Federal navigation channel. This work will be conducted 24-hours per day Monday through Saturday with Sunday work possible, pending weather delays. Marine equipment on site will include the "CT511" (a 30x120 self-spudding deck barge), "H3090" (a 30x90 self-spudding deck barge), and the "Annie G" (a 25-foot push boat). Mariners are urged to use caution when transiting the area and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact vessels Annie G or CT511 via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or call Bob Stothoff at 201.433.9797 or 201.704.8844 for information. Borings will be conducted in the approximate locations Pier 43, Pier 44, Pier 45.

Chart 12287

LNM: 03/20

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

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

Charts: 11009 12200

LNM: 50/19

**\*\*\*\*DC - ANACOSTIA RIVER – SEDIMENT SAMPLING OPERATIONS\*\*\*\***

Sediment boring operations are scheduled to occur at various locations in the Anacostia River March 3-30, 2019. The work will occur immediately upstream of the 11th Street Bridge to the Benning Bridge at Washington, DC. The work will include use of a manually-operated clamshell sediment sampler staged from two 18-foot aluminum flat-bottom boats, under limited engine power, anchored at sampling locations in the waterway. The operations will occur during daylight only, returning to Eastern Power Boat Club Marina before dark. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed needed to maintain safe course near the sediment sampling sites, located along the entire Anacostia River waterway starting at confluence with Potomac River. Interested mariners can contact the AECOM vessel on scene via VHF-FM channel 16.

Chart 12289

LNM: 08/20

**\*\*\*\*VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION\*\*\*\***

Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County Virginia. Operations will begin on March 25th, 2020 and continue until February 2021. The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in-front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51'10.06"N, 75°27'41.12"W. Contact Francisco J. Juelle for more information at 787-238-3243 or fjuelle@chcivil.com.

Chart 12210

LNM: 11/20

**\*\*\*\*VA – CHINCOTEAGUE INLET TO GREAT MACHIPONCO INLET – QUINBY CHANNEL – SHOALING\*\*\*\***

Norfolk District Army Corp of Engineers Survey of Quinby Creek; dated 11 Feb 2020, indicated significant shoaling with least depth of 6.0'MLLW at Quinby Channel Buoy 13 (LLNR 6775) to 1.2'MLLW at Quinby Channel Light 19 (LLNR 6785). VA BNM 040-20.

Chart 12210

LNM: 09/20

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

Survey work in the vicinity of the Hampton Roads Bridge Tunnel (HRBT) continues and is now taking place in waters between the bridge tunnel's north and south islands. Coast Guard Sector Virginia will broadcast specific updates on planned survey work if located in or near the channel on VHF Channel 22A at 6:20 a.m. and 9:30 p.m. local time each day. Vessels on-scene in support of the geotechnical borings will be restricted in their ability to maneuver while boring. Concerned traffic can contact the lift boat RAM VII or RAM XV or tug SHAWN MILLER on VHF-FM Channel 16 and 13. Mariners are requested to use caution when transiting the area.

Chart 12245

LNM: 03/20

**\*\*\*\*VA – HAMPTON ROADS – CRANEY ISLAND – NORFOLK NAVAL STATION - MILITARY TRAINING\*\*\*\***

Naval Station Norfolk, NAVSTA Harbor Security will be conducting training March 18, 2020 directly North of the Craney Island Disposal Area and in the vicinity of Norfolk Naval Station Piers 1 to 4. The exercise will take place March 18 from 8:00 am to 3:00 pm in approximate position 36 55' 47" N 76 22' 27"W. For additional information contact MA1(EXW/SW/AW) Bryan Davies 360-471-2220 or on VHF-FM channels 14 and 72 during the exercises.

Chart 12245

LNM: 11/20

**\*\*\*\*VA – HAMPTON ROADS – CRANEY ISLAND – NORFOLK NAVAL STATION - MILITARY TRAINING\*\*\*\***

Naval Station Norfolk, NAVSTA Harbor Security will be conducting training March 24, 2020 directly North of the Craney Island Disposal Area and in the vicinity of Norfolk Naval Station Piers 1 to 4. The exercise will take place March 18 from 8:00 am to 3:00 pm in approximate position 36 55' 47" N 76 22' 27"W. For additional information contact MA1(EXW/SW/AW) Bryan Davies 360-471-2220 or on VHF-FM channels 14 and 72 during the exercises.

Chart 12245

LNM: 11/20

**\*\*\*\*VA – HAMPTON ROADS – CRANEY ISLAND – WILLOUGHBY BAY - MILITARY TRAINING\*\*\*\***

Naval Station Norfolk, NAVSTA Harbor Security will be conducting training March 30 to April 3rd directly North of the Craney Island Disposal Area and in the vicinity of Norfolk Naval Station Willoughby Bay. The exercise will take place March 30 to April 3, 2020 from 8:00 am to 3:00 pm each day in approximate position 36 57' 02" N, 76 17' 15"W. For additional information contact MA1(EXW/SW/AW) Bryan Davies 360-471-2220 or on VHF-FM channels 14 and 72 during the exercises.

Chart 12245

LNM: 11/20

**VA – ELIZABETH RIVER – SOUTHERN BRANCH – IVO JORDAN BRIDGE - MARINE CONSTRUCTION**

Beginning February 17 through March 31, 2020 Seaward Marine Corporation in conjunction with Atlantic Wood Industries will be installing pipe piles at the west side of the of the Southern Branch on the Elizabeth River at Mile Marker 2.5 on the ICW. More precisely at the west wall parallel with the Elizabeth River at the Jordan Bridge on the Portsmouth, VA side. All Mariners are requested to maintain a slow bell and adhere to the no wake zone when transiting north and south bound and remain a safe distance away from any crane barges working at the job site. Construction will be well west of the navigable channel of the ICW. Any vessels working with the construction crews and the job Superintendent will be monitoring VHF-M channels 13 and 16. For more information or questions contact Eric Wiedemann Project Manager 757-288-7824.

Chart 12206

LNM: 06/20

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

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

Chart 12206

LNM: 51/19

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

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

Chart 12225

LNM: 04/20

**\*\*\*\*VA – OFFSHORE - CAPE HENRY – DEMARCATION BUOYS\*\*\*\***

Costal Virginia Offshore Windfarm will deploy 6 Special Demarcation Buoys to identify an offshore work zone where Wind Turbines and foundations will be installed. The buoys are yellow with a flashing 4 second yellow light. The offshore work zone is established approximately 25 nautical miles east of Cape Henry. The deployment of the 6 buoys is expected to occur between April 2 and April 8, 2020, weather permitting. The special mark demarcation buoys will be moored in the positions listed below until construction activities are complete.

- 1: 36.89930272N, 75.49596563W
- 2: 36.89151042N, 75.49586571W
- 3: 36.88371811N, 75.49576582W
- 4: 36.89937589N, 75.4878969W
- 5: 36.89156380N, 75.48777294W
- 6: 36.88375170N, 75.48764900W

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200

LNM: 10/20

**\*\*\*\*VA – OFFSHORE - CAPE HENRY – WAVE BUOY\*\*\*\***

The Costal Virginia Offshore Wind (CVOW) Pilot project will deploy a wave buoy approximately 25 nautical miles east of Cape Henry in approximate position 36.89166000N, 75.48576900W. The deployment of the wave buoy is expected to occur on March 20, 2020, weather permitting and the buoy will be moored in the position until September 30, 2020. The wave buoy is yellow, discus shaped with solar panels. On the buoy hull is a tower structure with instrumentation and a yellow light flashing (5) every 20 seconds. For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200

LNM: 10/20

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

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

Chart 12207

LNM: 03/20

**\*\*\*\*VA – OFFSHORE – VIRGINIA BEACH - FIBER OPTIC CABLE INSTALLATION\*\*\*\***

The OSV CECILIA will be installing DUNANT, a fiber optic cable on the seabed floor from an on shore landing point at approximately 36 49 2.431N, 75 58 4.9872W, near the Croatian Parking Lot, eastward approximately 32 km to 36 49 38.91N, 75 36 31.47W. Work will be conducted 24 hours a day, 7 days a week from 29 Mar to 20 Apr 2020. The CECILIA may be contacted on VHF-FM 16 and 13. For more information or questions, contact Kathryn Waters at 603-380-5048.

Chart 12200

LNM: 11/20

**\*\*\*\*VA – OFFSHORE - CAPE HENRY – WORK ZONE - BUOYS\*\*\*\***

Costal Virginia Offshore Windfarm will deploy 6 Special Demarcation Buoys to identify a near shore work zone where a subsea cable will be installed. The near shore work zone is approximately 1/2 to 1 NM offshore of Camp Pendleton in Virginia Beach. The buoys are yellow with a flashing 4 second yellow light. The deployment of the 6 buoys is expected to occur between April 2 and April 8, 2020, weather permitting. The buoys will be moored in the positions listed below until construction activities are complete.

- 1: 36.81758618N, 75.9588702W
- 2: 36.81827894N, 75.95159114W
- 3: 36.81848040N, 75.94542453W
- 4: 36.81577617N, 75.94539127W
- 5: 36.81566732N, 75.95155881W
- 6: 36.81561423N, 75.95884564W

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200

LNM: 10/20

**\*\*\*\*VA – NC – CAPE HENRY TO COROLLA TO OREGON INLET – OFFSHORE SURVEYING\*\*\*\***

The GERRY BORDELON will be conducting surveying, seabed mapping and other work offshore. The main survey area is: 43nmi SE of the Cape Henry lighthouse. 37nmi NNE of Oregon Inlet, NC. 26nmi E of Corolla, NC. Survey Corridor to Shore: a series of lines from the main survey area at 43nmi SE of the Cape Henry Lighthouse to shore approximately 11nmi S of the Cape Henry Lighthouse. Main survey area stretches from 36d 08' N to 36d 28' N and 75d 20' W to 75d 00' W. At times the vessel will also be engaged in benthic sampling of the seabed and will be stationary while grab

**\*\*\*\*VA – NC – CAPE HENRY TO COROLLA TO OREGON INLET – OFFSHORE SURVEYING\*\*\*\***

samples are collected. Towed Survey Equipment may extend up to 1000 feet behind the vessel. The GERRY BORDELON will be restricted in her ability to maneuver and requests a 1 NM CPA. Survey work will be conducted 24 hours a day, seven days a week until 29 Feb. See Enclosure 5 for more information. For questions, contact James Hougham at 713-690-4900.

Chart 12207

LNM: 06/20

**\*\*\*\*NC – CURRITUCK BEACH LIGHT TO WIMBLE SHOALS – PROPOSED BRIDGE\*\*\*\***

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Turnpike Authority and North Carolina Department of Transportation with plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

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

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

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

A copy of Preliminary Public Notice D05PPN-04-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at <https://www.navcen.uscg.gov/-pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice in the web site no later than March 24, 2020.

Chart 12204

LNM: 07/20

**NC – OFFSHORE – CAPE HATTERAS – SUB-SURFACE MOORING**

On or about 3 Sep 2019, NOAA and UNC will deploy a sub-surface current meter approximately 22NM East of Cape Hatteras in position 35.1374 N, 75.0940 W. The top of the current meter will be approximately 100 meters below the waters surface. The meter will remain on station until Jun 2020. For more information or questions, contact Eric Breuer at 757-272-4057.

Charts: 11520 11555 12200

LNM: 33/19

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

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

Chart 12205

LNM: 18/16

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

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

(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47"- N, 75°32'41"- W, then southeast to 35°46'37"- N, 75°32'33"- W, then southeast to 35°46'09"-N, 75°31'59"- W, then southeast to 35°46'03"- N, 75°31'51"- W, then southeast to 35°46'01"- N, 75°31'40"- W (NAD 1983) in Dare County, NC.

(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. Captain of the Port means the Commander, Sector North Carolina. Demolition crews means persons and vessels involved in support of demolition.

(c) Regulations. (1) The general regulations governing safety zones in §165.23 apply to the area described in paragraph (a) of this section.

(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.

(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.

(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.

(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).

(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2020.

(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

Chart 12205

LNM: 31/19

**\*\*\*\*NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING\*\*\*\***

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

Chart 11545

LNM: 11/20

**\*\*\*\*NC – MOREHEAD CITY HARBOR – DREDGING\*\*\*\***

Cottrell Contracting Corporation of Chesapeake, Virginia, Dredge ROCKBRIDGE will be conducting dredging operations within Morehead City Harbor. (East Leg & Berths 1, 2 & 3) (Range C) Morehead City Channel between Morehead City Channel Lighted Buoy 24 (LLNR 29460) and Morehead City Channel Lighted Buoy 27 (LLNR 29470) from March 11, 2020 to April 13, 2020.

**\*\*\*\*NC – MOREHEAD CITY HARBOR – DREDGING\*\*\*\***

Chart 11547

LNM: 11/20

**\*\*\*\*NC – NEUSE RIVER AND UPPER PART OF BAY RIVER – TRENT RIVER\*\*\*\***

The highway drawbridge – U.S. 70 (East Front Street/Alfred C. Cunningham) Bridge across Trent River, at mile 0.0, at New Bern, NC, will be maintained in the closed-to-navigation position to facilitate the 2020 Neuse River Bridge Run. The bridge will remain in the closed position from 6:30 a.m. through 10 a.m. on Saturday, March 28, 2020. The bridge will be able to open for emergencies, if five-minute prior notice is given and there is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.843 (a). Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 11552

LNM: 11/20

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):  
NONE SCHEDULED.

Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when

Boating in this area. This area will not be patrolled by Military Personnel or vessels.

Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548 11552

LNM: 51/17

**\*\*\*\*NC – INTRACOASTAL WATERWAY - BROWNS INLET CROSSING\*\*\*\***

Goodloe Marine dredge "Tenacious" will be conducting dredging operations on the AIWW at Browns Inlet crossing in North Carolina until approximately 1 Apr 2020. Shoal material will be dredged and pumped thru an 18" pipeline, which will extend from the AIWW channel to a beach placement area on Onslow Beach. Mariners are cautioned to proceed slowly past the dredging area since the dredge, workboats, barges, pipelines, cables and buoys will be in and out of the channel. The dredge can be contacted on channel 16 and 65 for passing instructions. For additional information, contact Ben Goodloe at 813-355-7494.

Chart 11541

LNM: 09/20

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

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

Charts: 11542 11543

LNM: 24/19

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

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

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

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

The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods:

None scheduled.

The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY

STONE CREEK SECTOR

STONE BAY SECTOR

WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

TRAPS BAY SECTOR

COURTHOUSE BAY SECTOR

STONE BAY SECTOR

GREY POINT SECTOR

EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY

MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY

JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY

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

NONE SCHEDULED.

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

NONE SCHEDULED.

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

Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.

Range Control Boats, MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543

LNM: 01/16

**\*\*\*\*NC – CAPE FEAR RIVER - NORTHEAST CAPE FEAR RIVER – US74/SR 133 ISABEL S. HOLMES BRIDGE – CLOSED TO**

\*\*\*\*NC – CAPE FEAR RIVER - NORTHEAST CAPE FEAR RIVER – US74/SR 133 ISABEL S. HOLMES BRIDGE – CLOSED TO NAVIGATION\*\*\*\*

The US 74/SR 133 (Isabel S. Holmes) bridge, over Northeast Cape Fear River, mile 1.0, at Wilmington, NC, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The maintenance which began in September 2019, will continue to maintain the bridge in the closed position 24 hours a day, 7 days a week, through 12:01 a.m. on June 30, 2021. The bridge will open on signal for daily scheduled openings at 6 a.m., 10 a.m., 2 p.m. and 7 p.m., if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). The bridge will open on signal for vessels unable to safely transit the bridge during a scheduled opening, due to the vessel's draft, if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). During the maintenance period, a work platform will be located underneath the bridge which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced vertical clearance may do so, if at least a 30 minute notice is given, to allow for navigation safety. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (910) 251-5774 or 561-232-9773. Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 11537

LNМ: 11/20

**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
5310	<i>Chincoteague Channel Lighted Buoy 9</i>	37-52-26.451N 075-25-02.695W	Q G		4	Green.	11/20
*							
5315	<i>Chincoteague Channel Lighted Buoy 10</i>	37-52-41.902N 075-24-39.739W	Fl R 2.5s		4	Red.	11/20
*							
6730	Quinby Creek Warning Daybeacon A	37-27-49.734N 075-40-11.604W				NW on multi-pile structure worded DANGER PILE.	11/20
*							
6735	Quinby Creek Warning Daybeacon B	37-27-54.024N 075-40-50.460W				NW on multi-pile structure worded DANGER PILE.	11/20
*							
6740	Quinby Channel Buoy 2						Remove from list.
							*
6743	Quinby Creek Warning Daybeacon C	37-29-31.758N 075-41-16.710W				NW on pile worded DANGER.	11/20
*							
6745	Quinby Creek Warning Daybeacon D	37-30-10.878N 075-42-06.102W				NW on single pile structure worded DANGER.	11/20
*							
6750	Quinby Creek Warning Daybeacon E	37-30-26.502N 075-42-58.700W	*	*	*	NW on multi pile structure worded DANGER.	11/20
*							
6755	Quinby Creek Warning Daybeacon F	37-30-44.137N 075-43-02.976W				NW on pile worded DANGER.	11/20
*							*

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
6760	Quinby Creek Warning Daybeacon G	37-31-09.252N 075-43-03.834W				NW on multi-pile structure worded DANGER.	11/20
	*		*	*	*	*	
6765	Quinby Creek Warning Daybeacon H	37-31-15.119N 075-43-06.216W				NW on pile worded DANGER.	11/20
	*					*	
6766	Quinby Channel Buoy 9A						Remove from list.
							*
6767	Quinby Channel Buoy 10						Remove from list.
							*
6770	Quinby Creek Warning Daybeacon I	37-31-33.420N 075-43-23.640W				NW on multi-pile structure worded DANGER.	11/20
	*					*	
6774	Quinby Channel Buoy 12						Remove from list.
							*
6775	Quinby Channel Buoy 13						Remove from list.
							*
6776	<i>Quinby Channel Lighted Buoy 15</i>						Remove from list.
							*
6777	Quinby Channel Buoy 16						Remove from list.
							*
6780	<i>Quinby Channel Lighted Buoy 17</i>						Remove from list.
							*
6785	Quinby Creek Warning Daybeacon J	37-32-51.978N 075-43-50.532W				NW on multi-pile structure worded DANGER.	11/20
	*		*	*	*	*	
13100	BACK RIVER CHANNEL LIGHT 25	37-05-08.588N 076-20-09.726W	Fl G 2.5s	15	4	SG on pile.	11/20
	*						
27110	<i>Middle River Lighted Buoy 1MR</i>	39-16-21.640N 076-20-10.710W	Q G		4	Green.	Replaced by LIB of reduced intensity from Dec. 1 to Mar. 15.
	*						
28055	Oregon Inlet Buoy 17	35-46-11.015N 075-32-11.108W				Green can.	11/20
	*						
28305.1	Walter Slough Buoy 2A	35-47-16.665N 075-34-18.263W				Red nun.	11/20
	*						
39597	New River - Cape Fear River Buoy 121	34-15-00.424N 077-46-54.386W				Green can with yellow square.	11/20
	*						

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
39598	New River - Cape Fear River Buoy 121A	34-14-55.471N 077-46-58.655W				Green can with yellow square.	11/20
39635	NEW RIVER - CAPE FEAR RIVER LIGHT 129A	* 34-11-16.920N 077-49-42.745W	Fl G 2.5s	15	4	SG-SY on pile.	11/20

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**ENCLOSURES**


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**Enclosures**

1. Summary of Shoaling.
  2. Summary of Bridge Regulations/Construction/Permits.
  3. Summary of Dredging and Construction.
  4. Summary of Marine Events.
  5. VA - NC Offshore Surveying.
  6. USCG Navigation Rules and Regulations Handbook Ammendment Notification.
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# **SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT**

## **NEW OR UPDATED INFORMATION**

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

## **NEW JERSEY SHOALING**

### **NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING**

Shoaling has been located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently 5 - 6ft at MLW.

Chart 12316

### **NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING**

Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) IVO Beach Haven between NJICWW LT 130 (LLNR35536) and NJICWW LT 132 (LLNR 35550). Shoaling is visible at low tide and extends approximately 20yds into the channel, mariners are advised to use extreme caution when transiting the area.

Chart 12316

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

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

NJICWW Light 4 (LLNR 34995).

NJICWW Light 38 (LLNR 35115).

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

NJICWW Daybeacon 49 (LLNR 35108).

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

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

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

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

IVO NJICWW Daybeacon 221 (LLNR 35867).

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

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

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

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

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

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

Chart 12316, 12324

### **NJ – SALEM RIVER – SHOALING**

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

Chart 12311

## **PENNSYLVANIA SHOALING**

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

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

Chart 12312

### **PA – NJ – CHESTER RANGE – SHOALING**

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

Chart 12312

## **DELAWARE SHOALING**

### **DE – MURDERKILL RIVER – SHOALING**

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

Chart 12304

### **DE- INDIAN RIVER BAY – SHOALING**

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

Chart 12216

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

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

Chart 12216

## **MARYLAND SHOALING**

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

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

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

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

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

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

### **MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING**

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

### **MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT – FLAG HARBOR – SHOALING**

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

### **MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING**

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

### **MD - POTOMAC RIVER – ST. PATRICK CREEK – SHOALING**

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

### **MD – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER**

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

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

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

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

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

### **MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING**

Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555). MD-NCR BNM 006-20  
Chart 12228

### **MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING**

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

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

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

**MD – FISHING BAY – FARM CREEK – SHOALING**

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

**VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING**

U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.  
Chart 12286

**VIRGINIA SHOALING**

**VA – FENWICK ISLAND TO CHINCOTEAGUE INLAT – SINEPUXENT BAY – SHOALING**

Shoaling has been located 200 yds south of Sinepuxent Bay Buoy 11B (LLNR 5050). Lowest recorded depth is 1.8 feet across the entire channel.  
Chart 12211

**VA – CHINCOTEAGUE CHANNEL – SHOALING**

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

**VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE – BRADFORD BAY – SHOALING**

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

**VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING**

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

**VA – NANDUA CREEK**

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

**VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING**

There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot.  
Chart 12210

**VA – VIRGINIA INSIDE PASSAGE (VIP)**

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

**VA – LYNNHAVEN INLET - LONG CREEK – SHOALING**

Norfolk District Army Corps Of Engineers Survey on 19 February 2020, indicated significant shoaling IVO of Lynnhaven Turning Basin and Long Creek. North east of Long Creek 1LC (LLNR 10160), found least depths at 1.9'. South east of Long Creek 1LC (LLNR 10160), found least depths at 5.5'. Found least depths at 2' between Long Creek Light 2 (LLNR 10165), and the entrance of Lynnhaven River.  
Chart 12254

**VA - GREAT BRIDGE TO ALBEMARLE SOUND - INTRACOASTAL WATERWAY – SHOALING**

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

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

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

**VA – RAPPAHANNOCK RIVER ENTRANCE – QUEENS CREEK – SHOALING**

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

**VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING**

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

**VA – HAMPTON ROADS - WILLOUGHBY BAY**

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

**VA – PAGEN RIVER – SHOALING**

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

**VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE – DAVIS CREEK – SHOALING**

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

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

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

**VA – CHESAPEAKE BAY – BACK RIVER – SHOALING**

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

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

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

**VA – GREAT WICOMICO RIVER – SHOALING**

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

**VA – RAPPAHANNOCK RIVER – SHOALING**

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

**VA - RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING**

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

**VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING**

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

**VA - CHESAPEAKE BAY - POCOMOKE SOUND - DEEP CREEK – SHOALING**

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

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

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

#### **VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING**

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

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

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

#### **VA - UPPER POTOMAC RIVER - POTOMAC CREEK - SHOALING**

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

#### **VA - RUDEE INLET - SHOALING**

Survey dated 10 Mar 2020. Shoaling, least depth 6.6', for the width of the channel starting approximately 370' west of the ends of the jetties extending eastward for approximately 300'.

### **NORTH CAROLINA SHOALING**

#### **NC - OREGON INLET - SHOALING**

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

#### **NC - OREGON INLET - SHOALING**

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

#### **NC - HATTERAS INLET - SHOALING**

Shoaling is occurring near Hatteras Inlet Channel Lighted Buoy 12A (LLNR 28732.1) and Hatteras Inlet Channel Lighted Buoy 17 (LLNR 28753). Reported water depths of less 5 feet. NC BNM 477-19  
Chart 11555

#### **NC - HATTERAS INLET CHANNEL - SHOALING**

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

#### **NC - BARNEY SLOUGH - SHOALING**

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

#### **NC - OCRACOKE INLET - BIG FOOT SLOUGH - SHOALING**

Shoaling exists IVO Big Foot Slough Channel Buoy 11 (LLNR 29070). NC BNM 464-19

#### **NC - BARDEN INLET - BACK SOUND - SHOALING**

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

#### **NC - CORE SOUND - HARKERS ISLAND - THE STRAITS - SHOALING**

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

#### **NC - BEAUFORT HARBOR - SHOALING**

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

#### **NC - BOGUE INLET - SHOALING**

After review of the USACE Survey of 12 FEB 2020, shoaling exist inside Bogue Inlet. Depths as low as 4ft MLW may be encountered IVO Bogue Inlet Buoy 13A (LLNR 29558). Mariners should exercise extreme caution when navigating this area and to refer to most recent USACE Survey available at <https://www.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFTCFR/>  
Chart 11541

**NC – BOGUE SOUND – SHOALING**

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

**NC – BOUGE SOUND – PELETIER CREEK – SHOALING**

Severe shoaling has been reported in Peletier Creek near Bogue Sound to a depth of 3 ft MLW. Aids to navigation have been removed, and Peletier Creek Entrance DBN 1 (LLNR 38820) and Entrance DBN 5 (LLNR 38835) have been converted to non-lateral warning aids. NC BNM 545-18  
Chart 11541

**NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING**

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

**NC - CORE SOUND - WAINWRIGHT SLOUGH - SHOALING**

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

**NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING**

Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18  
Chart 11553

**NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING**

Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 282-19  
Chart 11541

**NC - NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET**

Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

**NC – NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – NEW RIVER INLET CROSSING**

Shoaling in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19  
Chart 11542

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

USACE Survey. Shoaling exists inside the ICW at Browns Inlet Crossing to depths of less than 1FT Mean Low Water (MLW). Floating aids to navigation mark route around shoal. Depths of less than 5 FT MLW may be encountered. Mariners should refer to most recent USACE survey available at <https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFTCFR/> NC BNM 024-20  
Charts 11541

**NC - NEW TOPSAIL INLET – SHOALING**

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

**NC – BANKS CHANNEL – SHOALING**

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

**NC – CAROLINA BEACH INLET – SHOALING**

Significant shoaling exists in Carolina Beach Inlet to a depth of less than 2 feet at mean low water in the area of Carolina Beach Inlet Buoy 7 (LLNR 30295) and Carolina Beach Inlet Buoy 9 (LLNR 30305). These aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. NC BNM 295-19  
Chart 11541

**NC - SNOWS CUT - SHOALING**

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

**NC – LOCKWOODS FOLLY INLET – SHOALING**

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

**NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER**

Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54'25.55"N, 078-23'4.41"W. Shoaling is across the entire channel.  
Chart 11534

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

(Yellow indicates new item)

## CURRENT PROJECTS

### Permits:

#### SECTOR DELAWARE BAY

- **Delaware**

Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)

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

Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)

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

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

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

- **Pennsylvania**

Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MT)

Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

#### SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland –**

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

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

- **Washington DC –**

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

- **Virginia (Northern)**

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

#### SECTOR VIRGINIA

- **Virginia (Southern)**

Western Branch of the Elizabeth River – Churchland Bridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)

#### SECTOR NORTH CAROLINA

- **North Carolina**

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

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

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

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

Currituck Sound - All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Turnpike Authority and North Carolina Department of Transportation with plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

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

**CHARACTER OF WORK:** The proposed project is to construct a new bridge across Currituck Sound from the mainland to the Outer Banks.

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

A copy of Preliminary Public Notice D05PPN-04-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than **March 24, 2020**. (MB)

Regulations:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- Virginia (Southern) - None

SECTOR NORTH CAROLINA

- North Carolina – None

Construction, et al:

SECTOR DELAWARE BAY

- Delaware  
Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)
- New Jersey (Central & Southern)  
Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution. (KB)  
New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)  
New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 30 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)  
Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)  
New Jersey Intracoastal Waterway (NJICW), Ingram Thorofare - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from September 1, 2019, to May 25, 2021. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33ft above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)  
Manasquan River - New Jersey Route 35 Bridge – Bridge will remain in the closed-to-navigation position from Monday, January 20, 2020, to Friday, March 27, 2020, to facilitate replacement of the motor control center, which incorporates the main power distribution and electrical control for the bridge. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 30 feet above mean

high water. The bridge will be able to open for emergency vessels from Mon-Fri, from 7 a.m. to 4 p.m., if at least a 1-hour notice is given, and at all other times for the duration of the project, if at least a 4-hour notice is given. Mariners may contact the Bridge operator at the Route 88 Inland Waterway Canal at 732-899-9341 to request emergency bridge openings for this location. Mariners should use caution when transiting the area. (MB)

**Delaware River - SR 73 (Tacony-Palmyra) Bridge - Bridge maintenance will be conducted from February 12, 2020, to April 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance will require a 2-hour advance notice for all requested bridge openings during the entire maintenance period. The project supervisor can be reached at (856) 429-3400. The bridge tender may be reached on VHF-FM channels 13 or 16. The movable span shall be unable to open for an emergency during the specified working hours unless a 2-hour notice is provided. Mariners are urged to use caution when transiting the area. (MB)**

#### **Pennsylvania –**

**Schuylkill River - Grays Ferry Railroad Bridge - Modification (pedestrian bridge) activities which began June 2018, are expected to finish on May 1, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-651-6278 or 215-783-2262. Mariners should use extreme caution when transiting the area. (MT)**

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

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

#### **SECTOR MARYLAND-NATIONAL CAPITAL REGION**

##### **• Maryland**

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

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

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

##### **• Washington DC**

**Potomac River - Arlington Memorial Bridge - Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). From Monday, March 16 through Friday, April 4, 2020, the temporary channel will be located under Arch 3, due to marine construction under Arch 5 and Arch 4. On Saturday, April 5, 2020, the temporary channel will be reverted back to Arch 4. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS)(RH)**

##### **• Virginia (Northern) - None**

#### **SECTOR VIRGINIA**

##### **• Virginia (Southern)**

**Queens Creek - I-64 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum**

15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

Elizabeth River – Eastern Branch - Route 460 (Campostella Road) Bridge – Bridge has been damaged. The cluster pile causing the obstruction to the navigational channel in the vicinity of the northwest side of the Campostella Bridge has been removed. Even with the obstruction removed, the northwest corner of the fender system remains heavily damaged and unstable rendering it susceptible to continued failure and exposes the northwest quadrant of the bridge support structure. Mariners should continue to favor the south side of the channel to the extent possible to maintain safe speed, water depth, and maneuverability. Based on the most recent report, The Captain of the Port Sector Hampton Roads has set the horizontal clearance within the bridge span to 120 feet. Mariners are advised the fender system lights have been verified in the following condition: northwest fender light (missing), southwest fender light (extinguished), southeast fender light (extinguished), northeast fender light (working). Both bridge centerline lights are operational. Plans to fix the damaged section of fender system are ongoing. Waterways users should not anticipate repairs being complete before March 31, 2020. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division duty phone at (757) 374-3408 or HamptonRoadsWaterways@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 16 or at 757-483-8567. (MB)

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

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

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

Pamunkey River - US 30 (Eltham Road) Bridge – Bridge inspection personnel will be on-scene from December 02, 2019, to December 27, 2019. The inspection will require the use of an under-bridge inspection vehicle/snooper truck on the roadway and safety boat in the navigable channel each day from 8 a.m. to 5 p.m. The inspection crew is requesting a 10-minute advance notice for an opening to allow inspection personnel and equipment to relocate from the moveable span. The bridge tender may be reached on VHF/FM CH 13. Mariners should use caution when transiting the area. (KB)

## SECTOR NORTH CAROLINA

- North Carolina

Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by January 31, 2020. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bridge bents) and bridge bents 20 and 21 (span 21) on the new bridge. The approximate limiting navigation clearances are 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 22 and 23 (span 23) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. (HP)

Atlantic Intracoastal Waterway (Bogue Sound) - SR 1184 (Atlantic Beach Bridge) Bridge – Bridge maintenance, which began October 2018, will continue to be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; through November 30, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational span of the bridge performing concrete repairs through November 30, 2020. During work hours, the crane barge, material barge, several tugs, several work vessels and platforms will be located within the navigation span performing work on the fender system through March 31, 2020. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Vessels that require the snooper truck to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than 30 minutes prior to navigating through the bridge. The tugs, barges, and work vessels and platforms will reduce the horizontal clearance in the navigation span to approximately 38 feet. Vessels that require the tugs, barges, and work vessels and platforms to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than one hour prior to navigating through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 231-8589. Mariners should use extreme caution navigating through the area. (MT)

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

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The maintenance, which began in September 2019, will continue to maintain the bridge in the closed position 24 hours a day, 7 days a week, through 6:59 p.m. on February 1, 2020. The bridge will open on signal for daily scheduled openings at 6 a.m., 10 a.m., 2 p.m. and 7 p.m., if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). The bridge will open on signal for vessels unable to safely transit the bridge during a scheduled opening, due to the vessel's draft, if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). During the maintenance period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced vertical clearance may do so, if at least a 30-minute notice is given, to allow for navigation safety. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (813) 376-1285. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge - As part of the bridge closures and maintenance ongoing until June 30, 2021, the following maintenance will be conducted from 6 a.m. to 6 p.m.; Monday-Saturday; from December 16, 2019, through February 15, 2020. During this maintenance period, an 80-foot work barge, a 50-foot crane barge, two 24-foot work vessels, and divers will be in the vicinity of the bridge which will reduce the horizontal clearance of the bridge to approximately 50 feet or may occupy up to the entire navigational channel. During complete channel closures, a safety zone will be in effect and the public will be notified via Broadcast Notice to Mariners. A work platform will be located beneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Maintenance vessels, barges, equipment and personnel will clear the entirety of, or relocate to, one side of the navigable channel, upon request. Vessels that are able to safely transit through the bridge in the closed position with the reduced vertical and horizontal clearances and do not need the barges to clear the entirety of, or relocate to one side of the navigation channel, should notify the bridge tender at least 2 hours prior to transiting through the bridge to allow for navigation safety. During work hours, vessels that require the barges to clear the entire navigation span to safely transit through the bridge should notify the bridge tender at least 12 hours prior to transiting through the bridge. Vessels that only require the barges to relocate to one side of the navigational channel to safely transit through the bridge, should notify the bridge tender at least 4 hours prior to transiting through the bridge. The bridge tender may be reached on VHF-FM channel 13 and (910) 251-5774. The project foreman may be reached at (561) 232-9773. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)

#### Permits/Construction:

#### SECTOR DELAWARE BAY

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

#### SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*  
Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They'll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- *Washington, DC* –  
Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11<sup>th</sup> Street Bridge. (HP)

- *Virginia (Northern)* – None

#### SECTOR VIRGINIA

- *Virginia (Southern)* – None

#### SECTOR NORTH CAROLINA

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

# SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

## **NEW OR UPDATED INFORMATION**

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

### **DREDGING AND MARINE CONSTRUCTION CAUTIONS**

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

### **NJ – GREAT EGG HARBOR BAY – OCEAN CITY – NORTHERN AND CENTRAL HARBOR DREDGING**

UPDATED END DATE. Charter Contracting Company on behalf of the City of Ocean City will be conducting mechanical dredging operations in the northern and central harbors of Ocean City, NJ. Operations are expected from October 1, 2019 through **May 31, 2020**. Work will involve operation of barges in shallow water and narrow channels. Barges will be transporting dredge material via Great Egg Harbor Bay and Great Egg Harbor River and may be restricted in ability to maneuver. Mariners are advised to use caution when transiting in the vicinity of dredging operations. For more information or questions, contact Conor Nielsen at 857-225-5911.

Chart 12318

### **NJ – GREAT EGG HARBOR BAY – BEESLEYS POINT – TRANSITION TOWER CONSTRUCTION**

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

Chart 12316

### **NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR – MARINE CONSTRUCTION**

On behalf of the New Jersey Natural Gas Company (NJNG), CDM Smith Inc. will be installing a 12-inch diameter steel underground utility distribution main beneath the Little Egg Harbor via horizontal directional drilling (HDD). Construction activities are scheduled to commence on or about March 1, 2020 and end in **May 2020** and resuming in fall 2020. The HDD will be supported by a temporary cofferdam and temporary jack-up barge surrounded by a turbidity curtain situated in the middle of Little Egg Harbor. Floating pipe will extend from the cofferdam on the western side toward Dock Road in Eagleswood Township, Ocean County, NJ.

Chart 12316

### **NJ – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY– OCEAN CITY – DREDGING**

The Great Lakes Dredge & Dock Company, LLC will be conducting dredging operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Ocean City, NJ, at the below approximate locations. Equipment during the project will include a combination of the following: Hydraulic Dredge Illinois, Tug Charlotte V, Tug Volunteer State, Crew Boat Vessel Muskegon River, Derrick GL 66, Anchor Barge GL 115. Project work is expected early January 2020 through **April 2020**. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.

Approximate Locations:

Great Egg Harbor Inlet Borrow Area	Submerged Pipeline - Great Egg Harbor
39°17'34.38"N 74°32'16.42"W	Inlet to Ocean City North
39°17'41.99"N 74°31'49.78"W	Latitude (N) Longitude (W)
39°17'25.35"N 74°31'22.89"W	39°17'5.17"N 74°33'16.31"W
39°17'8.31"N 74°31'13.25"W	39°16'55.60"N 74°32'31.80"W
39°16'40.96"N 74°32'20.33"W	
39°17'4.31"N 74°32'36.10"W	
39°17'10.70"N 74°32'13.97"W	

Chart 12316

### **NJ – INTRACOASTAL WATERWAY - GREAT SOUND – DREDGING**

The Barnegat Bay Dredging Co. will be conducting maintenance dredging in Great Sound, Cape May County, NJ between the following coordinates: 39°04'34"N, 74°46'13"W and 39°05'53"N, 74°45'52"W. Estimated completion date of **April 1, 2020**. Dredge FULLERTON will monitor marine VHF channels 11, 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and reduce speed to minimize wake.

Chart 12316

### **NJ – CAPE MAY FERRY TERMINAL – DREDGING**

The Barnegat Bay Dredging Co. will be conducting maintenance dredging at the Cape May Ferry Terminal slips from 25 Feb to **6 Apr 2020**. Dredge MONTGOMERY will monitor marine VHF channels 11, 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.

Chart 12304

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

UPDATED INFORMATION. The Captain of the Port (COTP), Delaware Bay, is notifying mariners that Safety Zones Two and Three associated with the Philadelphia to Sea Dredging Maintenance and Deepening Projects have been removed. Anchorage requirements for Marcus Hook Anchorage (No. 7) have returned to normal in accordance with 33 CFR 110.157. Safety zone one remains in effect for the duration of the maintenance project. Please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at <https://homeport.uscg.mil/port-directory/delaware-bay> for updated information regarding the safety zones. Safety Zone One \*Active\* includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range.

Chart 12312

#### **PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION**

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

#### **PA - NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION**

The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through **Oct 2021**. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. For questions contact Coast Guard Sector Delaware Bay Waterways. Chart 12312

#### **MD – CHOPTANK RIVER – CAMBRIDGE – MARINE CONSTRUCTION**

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

#### **MD – POPLAR ISLAND – MARINE CONSTRUCTION**

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

#### **MD – CHESAPEAKE BAY – POPLAR ISLAND – ONGOING MARINE CONSTRUCTION**

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

#### **MD – EASTERN BAY – COVE CREEK – DREDGING**

Maintenance dredging will take place in the entrance to Cove Creek Club Marina between 15 Mar and 15 Apr 2020. Contact Mark McCloy at 410-643-4868 for any questions or additional information. LNM 1120 Chart 12270

#### **MD – SEVERN RIVER – ENTRANCE TO LAKE OGLETON – DREDGING**

Maintenance dredging operations will occur in the entrance channel to Lake Ogleton, Anne Arundel County, MD from March 15 until May 31, 2020. Approximate position 38°57'7.89"N, 76°27'27.98"W. Dredging will take place in the entrance channel to Lake Ogleton with barges moving in and out of the channel transporting dredge spoils. The channel width will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat "Big C Too" and our dredge can be contacted on marine band radio VHF-FM channels 13 and 16. Alternatively, we can be reached by phone at 410-867-0200. Chart 12283

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

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

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

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

#### **DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS**

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

#### **VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION**

Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County Virginia. Operations will begin on March 25th, 2020 and continue until **February 2021**. The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in-front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51'10.06"N, 75°27'41.12"W. Contact Francisco J. Juelle for more information at 787-238-3243 or [fjuelle@chcivil.com](mailto:fjuelle@chcivil.com). LNM 1120  
Chart 12210

#### **VA – LYNNHAVEN INLET – CRAB CREEK – LONG CREEK - DREDGING**

Caroline Marine Structures will be conducting dredging operations in two locations within the Lynnhaven Inlet. The dredging will begin in Crab Creek on February 3<sup>rd</sup> and end on February 29<sup>th</sup> 2020. The dredging will then continue into Long Creek on March 1<sup>st</sup> and end on **April 29<sup>th</sup> 2020**. Dredging will be conducted during daylight hours only 7 days per week. On-site supervisors will monitor marine VHF-FM channels 13 and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.  
Chart 12254

#### **VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS**

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

#### **VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING**

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

#### **VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION**

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

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

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

#### **VA – ELIZABETH RIVER – NORFOLK HARBOR – CRANEY ISLAND – DREDGING**

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

#### **VA – LAFAYETTE RIVER – DREDGING**

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

#### **VA – ELIZABETH RIVER – SOUTHERN BRANCH – IVO JORDAN BRIDGE - MARINE CONSTRUCTION**

Beginning Feb 17 through **Mar 31, 2020** Seaward Marine Corporation in conjunction with Atlantic Wood Industries will be installing pipe piles at the west side of the of the Southern Branch on the Elizabeth River at Mile Marker 2.5 on the ICW. More precisely at the west wall parallel with the Elizabeth River at the Jordan Bridge on the Portsmouth, VA side. All Mariners are requested to maintain a slow bell and adhere to the no wake zone and remain a safe distance away from any crane barges at the site. Construction will be well west of the navigable channel. Vessels and the job Superintendent will be monitoring VHF-FM channels 13 and 16. For more information or questions, contact Eric Wiedemann Project Manager 757-288-7824  
Chart 12206

#### **VA – JAMES RIVER - NEWPORT NEWS MARINE TERMINALS – DREDGING**

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

#### **VA – YORK RIVER - PAMUNKEY RIVER – TRANSMISSION LINE REPLACEMENT**

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

#### **VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION**

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

#### **VA – POTOMAC RIVER – DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN**

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

#### **VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE – DEMOLITION**

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

#### **NC – OREGON INLET – BONNER BRIDGE - ARTIFICIAL REEF DEPLOYMENTS**

North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while offloading. Deployments will take 2-3 hours each, and will occur over the next 12 months. For more information, contact Jordan Byrum with the Division's Artificial Reef Program at 252-808-8036 or at [jordan.byrum@ncdenr.gov](mailto:jordan.byrum@ncdenr.gov). The following artificial reefs will be used.  
AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)  
Chart 12204

#### **NC – HATTERAS INLET – CONSTRUCTION AREA**

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

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

Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from Jan 2019 through **May 2021** on the Outer Banks of NC. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. <https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx>  
Chart 12204

#### **NC – CAPE LOOKOUT TO NEW RIVER - EMERALD ISLE, PINE KNOLL SHORES, AND ATLANTIC BEACH – BEACH RENOURISHMENT**

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

#### **NC – MOREHEAD CITY HARBOR – DREDGING**

Cottrell Contracting Corporation of Chesapeake, Virginia, Dredge ROCKBRIDGE will be conducting dredging operations within Morehead City Harbor. (East Leg & Berths 1, 2 & 3) (Range C) Morehead City Channel between Morehead City Channel Lighted Buoy 24 (LLNR 29460) and Morehead City Channel Lighted Buoy 27 (LLNR 29470) from March 11, 2020 to **April 13, 2020**.  
Chart 11547

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

Starting approximately 31 January 2020 and continuing until approximately **30 March 2020** Weeks Marine hydraulic dredge “JS Chatry” will be operating in the Topsail Inlet and Banks Channel, Pender County, NC.

Work limits for borrow area at “Topsail Inlet” will be bound by the following approximate positions:

34°21'12.91"N, 77°41'5.75"W, 34°21'46.85"N, 77°40'9.63"W, 34°20'6.02"N, 77°38'54.23"W, 34°19'36.46"N, 77°39'41.87"W

Work limits for borrow area at “Banks Channel” will be bound by the following approximate positions:

34°20'59.32"N, 77°39'44.49"W, 34°20'37.83"N, 77°39'25.11"W, 34°23'7.26"N, 77°36'17.18"W, 34°23'16.50"N, 77°36'27.01"W

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

PM, James Ferguson - (985) 273-1286, [jcferguson@weeksmarine.com](mailto:jcferguson@weeksmarine.com), Site Mgr., Jimmy Rude - (985) 237-5063, [jlrude@weeksmarine.com](mailto:jlrude@weeksmarine.com)

Site Mgr., Paul Stewart - (985) 373-8352, [pfstewart@weeksmarine.com](mailto:pfstewart@weeksmarine.com)

Chart 11541

**NC – MASON AND MASONBORO INLETS – DREDGING**

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

Staging Area at Masonboro Inlet

will be bound by the following approximate positions:

34°11'21.83"N, 77°48'49.21"W

34°10'56.00"N, 77°48'1.26"W

34°10'30.23"N, 77°48'21.38"W

34°10'57.02"N, 77°49'7.93"W

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

Work limits for the borrow area at “Mason Inlet”

will be bound by the following approximate positions:

34°15'0.84"N, 77°46'54.99"W

34°14'49.86"N, 77°46'24.07"W

34°14'33.53"N, 77°45'51.30"W

34°14'24.21"N, 77°45'58.54"W

34°14'43.81"N, 77°46'28.05"W

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

Chart 11539, 11541

Staging Area at Masonboro Banks Channel will be

bound by the following approximate positions:

34°11'50.39"N, 77°48'28.73"W

34°11'47.21"N, 77°48'24.88"W

34°11'16.10"N, 77°49'3.18"W

34°11'19.30"N, 77°49'6.71"W

34°14'53.55"N, 77°47'1.51"W

Work limits for the borrow area at “AIWW”

will be bound by the following approximate positions:

34°15'8.07"N, 77°46'51.10"W

34°15'6.13"N, 77°46'48.02"W

34°14'43.70"N, 77°47'7.74"W

34°14'45.57"N, 77°47'10.61"W

**NC – INTRACOASTAL WATERWAY – MYRTLE GROVE SOUND TO LITTLE RIVER – CAROLINA BEACH CROSSING – DREDGING**

Goodloe Marine dredge "Tenacious" will be conducting dredging operations on the AIWW at Browns Inlet crossing in North Carolina until approximately **1 Apr 2020**. Shoal material will be dredged and pumped thru an 18" pipeline, which will extend from the AIWW channel to a beach placement area on Onslow Beach. Mariners are cautioned to proceed slowly past the dredging area since the dredge, workboats, barges, pipelines, cables and buoys will be in and out of the channel. The dredge can be contacted on channel 16 and 65 for passing instructions. For additional information, contact Ben Goodloe at 813-355-7494.

Charts 11541

**NC – CAPE FEAR RIVER – PORT OF WILMINGTON – DREDGING**

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

Chart 11537

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

## **NEW OR UPDATED INFORMATION**

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

### **NJ – INTRACOASTAL WATERWAYS – ATLANTIC CITY - STOCKTON UNIVERSITY AC DOUBLE DUEL REGATTA – SAFETY ZONE**

The Stockton University AC Double Duel Regatta will occur in the Intracoastal waterways of Atlantic City on **April 4** from noon to approximately 7 p.m. and on **April 5** from approximately 7 a.m. to 2 p.m. The team rowing regatta will be held on the Inside Thorofare portion of the ICW. Participating vessels will be 40' to 60' racing shells with various race support vessels. A safety zone will be enforced for the duration of the event restricting access area within the following coordinates:

39°20'57" N 074°27'59" W  
39°21'35" N 074°27'06" W  
39°21'41" N 074°26'55" W  
39°21'42" N 074°26'51" W  
39°21'43" N 074°26'41" W  
39°20'55" N 074°27'57" W

Mariners are urged to maintain a safe distance, heed direction from official event patrol, and use caution when transiting near the area. Mariners may contact official patrol personnel on scene via marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.  
Chart 12316

### **MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA**

An annual sailing regatta is scheduled to occur on the Patapsco River on **April 11, 2020**, between 11 a.m. to 5 p.m. Up to 25 sail boats (20 to 40 feet in length) of various classes and fleets will compete in a pursuit-type race along a designated course located between the Inner Harbor and the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge at Baltimore, MD. More information on the Baltimore City Yacht Association Icebreaker 2020 event can be obtained at website <https://www.bcya.com>. Interested mariners may contact the race committee boat via marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.  
Charts 12278, 12281

### **MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES**

An annual weekly sail boat racing series is scheduled to occur on the Patapsco River each Tuesday evening during **April 14, 2020-September 1, 2020**, between 5:30 p.m. and 9:30 p.m. Up to 25 sail boats in three fleets (20 to 40 feet in length) will compete in a single race along a designated course located between the Fort McHenry National Monument and Historic Shrine and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the Baltimore City Yacht Association Tuesday Night Series can be obtained at website <https://www.bcya.com>. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.  
Chart 12281

### **DC – POTOMAC RIVER – UPPER POTOMAC RIVER – ANACOSTIA RIVER – FIREWORKS DISPLAY SAFETY ZONE**

An aerial fireworks display is scheduled to occur on the Anacostia River on **April 17, 2020**, following an evening Major League Baseball game, at approximately 10 p.m. As described in 33 CFR section 165.506, a safety zone is established for all waters of the Anacostia River within a 150 yard radius of the fireworks barge in approximate position latitude 38°52'13" N., longitude 077°00'16" W., located near the Washington Nationals Ball Park. The safety zone will be enforced from 9 p.m. to 11 p.m. on April 17, 2020. The fireworks barge will have a diamond shaped sign 4 feet by 4 feet with a 3-inch orange retro reflective border affixed to the port and starboard sides of the barge labeled "FIREWORKS—DANGER—STAY AWAY" to provide on scene notice that the safety zone will be enforced on that day; the word "DANGER" shall be 10 inch black block letters centered on the sign with the words "FIREWORKS" and "STAY AWAY" in 6 inch black block letters placed above and below the word "DANGER" respectively on a white background. The general regulations contained in 33 CFR 165.23 apply to this fireworks safety zone. No person may enter or remain in the safety zone unless authorized by the Captain of the Port (COTP) Maryland-National Capital Region. The COTP Maryland-National Capital Region can be contacted by telephone at (410) 576-2525 or by marine band radio on VHF-FM Channel 16. All persons and vessels shall comply with the instructions of the Coast Guard COTP, Coast Guard Patrol Commander or the designated on-scene-patrol personnel. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. All Coast Guard vessels enforcing this zone can be contacted on marine band radio VHF-FM Channel 16. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone. Comments or questions should be directed to Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

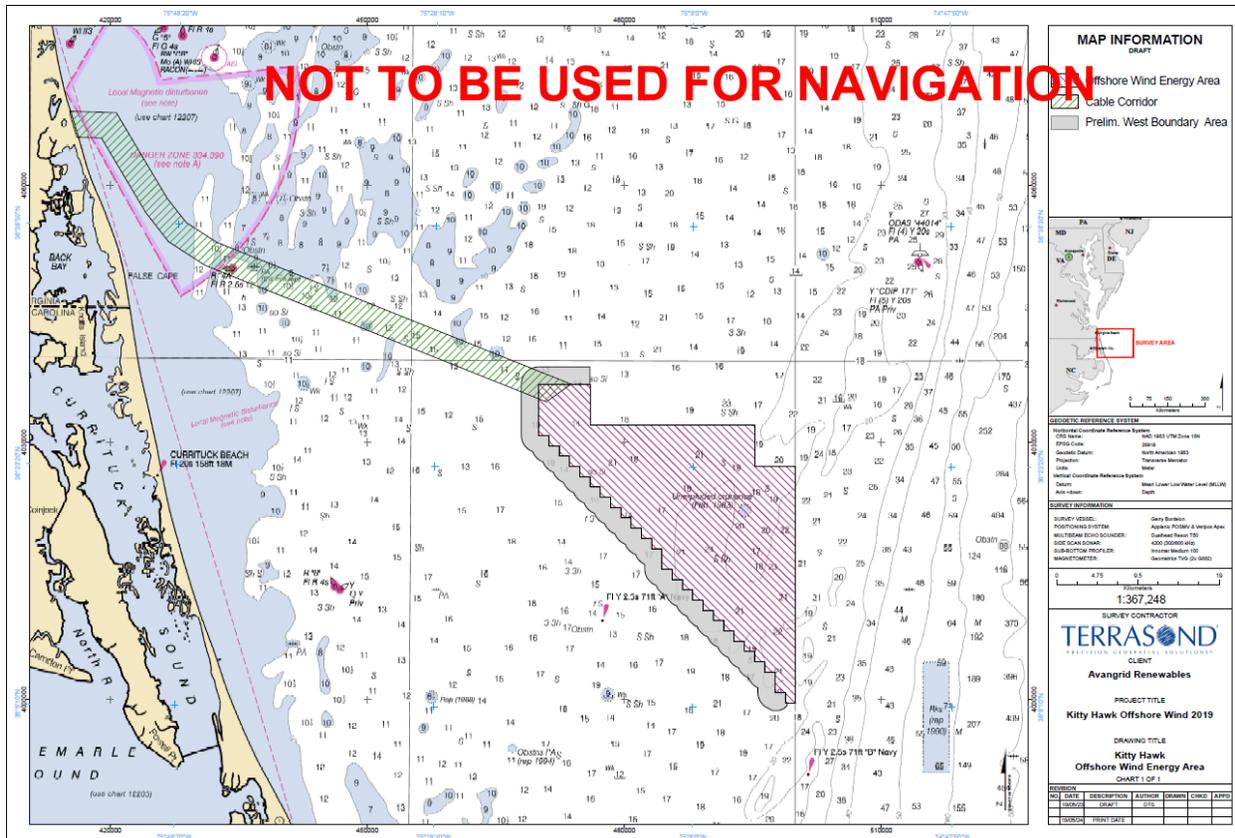
Chart 12289

### **VA – MD – DC – POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - UPPER POTOMAC RIVER – NATIONAL HARBOR ACCESS CHANNEL – FIREWORKS DISPLAY**

A short-duration aerial fireworks display is scheduled to occur on the Potomac River at National Harbor, MD on **March 23, 2020** at 8 p.m. The fireworks will be launched from a barge located approximately 800 feet from the grounds of the Gaylord National Resort & Conference Center, in approximate position latitude 38° 46' 55.74" N, longitude 077° 01' 21.96" W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 250 feet from the fireworks barge. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.  
Chart 12289

### **VA – CHESAPEAKE BAY – HAMPTON ROADS HARBOR**

CCV Racing will be sponsoring the 2020 Tune-Up handicap sailboat races occurring within Hampton Flats, north of the Newport News Channel in the vicinity of Newport News, VA. This event will take place beginning at 10 a.m. and ending at 4:30 p.m. on **April 5, 2020**. Mariners are requested to use caution and bare steerage when transiting the area.  
Chart 12245



Main Survey Area and Cable Corridor

## USCG Navigation Rules and Regulations Handbook, 2014 Edition

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook.

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### PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

- Revise the authority citation for part 26 to read as follows:  
Authority: 14 U.S.C. 2, 33 U.S.C. 1201–1208; Pub. L. 107–295, 116 Stat. 2064;  
Department of Homeland Security Delegation No. 0170.1; Rule 1, International Regulations  
for the Prevention of Collisions at Sea.

#### § 26.08 [Amended]

- In § 26.08(a), remove the text “Marine Safety, Security and Environmental Protection” and add, in its place, the text “Prevention Policy”.

### PART 80—COLREGS DEMARCATION LINES

- In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.  
\*\*\*\*\*

(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18' N, longitude 070°41.2' W to Port Boca Grande Light.  
\*\*\*\*\*

(f) A line drawn from position latitude 27°17.89' N, longitude 082°33.55' W to the southernmost extremity of Lido Key (position latitude 27°17.93' N, longitude 082°33.99' W).  
\*\*\*\*\*

- In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.  
\*\*\*\*\*

(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0' N longitude 082°50.6' W; thence a straight line to position latitude 28°11.11' N, longitude 082°47.91' W.

#### § 80.810 [Amended]

- 8. In § 80.810, remove paragraphs (c) and (d); and re-designate paragraphs (e) through (h) as paragraphs (c) through (f). **PART 81—72 COLREGS: IMPLEMENTING RULES**

#### § 81.3 [Amended]

- In § 81.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

#### § 81.5 [Amended]

- In § 81.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

#### § 81.9 [Amended]

- In § 81.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

### PART 83—NAVIGATION RULES

#### § 83.24 [Amended]

- In § 83.24(h), after the words “exhibit the lights”, add the words “or shapes”.

#### § 83.26 [Amended]

- In § 83.26(f)(i), remove the word “around” and add, in its place, the word “round”; in § 83.26(f)(ii)(2)(B), remove the text “(a)” and add, in its place, “(f)(ii)(1).”

#### § 83.27 [Amended]

- In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word “around” and add, in its place the word “round”.

### PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

#### § 89.3 [Amended]

- In § 89.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

#### § 89.5 [Amended]

- In § 89.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.9 [Amended]

- In § 89.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.27 [Amended]

- In the section heading to § 89.27 and paragraphs (a) and (b), remove the text “24(i)” and add, in its place, the text “24(j)”.

**PART 161—VESSEL TRAFFIC MANAGEMENT**

§ 161.2 [Amended]

- Amend § 161.2 as follows:
  - Remove the word “sector” wherever it appears, and add, in its place, the word “zone”;
  - Add definitions in alphabetical order for “Center” and “Published”;
  - In the definition of “Vessel Traffic Service Area or VTS Area”, remove the word “sectors” and add, in its place, the word “zones”; and
  - In the introductory text of the definition of “VTS User”, remove the word “area” and add, in its place, the word “Area”.

§ 161.2 [Amended]

- Amend § 161.2 Definitions - with additions to read as follows:

\*\*\*\*\*

Center means a Vessel Traffic Center or Vessel Movement Center.

\*\*\*\*\*

Published means available in a widely-distributed and publicly available medium (e.g., VTS User’s Manual, ferry schedule, Notice to Mariners).

\*\*\*\*\*

Under *VTS User* Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]

- Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:

\*\*\*\*\*

Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (<https://www.navcen.uscg.gov>).

§ 161.5 [Amended]

- In § 161.5(b), remove the text “VTS Director” and add, in its place, the text “VTC”.

§ 161.12 [Amended]

- Amend § 161.12 in Table 1 to § 161.12(c) as follows:
  - In entry (10)(ii) – *Seattle Traffic*, in the “Monitoring area” column, remove the words “Strait of Juan de Fuca” and add, in their place, the words “Salish Sea”;
  - In entry (12) – *St. Marys River*, remove the text “Mary’s” wherever it appears and add, in its place, the text “Marys”; and
  - In Note 6, remove the word “sector” and add, in its place, the word “zone”.

§ 161.17 [Removed and Reserved]

- Remove and reserve § 161.17.

**PART 161—VESSEL TRAFFIC MANAGEMENT (continued)**

§ 161.55 [Amended]

- Amend § 161.55 by revising paragraph (c)(3) to read as follows:  
§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

\*\*\*\*\*

(c) \*\*\*

(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.

\*\*\*\*\*

§ 161.70 [Amended]

- In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word “Sector” and add, in its place, the word “Zone”.

# **SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT**

## **NEW OR UPDATED INFORMATION**

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

## **NEW JERSEY SHOALING**

### **NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING**

Shoaling has been located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently 5 - 6ft at MLW.

Chart 12316

### **NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING**

Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) IVO Beach Haven between NJICWW LT 130 (LLNR35536) and NJICWW LT 132 (LLNR 35550). Shoaling is visible at low tide and extends approximately 20yds into the channel, mariners are advised to use extreme caution when transiting the area.

Chart 12316

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

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

NJICWW Light 4 (LLNR 34995).

NJICWW Light 38 (LLNR 35115).

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

NJICWW Daybeacon 49 (LLNR 35108).

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

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

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

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

IVO NJICWW Daybeacon 221 (LLNR 35867).

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

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

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

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

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

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

Chart 12316, 12324

### **NJ – SALEM RIVER – SHOALING**

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

Chart 12311

## **PENNSYLVANIA SHOALING**

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

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

Chart 12312

### **PA – NJ – CHESTER RANGE – SHOALING**

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

Chart 12312

## **DELAWARE SHOALING**

### **DE – MURDERKILL RIVER – SHOALING**

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

Chart 12304

### **DE- INDIAN RIVER BAY – SHOALING**

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

Chart 12216

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

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

Chart 12216

## **MARYLAND SHOALING**

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

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

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

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

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

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

### **MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING**

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

### **MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT – FLAG HARBOR – SHOALING**

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

### **MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING**

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

### **MD - POTOMAC RIVER – ST. PATRICK CREEK – SHOALING**

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

### **MD – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER**

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

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

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

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

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

### **MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING**

Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555). MD-NCR BNM 006-20  
Chart 12228

### **MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING**

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

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

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

**MD – FISHING BAY – FARM CREEK – SHOALING**

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

**VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING**

U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.  
Chart 12286

**VIRGINIA SHOALING**

**VA – FENWICK ISLAND TO CHINCOTEAGUE INLAT – SINEPUXENT BAY – SHOALING**

Shoaling has been located 200 yds south of Sinepuxent Bay Buoy 11B (LLNR 5050). Lowest recorded depth is 1.8 feet across the entire channel.  
Chart 12211

**VA – CHINCOTEAGUE CHANNEL – SHOALING**

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

**VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE – BRADFORD BAY – SHOALING**

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

**VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING**

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

**VA – NANDUA CREEK**

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

**VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING**

There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot.  
Chart 12210

**VA – VIRGINIA INSIDE PASSAGE (VIP)**

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

**VA – LYNNHAVEN INLET - LONG CREEK – SHOALING**

Norfolk District Army Corps Of Engineers Survey on 19 February 2020, indicated significant shoaling IVO of Lynnhaven Turning Basin and Long Creek. North east of Long Creek 1LC (LLNR 10160), found least depths at 1.9'. South east of Long Creek 1LC (LLNR 10160), found least depths at 5.5'. Found least depths at 2' between Long Creek Light 2 (LLNR 10165), and the entrance of Lynnhaven River.  
Chart 12254

**VA - GREAT BRIDGE TO ALBEMARLE SOUND - INTRACOASTAL WATERWAY – SHOALING**

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

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

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

**VA – RAPPAHANNOCK RIVER ENTRANCE – QUEENS CREEK – SHOALING**

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

**VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING**

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

**VA – HAMPTON ROADS - WILLOUGHBY BAY**

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

**VA – PAGEN RIVER – SHOALING**

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

**VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE – DAVIS CREEK – SHOALING**

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

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

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

**VA – CHESAPEAKE BAY – BACK RIVER – SHOALING**

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

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

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

**VA – GREAT WICOMICO RIVER – SHOALING**

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

**VA – RAPPAHANNOCK RIVER – SHOALING**

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

**VA - RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING**

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

**VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING**

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

**VA - CHESAPEAKE BAY - POCOMOKE SOUND - DEEP CREEK – SHOALING**

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

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

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

#### **VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING**

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

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

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

#### **VA - UPPER POTOMAC RIVER - POTOMAC CREEK - SHOALING**

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

#### **VA - RUDEE INLET - SHOALING**

Survey dated 10 Mar 2020. Shoaling, least depth 6.6', for the width of the channel starting approximately 370' west of the ends of the jetties extending eastward for approximately 300'.

### **NORTH CAROLINA SHOALING**

#### **NC - OREGON INLET - SHOALING**

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

#### **NC - OREGON INLET - SHOALING**

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

#### **NC - HATTERAS INLET - SHOALING**

Shoaling is occurring near Hatteras Inlet Channel Lighted Buoy 12A (LLNR 28732.1) and Hatteras Inlet Channel Lighted Buoy 17 (LLNR 28753). Reported water depths of less 5 feet. NC BNM 477-19  
Chart 11555

#### **NC - HATTERAS INLET CHANNEL - SHOALING**

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

#### **NC - BARNEY SLOUGH - SHOALING**

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

#### **NC - OCRACOE INLET - BIG FOOT SLOUGH - SHOALING**

Shoaling exists IVO Big Foot Slough Channel Buoy 11 (LLNR 29070). NC BNM 464-19

#### **NC - BARDEN INLET - BACK SOUND - SHOALING**

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

#### **NC - CORE SOUND - HARKERS ISLAND - THE STRAITS - SHOALING**

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

#### **NC - BEAUFORT HARBOR - SHOALING**

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

#### **NC - BOGUE INLET - SHOALING**

After review of the USACE Survey of 12 FEB 2020, shoaling exist inside Bogue Inlet. Depths as low as 4ft MLW may be encountered IVO Bogue Inlet Buoy 13A (LLNR 29558). Mariners should exercise extreme caution when navigating this area and to refer to most recent USACE Survey available at <https://www.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFTCFR/>  
Chart 11541

**NC – BOGUE SOUND – SHOALING**

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

**NC – BOUGE SOUND – PELETIER CREEK – SHOALING**

Severe shoaling has been reported in Peletier Creek near Bogue Sound to a depth of 3 ft MLW. Aids to navigation have been removed, and Peletier Creek Entrance DBN 1 (LLNR 38820) and Entrance DBN 5 (LLNR 38835) have been converted to non-lateral warning aids. NC BNM 545-18  
Chart 11541

**NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING**

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

**NC - CORE SOUND - WAINWRIGHT SLOUGH - SHOALING**

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

**NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING**

Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18  
Chart 11553

**NC – INTRACOASTAL WATERWAY =- NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING**

Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 282-19  
Chart 11541

**NC - NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET**

Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

**NC – NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – NEW RIVER INLET CROSSING**

Shoaling in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19  
Chart 11542

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

USACE Survey. Shoaling exists inside the ICW at Browns Inlet Crossing to depths of less than 1FT Mean Low Water (MLW). Floating aids to navigation mark route around shoal. Depths of less than 5 FT MLW may be encountered. Mariners should refer to most recent USACE survey available at <https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/AIWW/BFTCFR/> NC BNM 024-20  
Charts 11541

**NC - NEW TOPSAIL INLET – SHOALING**

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

**NC – BANKS CHANNEL – SHOALING**

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

**NC – CAROLINA BEACH INLET – SHOALING**

Significant shoaling exists in Carolina Beach Inlet to a depth of less than 2 feet at mean low water in the area of Carolina Beach Inlet Buoy 7 (LLNR 30295) and Carolina Beach Inlet Buoy 9 (LLNR 30305). These aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. NC BNM 295-19  
Chart 11541

**NC - SNOWS CUT - SHOALING**

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

**NC – LOCKWOODS FOLLY INLET – SHOALING**

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

**NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER**

Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54'25.55"N, 078-23'4.41"W. Shoaling is across the entire channel.  
Chart 11534

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

(Yellow indicates new item)

## CURRENT PROJECTS

### Permits:

#### SECTOR DELAWARE BAY

- **Delaware**
  - Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
  - **New Jersey (Central & Southern)**
    - Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
    - Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)
    - Glimmer Glass - W9 (Brielle Road) Drawbridge – Fixed bridge replacement and drawbridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on October 22, 2019. A fixed bridge replacement will provide a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water and a drawbridge replacement will provide a vertical clearance of 9 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 31.9 feet. (MS)
    - Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB)
- **Pennsylvania**
  - Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MT)
  - Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

#### SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

#### SECTOR VIRGINIA

- **Virginia (Southern)**
  - Western Branch of the Elizabeth River – Churchland Bridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)

#### SECTOR NORTH CAROLINA

- **North Carolina**
  - Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)
  - The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (MB)
  - Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the Chicamacomico Channel and the emergency ferry terminal in Rodanthe, Dare County, NC. Permit (1-19-5) signed on February 20, 2019. (HP)
  - Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (6-19-5) signed December 31, 2019. (HP)
  - Currituck Sound - All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Turnpike Authority and North Carolina Department of Transportation with plans for construction of a new highway fixed bridge over a navigable waterway of the United States. **WATERWAY AND LOCATION:** Currituck Sound, approximately 18 miles north of Wright Memorial Bridge, between Aydlett on the mainland and Corolla on the Outer Banks, in Currituck County, NC. **CHARACTER OF WORK:** The proposed project is to construct a new bridge across Currituck Sound from the mainland to the Outer Banks.

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

A copy of Preliminary Public Notice D05PPN-04-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than **March 24, 2020**. (MB)

#### Regulations:

##### SECTOR DELAWARE BAY

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

##### SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

##### SECTOR VIRGINIA

- Virginia (Southern) - None

##### SECTOR NORTH CAROLINA

- North Carolina – None

#### Construction, et al:

##### SECTOR DELAWARE BAY

- Delaware  
Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)
- New Jersey (Central & Southern)  
Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution. (KB)  
New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)  
New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 30 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)  
Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)  
New Jersey Intracoastal Waterway (NJICW), Ingram Thorofare - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from September 1, 2019, to May 25, 2021. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33ft above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)  
Manasquan River - New Jersey Route 35 Bridge – Bridge will remain in the closed-to-navigation position from Monday, January 20, 2020, to Friday, March 27, 2020, to facilitate replacement of the motor control center, which incorporates the main power distribution and electrical control for the bridge. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 30 feet above mean

high water. The bridge will be able to open for emergency vessels from Mon-Fri, from 7 a.m. to 4 p.m., if at least a 1-hour notice is given, and at all other times for the duration of the project, if at least a 4-hour notice is given. Mariners may contact the Bridge operator at the Route 88 Inland Waterway Canal at 732-899-9341 to request emergency bridge openings for this location. Mariners should use caution when transiting the area. (MB)

**Delaware River - SR 73 (Tacony-Palmyra) Bridge** - Bridge maintenance will be conducted from February 12, 2020, to April 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance will require a 2-hour advance notice for all requested bridge openings during the entire maintenance period. The project supervisor can be reached at (856) 429-3400. The bridge tender may be reached on VHF-FM channels 13 or 16. The movable span shall be unable to open for an emergency during the specified working hours unless a 2-hour notice is provided. Mariners are urged to use caution when transiting the area. (MB)

#### **Pennsylvania –**

**Schuylkill River** - Grays Ferry Railroad Bridge - Modification (pedestrian bridge) activities which began June 2018, are expected to finish on May 1, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-651-6278 or 215-783-2262. Mariners should use extreme caution when transiting the area. (MT)

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

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

#### SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**

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

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

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

- **Washington DC**

- **Potomac River - Arlington Memorial Bridge** - Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). From Monday, March 16 through Friday, April 4, 2020, the temporary channel will be located under Arch 3, due to marine construction under Arch 5 and Arch 4. On Saturday, April 5, 2020, the temporary channel will be reverted back to Arch 4. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS)(RH)

- **Virginia (Northern) - None**

#### SECTOR VIRGINIA

- **Virginia (Southern)**

**Queens Creek** - I-64 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum

15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

Elizabeth River – Eastern Branch - Route 460 (Campostella Road) Bridge – Bridge has been damaged. The cluster pile causing the obstruction to the navigational channel in the vicinity of the northwest side of the Campostella Bridge has been removed. Even with the obstruction removed, the northwest corner of the fender system remains heavily damaged and unstable rendering it susceptible to continued failure and exposes the northwest quadrant of the bridge support structure. Mariners should continue to favor the south side of the channel to the extent possible to maintain safe speed, water depth, and maneuverability. Based on the most recent report, The Captain of the Port Sector Hampton Roads has set the horizontal clearance within the bridge span to 120 feet. Mariners are advised the fender system lights have been verified in the following condition: northwest fender light (missing), southwest fender light (extinguished), southeast fender light (extinguished), northeast fender light (working). Both bridge centerline lights are operational. Plans to fix the damaged section of fender system are ongoing. Waterways users should not anticipate repairs being complete before March 31, 2020. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division duty phone at (757) 374-3408 or HamptonRoadsWaterways@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 16 or at 757-483-8567. (MB)

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

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

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

Pamunkey River - US 30 (Eltham Road) Bridge – Bridge inspection personnel will be on-scene from December 02, 2019, to December 27, 2019. The inspection will require the use of an under-bridge inspection vehicle/snooper truck on the roadway and safety boat in the navigable channel each day from 8 a.m. to 5 p.m. The inspection crew is requesting a 10-minute advance notice for an opening to allow inspection personnel and equipment to relocate from the moveable span. The bridge tender may be reached on VHF/FM CH 13. Mariners should use caution when transiting the area. (KB)

## SECTOR NORTH CAROLINA

- North Carolina  
Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by January 31, 2020. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bridge bents) and bridge bents 20 and 21 (span 21) on the new bridge. The approximate limiting navigation clearances are 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 22 and 23 (span 23) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. (HP)

Atlantic Intracoastal Waterway (Bogue Sound) - SR 1184 (Atlantic Beach Bridge) Bridge – Bridge maintenance, which began October 2018, will continue to be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; through November 30, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational span of the bridge performing concrete repairs through November 30, 2020. During work hours, the crane barge, material barge, several tugs, several work vessels and platforms will be located within the navigation span performing work on the fender system through March 31, 2020. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Vessels that require the snooper truck to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than 30 minutes prior to navigating through the bridge. The tugs, barges, and work vessels and platforms will reduce the horizontal clearance in the navigation span to approximately 38 feet. Vessels that require the tugs, barges, and work vessels and platforms to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than one hour prior to navigating through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 231-8589. Mariners should use extreme caution navigating through the area. (MT)

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

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The maintenance, which began in September 2019, will continue to maintain the bridge in the closed position 24 hours a day, 7 days a week, through 6:59 p.m. on February 1, 2020. The bridge will open on signal for daily scheduled openings at 6 a.m., 10 a.m., 2 p.m. and 7 p.m., if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). The bridge will open on signal for vessels unable to safely transit the bridge during a scheduled opening, due to the vessel's draft, if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). During the maintenance period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced vertical clearance may do so, if at least a 30-minute notice is given, to allow for navigation safety. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (813) 376-1285. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge - As part of the bridge closures and maintenance ongoing until June 30, 2021, the following maintenance will be conducted from 6 a.m. to 6 p.m.; Monday-Saturday; from December 16, 2019, through February 15, 2020. During this maintenance period, an 80-foot work barge, a 50-foot crane barge, two 24-foot work vessels, and divers will be in the vicinity of the bridge which will reduce the horizontal clearance of the bridge to approximately 50 feet or may occupy up to the entire navigational channel. During complete channel closures, a safety zone will be in effect and the public will be notified via Broadcast Notice to Mariners. A work platform will be located beneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Maintenance vessels, barges, equipment and personnel will clear the entirety of, or relocate to, one side of the navigable channel, upon request. Vessels that are able to safely transit through the bridge in the closed position with the reduced vertical and horizontal clearances and do not need the barges to clear the entirety of, or relocate to one side of the navigation channel, should notify the bridge tender at least 2 hours prior to transiting through the bridge to allow for navigation safety. During work hours, vessels that require the barges to clear the entire navigation span to safely transit through the bridge should notify the bridge tender at least 12 hours prior to transiting through the bridge. Vessels that only require the barges to relocate to one side of the navigational channel to safely transit through the bridge, should notify the bridge tender at least 4 hours prior to transiting through the bridge. The bridge tender may be reached on VHF-FM channel 13 and (910) 251-5774. The project foreman may be reached at (561) 232-9773. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)

#### Permits/Construction:

#### SECTOR DELAWARE BAY

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

#### SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*  
Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They'll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- *Washington, DC* –  
Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11<sup>th</sup> Street Bridge. (HP)

- *Virginia (Northern)* – None

#### SECTOR VIRGINIA

- *Virginia (Southern)* – None

#### SECTOR NORTH CAROLINA

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

# SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

## **NEW OR UPDATED INFORMATION**

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

### **DREDGING AND MARINE CONSTRUCTION CAUTIONS**

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

### **NJ – GREAT EGG HARBOR BAY – OCEAN CITY – NORTHERN AND CENTRAL HARBOR DREDGING**

UPDATED END DATE. Charter Contracting Company on behalf of the City of Ocean City will be conducting mechanical dredging operations in the northern and central harbors of Ocean City, NJ. Operations are expected from October 1, 2019 through **May 31, 2020**. Work will involve operation of barges in shallow water and narrow channels. Barges will be transporting dredge material via Great Egg Harbor Bay and Great Egg Harbor River and may be restricted in ability to maneuver. Mariners are advised to use caution when transiting in the vicinity of dredging operations. For more information or questions, contact Conor Nielsen at 857-225-5911.

Chart 12318

### **NJ – GREAT EGG HARBOR BAY – BEESLEYS POINT – TRANSITION TOWER CONSTRUCTION**

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

Chart 12316

### **NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR – MARINE CONSTRUCTION**

On behalf of the New Jersey Natural Gas Company (NJNG), CDM Smith Inc. will be installing a 12-inch diameter steel underground utility distribution main beneath the Little Egg Harbor via horizontal directional drilling (HDD). Construction activities are scheduled to commence on or about March 1, 2020 and end in **May 2020** and resuming in fall 2020. The HDD will be supported by a temporary cofferdam and temporary jack-up barge surrounded by a turbidity curtain situated in the middle of Little Egg Harbor. Floating pipe will extend from the cofferdam on the western side toward Dock Road in Eagleswood Township, Ocean County, NJ.

Chart 12316

### **NJ – INTRACOASTAL WATERWAY LITTLE EGG HARBOR TO CAPE MAY– OCEAN CITY – DREDGING**

The Great Lakes Dredge & Dock Company, LLC will be conducting dredging operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Ocean City, NJ, at the below approximate locations. Equipment during the project will include a combination of the following: Hydraulic Dredge Illinois, Tug Charlotte V, Tug Volunteer State, Crew Boat Vessel Muskegon River, Derrick GL 66, Anchor Barge GL 115. Project work is expected early January 2020 through **April 2020**. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.

Approximate Locations:

Great Egg Harbor Inlet Borrow Area	Submerged Pipeline - Great Egg Harbor
39°17'34.38"N 74°32'16.42"W	Inlet to Ocean City North
39°17'41.99"N 74°31'49.78"W	Latitude (N) Longitude (W)
39°17'25.35"N 74°31'22.89"W	39°17'5.17"N 74°33'16.31"W
39°17'8.31"N 74°31'13.25"W	39°16'55.60"N 74°32'31.80"W
39°16'40.96"N 74°32'20.33"W	
39°17'4.31"N 74°32'36.10"W	
39°17'10.70"N 74°32'13.97"W	

Chart 12316

### **NJ – INTRACOASTAL WATERWAY - GREAT SOUND – DREDGING**

The Barnegat Bay Dredging Co. will be conducting maintenance dredging in Great Sound, Cape May County, NJ between the following coordinates: 39°04'34"N, 74°46'13"W and 39°05'53"N, 74°45'52"W. Estimated completion date of **April 1, 2020**. Dredge FULLERTON will monitor marine VHF channels 11, 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and reduce speed to minimize wake.

Chart 12316

### **NJ – CAPE MAY FERRY TERMINAL – DREDGING**

The Barnegat Bay Dredging Co. will be conducting maintenance dredging at the Cape May Ferry Terminal slips from 25 Feb to **6 Apr 2020**. Dredge MONTGOMERY will monitor marine VHF channels 11, 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.

Chart 12304

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

UPDATED INFORMATION. The Captain of the Port (COTP), Delaware Bay, is notifying mariners that Safety Zones Two and Three associated with the Philadelphia to Sea Dredging Maintenance and Deepening Projects have been removed. Anchorage requirements for Marcus Hook Anchorage (No. 7) have returned to normal in accordance with 33 CFR 110.157. Safety zone one remains in effect for the duration of the maintenance project. Please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at <https://homeport.uscg.mil/port-directory/delaware-bay> for updated information regarding the safety zones. Safety Zone One \*Active\* includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range.

Chart 12312

#### **PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION**

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

#### **PA - NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION**

The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through **Oct 2021**. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. For questions contact Coast Guard Sector Delaware Bay Waterways.  
Chart 12312

#### **MD – CHOPTANK RIVER – CAMBRIDGE – MARINE CONSTRUCTION**

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

#### **MD – POPLAR ISLAND – MARINE CONSTRUCTION**

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

#### **MD – CHESAPEAKE BAY – POPLAR ISLAND – ONGOING MARINE CONSTRUCTION**

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

#### **MD – EASTERN BAY – COVE CREEK – DREDGING**

Maintenance dredging will take place in the entrance to Cove Creek Club Marina between 15 Mar and 15 Apr 2020. Contact Mark McCloy at 410-643-4868 for any questions or additional information. LNM 1120  
Chart 12270

#### **MD – SEVERN RIVER – ENTRANCE TO LAKE OGLETON – DREDGING**

Maintenance dredging operations will occur in the entrance channel to Lake Ogleton, Anne Arundel County, MD from March 15 until May 31, 2020. Approximate position 38°57'7.89"N, 76°27'27.98"W. Dredging will take place in the entrance channel to Lake Ogleton with barges moving in and out of the channel transporting dredge spoils. The channel width will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat "Big C Too" and our dredge can be contacted on marine band radio VHF-FM channels 13 and 16. Alternatively, we can be reached by phone at 410-867-0200.  
Chart 12283

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

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

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

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

#### **DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS**

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

#### **VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION**

Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County Virginia. Operations will begin on March 25th, 2020 and continue until **February 2021**. The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in-front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51'10.06"N, 75°27'41.12"W. Contact Francisco J. Juelle for more information at 787-238-3243 or [fjuelle@chcivil.com](mailto:fjuelle@chcivil.com). LNM 1120  
Chart 12210

#### **VA – LYNNHAVEN INLET – CRAB CREEK – LONG CREEK - DREDGING**

Caroline Marine Structures will be conducting dredging operations in two locations within the Lynnhaven Inlet. The dredging will begin in Crab Creek on February 3<sup>rd</sup> and end on February 29<sup>th</sup> 2020. The dredging will then continue into Long Creek on March 1<sup>st</sup> and end on **April 29<sup>th</sup> 2020**. Dredging will be conducted during daylight hours only 7 days per week. On-site supervisors will monitor marine VHF-FM channels 13 and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.  
Chart 12254

#### **VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS**

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

#### **VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING**

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

#### **VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION**

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

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

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

#### **VA – ELIZABETH RIVER – NORFOLK HARBOR – CRANEY ISLAND – DREDGING**

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

#### **VA – LAFAYETTE RIVER – DREDGING**

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

#### **VA – ELIZABETH RIVER – SOUTHERN BRANCH – IVO JORDAN BRIDGE - MARINE CONSTRUCTION**

Beginning Feb 17 through **Mar 31, 2020** Seaward Marine Corporation in conjunction with Atlantic Wood Industries will be installing pipe piles at the west side of the of the Southern Branch on the Elizabeth River at Mile Marker 2.5 on the ICW. More precisely at the west wall parallel with the Elizabeth River at the Jordan Bridge on the Portsmouth, VA side. All Mariners are requested to maintain a slow bell and adhere to the no wake zone and remain a safe distance away from any crane barges at the site. Construction will be well west of the navigable channel. Vessels and the job Superintendent will be monitoring VHF-FM channels 13 and 16. For more information or questions, contact Eric Wiedemann Project Manager 757-288-7824  
Chart 12206

#### **VA – JAMES RIVER - NEWPORT NEWS MARINE TERMINALS – DREDGING**

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

#### **VA – YORK RIVER - PAMUNKEY RIVER – TRANSMISSION LINE REPLACEMENT**

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

#### **VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION**

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

#### **VA – POTOMAC RIVER – DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN**

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

#### **VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE – DEMOLITION**

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

#### **NC – OREGON INLET – BONNER BRIDGE - ARTIFICIAL REEF DEPLOYMENTS**

North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while offloading. Deployments will take 2-3 hours each, and will occur over the next 12 months. For more information, contact Jordan Byrum with the Division's Artificial Reef Program at 252-808-8036 or at [jordan.byrum@ncdenr.gov](mailto:jordan.byrum@ncdenr.gov). The following artificial reefs will be used.  
AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)  
Chart 12204

#### **NC – HATTERAS INLET – CONSTRUCTION AREA**

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

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

Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from Jan 2019 through **May 2021** on the Outer Banks of NC. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. <https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx>  
Chart 12204

#### **NC – CAPE LOOKOUT TO NEW RIVER - EMERALD ISLE, PINE KNOLL SHORES, AND ATLANTIC BEACH – BEACH RENOURISHMENT**

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

#### **NC – MOREHEAD CITY HARBOR – DREDGING**

Cottrell Contracting Corporation of Chesapeake, Virginia, Dredge ROCKBRIDGE will be conducting dredging operations within Morehead City Harbor. (East Leg & Berths 1, 2 & 3) (Range C) Morehead City Channel between Morehead City Channel Lighted Buoy 24 (LLNR 29460) and Morehead City Channel Lighted Buoy 27 (LLNR 29470) from March 11, 2020 to **April 13, 2020**.  
Chart 11547

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

Starting approximately 31 January 2020 and continuing until approximately **30 March 2020** Weeks Marine hydraulic dredge “JS Chatry” will be operating in the Topsail Inlet and Banks Channel, Pender County, NC.

Work limits for borrow area at “Topsail Inlet” will be bound by the following approximate positions:

34°21'12.91"N, 77°41'5.75"W, 34°21'46.85"N, 77°40'9.63"W, 34°20'6.02"N, 77°38'54.23"W, 34°19'36.46"N, 77°39'41.87"W

Work limits for borrow area at “Banks Channel” will be bound by the following approximate positions:

34°20'59.32"N, 77°39'44.49"W, 34°20'37.83"N, 77°39'25.11"W, 34°23'7.26"N, 77°36'17.18"W, 34°23'16.50"N, 77°36'27.01"W

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

PM, James Ferguson - (985) 273-1286, [jcferguson@weeksmarine.com](mailto:jcferguson@weeksmarine.com), Site Mgr., Jimmy Rude - (985) 237-5063, [jlrude@weeksmarine.com](mailto:jlrude@weeksmarine.com)

Site Mgr., Paul Stewart - (985) 373-8352, [pfstewart@weeksmarine.com](mailto:pfstewart@weeksmarine.com)

Chart 11541

**NC – MASON AND MASONBORO INLETS – DREDGING**

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

Staging Area at Masonboro Inlet

will be bound by the following approximate positions:

34°11'21.83"N, 77°48'49.21"W

34°10'56.00"N, 77°48'1.26"W

34°10'30.23"N, 77°48'21.38"W

34°10'57.02"N, 77°49'7.93"W

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

Work limits for the borrow area at “Mason Inlet”

will be bound by the following approximate positions:

34°15'0.84"N, 77°46'54.99"W

34°14'49.86"N, 77°46'24.07"W

34°14'33.53"N, 77°45'51.30"W

34°14'24.21"N, 77°45'58.54"W

34°14'43.81"N, 77°46'28.05"W

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

Chart 11539, 11541

Staging Area at Masonboro Banks Channel will be

bound by the following approximate positions:

34°11'50.39"N, 77°48'28.73"W

34°11'47.21"N, 77°48'24.88"W

34°11'16.10"N, 77°49'3.18"W

34°11'19.30"N, 77°49'6.71"W

34°14'53.55"N, 77°47'1.51"W

Work limits for the borrow area at “AIWW”

will be bound by the following approximate positions:

34°15'8.07"N, 77°46'51.10"W

34°15'6.13"N, 77°46'48.02"W

34°14'43.70"N, 77°47'7.74"W

34°14'45.57"N, 77°47'10.61"W

**NC – INTRACOASTAL WATERWAY – MYRTLE GROVE SOUND TO LITTLE RIVER – CAROLINA BEACH CROSSING – DREDGING**

Goodloe Marine dredge "Tenacious" will be conducting dredging operations on the AIWW at Browns Inlet crossing in North Carolina until approximately **1 Apr 2020**. Shoal material will be dredged and pumped thru an 18" pipeline, which will extend from the AIWW channel to a beach placement area on Onslow Beach. Mariners are cautioned to proceed slowly past the dredging area since the dredge, workboats, barges, pipelines, cables and buoys will be in and out of the channel. The dredge can be contacted on channel 16 and 65 for passing instructions. For additional information, contact Ben Goodloe at 813-355-7494.

Charts 11541

**NC – CAPE FEAR RIVER – PORT OF WILMINGTON – DREDGING**

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

Chart 11537

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

## **NEW OR UPDATED INFORMATION**

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

## **NJ – INTRACOASTAL WATERWAYS – ATLANTIC CITY - STOCKTON UNIVERSITY AC DOUBLE DUEL REGATTA – SAFETY ZONE**

The Stockton University AC Double Duel Regatta will occur in the Intracoastal waterways of Atlantic City on **April 4** from noon to approximately 7 p.m. and on **April 5** from approximately 7 a.m. to 2 p.m. The team rowing regatta will be held on the Inside Thorofare portion of the ICW. Participating vessels will be 40' to 60' racing shells with various race support vessels. A safety zone will be enforced for the duration of the event restricting access area within the following coordinates:

39°20'57" N 074°27'59" W  
39°21'35" N 074°27'06" W  
39°21'41" N 074°26'55" W  
39°21'42" N 074°26'51" W  
39°21'43" N 074°26'41" W  
39°20'55" N 074°27'57" W

Mariners are urged to maintain a safe distance, heed direction from official event patrol, and use caution when transiting near the area. Mariners may contact official patrol personnel on scene via marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.  
Chart 12316

## **MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA**

An annual sailing regatta is scheduled to occur on the Patapsco River on **April 11, 2020**, between 11 a.m. to 5 p.m. Up to 25 sail boats (20 to 40 feet in length) of various classes and fleets will compete in a pursuit-type race along a designated course located between the Inner Harbor and the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge at Baltimore, MD. More information on the Baltimore City Yacht Association Icebreaker 2020 event can be obtained at website <https://www.bcya.com>. Interested mariners may contact the race committee boat via marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.  
Charts 12278, 12281

## **MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES**

An annual weekly sail boat racing series is scheduled to occur on the Patapsco River each Tuesday evening during **April 14, 2020-September 1, 2020**, between 5:30 p.m. and 9:30 p.m. Up to 25 sail boats in three fleets (20 to 40 feet in length) will compete in a single race along a designated course located between the Fort McHenry National Monument and Historic Shrine and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the Baltimore City Yacht Association Tuesday Night Series can be obtained at website <https://www.bcya.com>. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.  
Chart 12281

## **DC – POTOMAC RIVER – UPPER POTOMAC RIVER – ANACOSTIA RIVER – FIREWORKS DISPLAY SAFETY ZONE**

An aerial fireworks display is scheduled to occur on the Anacostia River on **April 17, 2020**, following an evening Major League Baseball game, at approximately 10 p.m. As described in 33 CFR section 165.506, a safety zone is established for all waters of the Anacostia River within a 150 yard radius of the fireworks barge in approximate position latitude 38°52'13" N., longitude 077°00'16" W., located near the Washington Nationals Ball Park. The safety zone will be enforced from 9 p.m. to 11 p.m. on April 17, 2020. The fireworks barge will have a diamond shaped sign 4 feet by 4 feet with a 3-inch orange retro reflective border affixed to the port and starboard sides of the barge labeled "FIREWORKS—DANGER—STAY AWAY" to provide on scene notice that the safety zone will be enforced on that day; the word "DANGER" shall be 10 inch black block letters centered on the sign with the words "FIREWORKS" and "STAY AWAY" in 6 inch black block letters placed above and below the word "DANGER" respectively on a white background. The general regulations contained in 33 CFR 165.23 apply to this fireworks safety zone. No person may enter or remain in the safety zone unless authorized by the Captain of the Port (COTP) Maryland-National Capital Region. The COTP Maryland-National Capital Region can be contacted by telephone at (410) 576-2525 or by marine band radio on VHF-FM Channel 16. All persons and vessels shall comply with the instructions of the Coast Guard COTP, Coast Guard Patrol Commander or the designated on-scene-patrol personnel. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. All Coast Guard vessels enforcing this zone can be contacted on marine band radio VHF-FM Channel 16. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone. Comments or questions should be directed to Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

Chart 12289

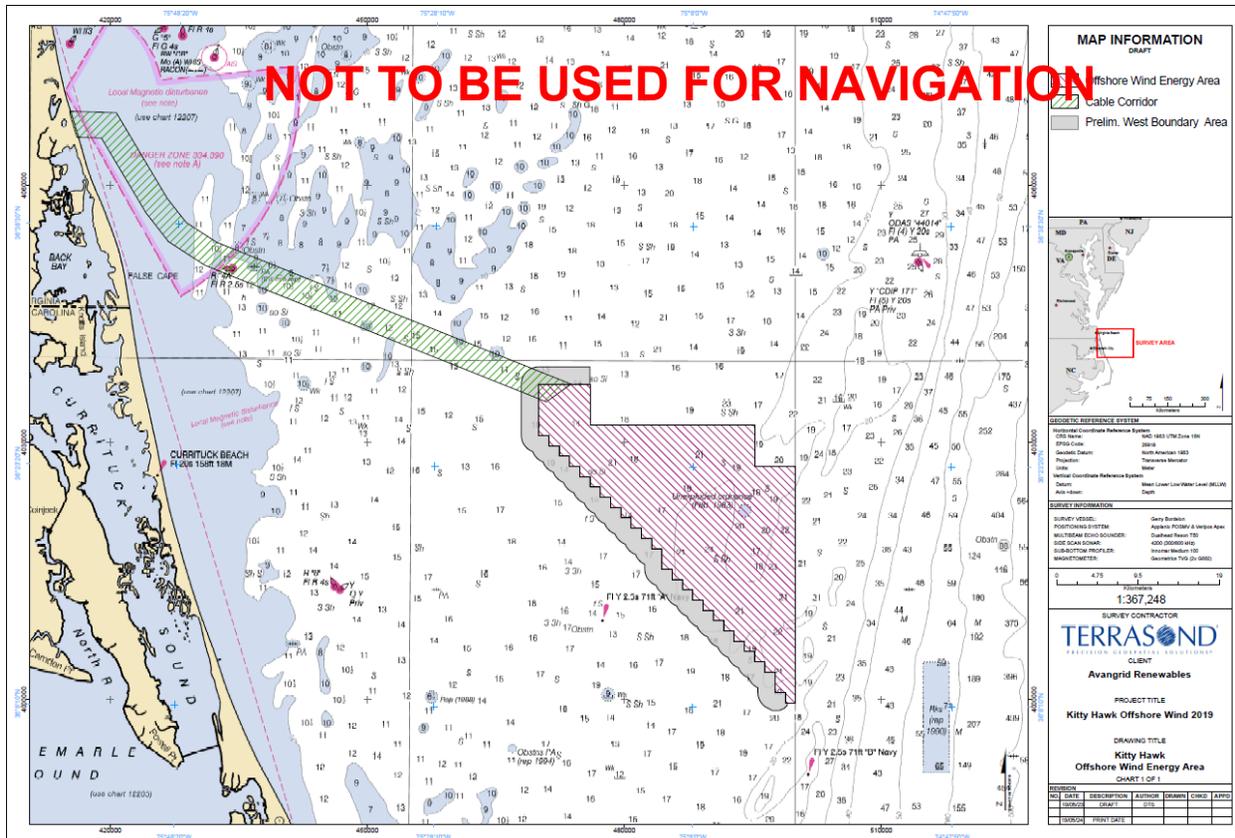
## **VA – MD – DC – POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - UPPER POTOMAC RIVER – NATIONAL HARBOR ACCESS CHANNEL – FIREWORKS DISPLAY**

A short-duration aerial fireworks display is scheduled to occur on the Potomac River at National Harbor, MD on **March 23, 2020** at 8 p.m. The fireworks will be launched from a barge located approximately 800 feet from the grounds of the Gaylord National Resort & Conference Center, in approximate position latitude 38° 46' 55.74" N, longitude 077° 01' 21.96" W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 250 feet from the fireworks barge. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.  
Chart 12289

## **VA – CHESAPEAKE BAY – HAMPTON ROADS HARBOR**

CCV Racing will be sponsoring the 2020 Tune-Up handicap sailboat races occurring within Hampton Flats, north of the Newport News Channel in the vicinity of Newport News, VA. This event will take place beginning at 10 a.m. and ending at 4:30 p.m. on **April 5, 2020**. Mariners are requested to use caution and bare steerage when transiting the area.

Chart 12245



Main Survey Area and Cable Corridor

## USCG Navigation Rules and Regulations Handbook, 2014 Edition

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook.

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### PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

- Revise the authority citation for part 26 to read as follows:  
Authority: 14 U.S.C. 2, 33 U.S.C. 1201–1208; Pub. L. 107–295, 116 Stat. 2064;  
Department of Homeland Security Delegation No. 0170.1; Rule 1, International Regulations  
for the Prevention of Collisions at Sea.

#### § 26.08 [Amended]

- In § 26.08(a), remove the text “Marine Safety, Security and Environmental Protection” and add, in its place, the text “Prevention Policy”.

### PART 80—COLREGS DEMARCATION LINES

- In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.

\*\*\*\*\*

(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18' N, longitude 070°41.2' W to Port Boca Grande Light.

\*\*\*\*\*

(f) A line drawn from position latitude 27°17.89' N, longitude 082°33.55' W to the southernmost extremity of Lido Key (position latitude 27°17.93' N, longitude 082°33.99' W).

\*\*\*\*\*

- In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.

\*\*\*\*\*

(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0' N longitude 082°50.6' W; thence a straight line to position latitude 28°11.11' N, longitude 082°47.91' W.

#### § 80.810 [Amended]

- 8. In § 80.810, remove paragraphs (c) and (d); and re-designate paragraphs (e) through (h) as paragraphs (c) through (f). **PART 81—72 COLREGS: IMPLEMENTING RULES**

#### § 81.3 [Amended]

- In § 81.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

#### § 81.5 [Amended]

- In § 81.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

#### § 81.9 [Amended]

- In § 81.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

### PART 83—NAVIGATION RULES

#### § 83.24 [Amended]

- In § 83.24(h), after the words “exhibit the lights”, add the words “or shapes”.

#### § 83.26 [Amended]

- In § 83.26(f)(i), remove the word “around” and add, in its place, the word “round”; in § 83.26(f)(ii)(2)(B), remove the text “(a)” and add, in its place, “(f)(ii)(1).”

#### § 83.27 [Amended]

- In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word “around” and add, in its place the word “round”.

### PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

#### § 89.3 [Amended]

- In § 89.3, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

#### § 89.5 [Amended]

- In § 89.5(a) introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.9 [Amended]

- In § 89.9 introductory text, remove the words “Marine Safety” and add, in their place, the word “Prevention”.

§ 89.27 [Amended]

- In the section heading to § 89.27 and paragraphs (a) and (b), remove the text “24(i)” and add, in its place, the text “24(j)”.

**PART 161—VESSEL TRAFFIC MANAGEMENT**

§ 161.2 [Amended]

- Amend § 161.2 as follows:
  - Remove the word “sector” wherever it appears, and add, in its place, the word “zone”;
  - Add definitions in alphabetical order for “Center” and “Published”;
  - In the definition of “Vessel Traffic Service Area or VTS Area”, remove the word “sectors” and add, in its place, the word “zones”;and
  - In the introductory text of the definition of “VTS User”, remove the word “area” and add, in its place, the word “Area”.

§ 161.2 [Amended]

- Amend § 161.2 Definitions - with additions to read as follows:

\*\*\*\*\*

Center means a Vessel Traffic Center or Vessel Movement Center.

\*\*\*\*\*

Published means available in a widely-distributed and publicly available medium (e.g., VTS User’s Manual, ferry schedule, Notice to Mariners).

\*\*\*\*\*

Under *VTS User* Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]

- Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:

\*\*\*\*\*

Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (<https://www.navcen.uscg.gov>).

§ 161.5 [Amended]

- In § 161.5(b), remove the text “VTS Director” and add, in its place, the text “VTC”.

§ 161.12 [Amended]

- Amend § 161.12 in Table 1 to § 161.12(c) as follows:
  - In entry (10)(ii) – *Seattle Traffic*, in the “Monitoring area” column, remove the words “Strait of Juan de Fuca” and add, in their place, the words “Salish Sea”;
  - In entry (12) – *St. Marys River*, remove the text “Mary’s” wherever it appears and add, in its place, the text “Marys”; and
  - In Note 6, remove the word “sector” and add, in its place, the word “zone”.

§ 161.17 [Removed and Reserved]

- Remove and reserve § 161.17.

**PART 161—VESSEL TRAFFIC MANAGEMENT (continued)**

§ 161.55 [Amended]

- Amend § 161.55 by revising paragraph (c)(3) to read as follows:  
§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.

\*\*\*\*\*

(c) \*\*\*

(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.

\*\*\*\*\*

§ 161.70 [Amended]

- In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word “Sector” and add, in its place, the word “Zone”.