U.S. Department
of Homeland Security

United States
Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 Week: 11/21

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:
gregory.c.goetz2@uscg.mil, (757) 398-6220 and CGD5Waterways@uscg.mil

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

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

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2021 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2021 (54ed) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2020 (52st) Edition.

NAVIGATION INTERNET SITES

2021 Light List/ Weekly Updates.
https://www.navcen.uscg.gov/pdf/lightLists/weeklyUpdates/v2d05WeeklyChanges.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

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

Weather
http://www.weather.gov

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition:

MD-NCR - Maryland-National Capital Region
LIB - Lighted Ice Buoy

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

NC – VA – MD – DE – NJ - ATLANTIC OCEAN - OFFSHORE STRUCTURE PATON MARKING GUIDANCE

For Private Aids to Navigation (PATON) applicants requesting Coast Guard permits to provide navigational markings on offshore structures in Fifth Coast Guard District waters, the following structure identification, lighting, sound signal, and Automated Identification System (AIS) capabilities are strongly recommended. Applicants should plan to apply for one Private Aid Permit per structure (to include all label, light(s), sound signals and AIS signals). Private AtoN Permit applications should submitted no sooner than 60 days prior to the need to activate a structure's final markings. Additional specific recommendations include:

Tower Identification:

- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible
- Letters and numbers labelled to as near to 3 meters high as possible
- Visible above any servicing platforms
- Visible throughout a 360-dgreee arc from the water's surface
- Visible at night through use of retro-reflective paint and lettering/numbering materials
- If feasible, also labelled below the servicing platform

Lighting:

- Located on all structures, preferably on the servicing platform, visible throughout a 360-dgreee arc from the water's surface
- Corner Towers/Significant Peripheral Structures (SPSs): Quick flashing yellow (QY) energized at a five nautical mile range
- Outer Boundary Towers: Yellow 2.5 sec (FL Y 2.5s) energized at three nautical mile range

- Interior Towers: Yellow 6 sec or yellow 10 sec (FL Y 6/FL Y 10) energized at a two nautical mile range
- All lights should be synchronized by their structure location within the field of structures

Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. These do not require permits, only Coast Guard notification for appropriate marine notices and broadcasts until the final structure marking is established.

Sound Signals:

- Should be located on all structures located at corners/SPSs
- Sound every 30 seconds (4s Blast, 26s off)
- Set to project at a range of 2NM
- Should not exceed 3NM spacing between perimeter structures
- Must be Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds
- Timed to energize for 45 minutes from last VHF activation

Automated Information System (AIS) Transponder Signals:

- Must be transmitted superimposed at all corner structures/SPSs
- Should be capable of transmitting signals to mark all locations of all structures throughout an established field
- Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation

PATON Application can be requested through email to: D05-SMB-CGD5Waterways@uscg.mil

Please forward questions or feedback in an e-mail to:

Jerry.R.Barnes@uscg.mil and Matthew.K.Creelman2@uscg.mil

Charts: 12200 12204 12211 12214 12221 12318 LNM: 36/20

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

UPDATED. An outbreak of respiratory illness caused by a novel COVID-19 continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

Vessel Reporting Requirements:

Illness of a person onboard any 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 immediately 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. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports. In addition to Coast Guard reporting requirements, 42 CFR 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (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: Cargo vessels and Cruise ships. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Further, 42 CFR 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs. See Headquarters MSIB 06-20, (or Sector Virginia MSIB 20-063) "Vessel Reporting Requirements for Illness or Death", for further information.

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

Vessel Control Actions:

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), United Kingdom and Republic of Ireland.

Non-passenger Commercial Vessels: Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation "Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus", for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC. Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.

Passenger Vessels: On April 15, 2020, the CDC updated their existing No Sail Order. This Order will remain in effect until the Secretary of Health and Human Services' declaration that COVID-19 constitutes a public health emergency, the CDC Director rescinds or modifies the order based on specific public health or other considerations, or 100 days from the date publication in the Federal Register. This renewed order requires all cruise ship operators to provide "an appropriate, actionable and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships" prior to operating in waters subject to U.S. jurisdiction. In addition to the plan, there are further restrictions.

LNM: 17/20

******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 VHF-FM 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.
POC. Ms. Katie Moore, LANTAREA Living Marine Resources Program Manager,
LANT-35LE, katie.s.moore@uscg.mil, (757) 398-6504.

LNM: 44/20

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

Hazardous inlets. To heighten public awareness about the hazards that exist in and around the North Carolina, this information is provide to mariners. Shoaling conditions exist at following North Carolina coastal inlets:

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

Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes. Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:
http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx
Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the area. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5
To report any aids to navigation discrepancies (missing, damaged, off station, extinguished lights), shoaling, hazards to navigation, or discrepancies on bridge lighting, please contact Sector North Carolina Command Center (910) 343-2200.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

INTERFERENCE WITH AIDS TO NAVIGATION

14 USC 543. It shall be unlawful for any person, or public body, or instrumentality, excluding the armed forces, to remove, change the location of, obstruct, wilfully damage, make fast to, or interfere with any aid to navigation established, installed, operated, or maintained by the Coast Guard pursuant to section 541 of this title, or with any aid to navigation lawfully maintained under authority granted by the Coast Guard pursuant to section 542 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. COAST GUARD AUXILIARY – PUBLIC EDUCATION CLASSES – FIND BY ZIPCODE

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

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

Special protections are 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 (U-boats) located in waters off the NC 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. 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 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 U.S. 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: 703-313-5900, webmaster@navcen.uscg.mil or https://www.navcen.uscg.gov.

CANCELLATION OF NOAA PAPER AND RASTER NAUTICAL CHARTS

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.
Six months notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." A comprehensive list of all canceled NOAA charts is available at: http://www.charts.noaa.gov/MCD/Dole.shtml.
Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html
An online NOAA Custom Chart application at: https://devgis.charttools.noaa.gov/pod is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 09/21

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
CCGD5 (D5) - 124, 127, 128, 131, 132, 134, 136, 137, 141, 144, 146, 148, 150-21.
Sector Delaware Bay (DB) - 061, 063-21.
Sector Maryland-National Capital Region (MD-NCR) - 028, 029, 032-21.
Sector Virginia (VA) - 053, 054-21.
Sector North Carolina (NC) - BNM 212, 250, 364, 401-20, 050, 052, 053, 082, 083, 085, 086, 088, 089, 090, 092, 097, 098, 099-21.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
168	NOAA Lighted Data Buoy 44009 (ODAS)	BUOY DMGD/LT EXT	12214	171DB	35/20	
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	RAC INOP	12222	156VA	32/20	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12	
590	Bodie Island Light	LT EXT	12204	250NC	28/20	
600	Oregon Inlet Approach Lighted Whistle Buoy OI	MSLD SIG	12204	456NC	47/20	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	11009	001D5	01/21	
775	Camp Lejeune Danger Zone Lighted Buoy H	MISSING	11542	309NC	31/20	
815	NOAA Lighted Data Buoy 41013 (ODAS)	LT EXT	11536	332NC	35/20	
825	Frying Pan Shoals Slough Buoy 1	MISSING	11536	466NC	50/19	
1525	South Shoal Lump Buoy 8B	TRUB	12216	213DB	32/19	
1675	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20	
2055	Delaware Bay East Icebreaker Light 2	LT EXT	12216	203DB	35/20	
2565	Reedy Island Dike Middle Light	DAYMK MISSING	12311	208DB	46/20	
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19	
2874	Pea Patch Island Dike Warning Light E	LT EXT/STRUCT DMGD	12311	433DB	39/18	
3325	Billingsport Range Rear Light	LT EXT	12313	200DB	42/20	
5275	Chincoteague Inlet Lighted Buoy 1C	MISSING	12210	268VA	52/20	
6280	Virginia Inside Passage Daybeacon 199	DAYMK MISSING	12224	223VA	43/20	
6635	Wachapreague Inlet Lighted Buoy 7	MISSING	12210	NONEVA	50/20	
6805	Great Machipongo Inlet Buoy 2	MISSING	12224	260VA	50/20	
7295	Rappahannock Shoal Channel South Range Rear Light	LT EXT	12226	129VA	28/20	
9070	Elk River Channel West Range Rear Light	REDUCED INT	12277	327MD	43/20	
9105	Back Creek Channel Range Front Light	STRUCT DEST	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	
10600	Willoughby Bay Channel Daybeacon 9	STRUCT DEST/TRUB	12245	236VA	46/20	
10865	**Newport News Lighted Buoy 8**	**LT EXT**	**12245**	**055VA**	**11/21**	
11545	Warwick River Daybeacon 10	DAYMK MISSING	12248	187VA	38/20	
11893	Hog Island Cutoff Wreck Light WR7	STRUCT DEST/HAZ NAV/TRLB	12248	440HR	36/18	
12795	James River Channel Light 168	DAYMK DMGD	12252	NONEVA	51/19	
13320	Back Creek Daybeacon 4	DAYMK MISSING	12241	235VA	45/20	
13405	York River Entrance Channel Lighted Buoy 3	LT EXT	12221	052VA	10/21	
13457	NOAA Lighted Data Buoy YS	OFF STA	12238	211VA	08/19	
14052	Mobjack Bay Channel Buoy 2MB	MISSING	12238	041VA	08/21	

14315	Ware River Daybeacon 2	DAYMK MISSING	12238	051VA	10/21
14450	**Horn Harbor Warning Daybeacon A**	**DAYMK MISSING**	**12238**	**053VA**	**11/21**
14655	Stutts Creek Daybeacon 5	DAYMK IMCH	12235	042VA	08/21
14912	NOAA Lighted Data Buoy SR	OFF STA	12235	165VA	32/20
16060	Fleets Bay Buoy 1	OFF STA	12235	047VA	09/21
17060	Breton Bay Entrance Light 2	STRUCT DEST/TRLB	12286	374MD	51/20
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST/TRLB	12284	062MD	24/18
19615	South River Light 10	DAYMK MISSING	12270	029MD	10/21
20515	North Point Creek Light 2	STRUCT DEST/TRLB	12278	272MD	39/20
20960	Marley Creek Daybeacon 3	STRUCT DEST/TRLB	12281	026MD	09/21
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20
21695	Occohannock Creek Entrance Light 1	DAYMK MISSING	12226	050VA	10/21
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRDBN	12261	123MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19
26015	Claiborne Channel Light 1CC	DAYMK MISSING	12270	028MD	10/21
27970	Oregon Inlet Approach Lighted Whistle Buoy OI	MSLD SIG	12204	456NC	47/20
27975	Oregon Inlet Lighted Buoy 1	MSLD SIG	12204	456NC	47/20
27980	Oregon Inlet Buoy 2	MSLD SIG	12204	450NC	47/20
27985	Oregon Inlet Buoy 3	MSLD SIG	12204	450NC	47/20
27990	Oregon Inlet Buoy 4	MSLD SIG	12204	456NC	47/20
28003	Oregon Inlet Lighted Buoy 6	OFF STA/MSLD SIG/LT EXT	12204	430NC	36/20
28005	Oregon Inlet Buoy 7	OFF STA/MSLD SIG	12204	431NC	46/20
28270	Old House Channel Daybeacon 10	STRUCT DEST/TRUB	12204	022NC	03/21
28325	Walter Slough Daybeacon 6	STRUCT DEST/TRUB	12204	215NC	19/19
28415	Roanoke Sound Channel Daybeacon 13	STRUCT DEST/TRUB	12204	340NC	36/20
28435	Roanoke Sound Channel Daybeacon 16A	STRUCT DEST/TRUB	12204	483NC	51/20
28531	Roanoke Sound Channel Light 30A	STRUCT DEST/TRLB	12204	478NC	51/20
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
28707	South Ferry Terminal Lighted Buoy 6SF	OFF STA	11555	458NC	49/20
28722.7	Barney Slough Channel Lighted Buoy 10	TRLB	11555	362NC	38/20
28765	Hatteras Inlet Channel Light 19	STRUCT DEST/TRLB	11555	371NC	33/19
28900	Ocracoke Inlet Buoy 1	MISSING	11550	NONENC	24/19
28915	Ocracoke Inlet Lighted Buoy 4	MISSING	11550	217NC	25/20
28927	Ocracoke Inlet Buoy 8	OFF STA/MSLD SIG	11550	093NC	09/21
28953	Teaches Hole Channel Lighted Buoy 19	MISSING	11550	073NC	50/20
28955	Teaches Hole Channel Lighted Buoy 20	MISSING	11550	220NC	26/20
28957	Teaches Hole Channel Buoy 21	MISSING	11550	074NC	50/20
29130	Lookout Bight Lighted Buoy 4	MSLD SIG	11545	064NC	07/21
29337	**Beaufort Inlet Channel Lighted Buoy 7**	**OFF STA**	**11547**	**099NC**	**11/21**
29338	Beaufort Inlet Channel Lighted Buoy 8	OFF STA	11547	489NC	52/20
29339	Beaufort Inlet Channel Lighted Buoy 9	MISSING	11547	088NC	10/21
29735	New River Channel Light 12	STRUCT DEST/TRLB	11541	494NC	31/20
29740	New River Channel Light 13	STRUCT DMGD/TRLB	11541	078NC	11/19
29825	New River Channel Light 28A	STRUCT DEST/TRLB	11542	370NC	33/20
29995	New Topsail Inlet Buoy 3	MISSING	11541	037NC	05/21

30010	New Topsail Inlet Buoy 5	OFF STA	11541	062NC	07/21
30020	New Topsail Inlet Buoy 7	OFF STA	11541	063NC	07/21
30030	New Topsail Inlet Buoy 9	OFF STA	11541	059NC	07/21
30048	Banks Slough Channel Buoy 2BS	OFF STA	11541	061NC	07/21
30048.02	Banks Slough Channel Buoy 3	OFF STA	11541	467NC	50/20
30050	Banks Channel Light 1	STRUCT DEST/TRLB	11541	316NC	32/20
30065	Banks Channel Daybeacon 3	STRUCT DEST/TRUB	11541	006NC	02/21
30085	Banks Channel Daybeacon 9	STRUCT DEST/TRUB	11541	296NC	32/20
30095	Banks Channel Light 11	STRUCT DEST/TRLB	11541	068NC	08/21
30105	Banks Channel Daybeacon 13	STRUCT DEST/TRUB	11541	060NC	07/21
30115	Banks Channel Daybeacon 15	STRUCT DEST/TRUB	11541	114NC	15/20
30135	Banks Channel Daybeacon 21	STRUCT DEST/TRUB	11541	246NC	28/19
30215	Wrightsville Channel Daybeacon 13	STRUCT DEST/TRUB	11541	315NC	13/20
30372	Cape Fear River Entrance Channel Lighted Buoy 12	MISSING	11534	085NC	10/21
30420	Oak Island Channel Light 2	STRUCT DEST/TRLB	11534	020NC	02/21
30935	Cape Fear River Channel Lighted Buoy 61	OFF STA	11537	022NC	03/21
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	11537	024NC	16/20
30985	**Northeast Cape Fear River Light 4**	**STRUCT DEST/TRLB**	**11537**	**098NC**	**11/21**
30990	**Northeast Cape Fear River Light 6**	**STRUCT DEST/TRLB**	**11537**	**097NC**	**11/21**
31015	Lockwoods Folly Inlet Lighted Buoy 2	MISSING	11534	336NC	36/20
31020	Lockwoods Folly Inlet Buoy 3	OFF STA	11534	338NC	36/20
31025	Lockwoods Folly Inlet Buoy 4	MISSING	11534	290NC	32/20
31027	Lockwoods Folly Inlet Buoy 5	OFF STA	11534	NONENC	36/20
31030	Lockwoods Folly Inlet Buoy 6	MISSING	11534	337NC	36/20
31035	Lockwoods Folly Inlet Buoy 7	MISSING	11534	291NC	32/20
31040	Lockwoods Folly Inlet Buoy 8	MISSING	11534	292NC	32/20
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	403NC	18/15
31225	Lone Oak Channel Light 1	STRUCT DEST/TRLB	12204	051NC	45/20
31230	Wells Creek Light 1	STRUCT DEST/TRLB	12204	090NC	47/20
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31355	Middle Ground Light MG	LT EXT	12204	083NC	10/21
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
31820	Chowan River Light 12	STRUCT DMGD/TRLB	12205	022NC	03/20
31910	Croatan Sound Daybeacon 3A	STRUCT DEST/TRUB	12204	025NC	02/21
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
32137	Long Shoal Lighted Wreck Buoy WR2	OFF STA	11555	057NC	06/21
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
32910	Pungo River Light 7	STRUCT DEST/TRLB	11553	172NC	20/20
32915	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
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
34690	Core Sound Daybeacon 48	STRUCT DEST/TRUB	11545	411NC	38/18
34826	Beaufort Harbor Channel Daybeacon 4	STRUCT DEST/TRUB	11547	484NC	51/20
34830	Beaufort Harbor Channel Daybeacon 6	STRUCT DEST/TRUB	11547	007NC	02/21
35070	New Jersey Intracoastal Waterway Light 27	STRUCT DEST/TRUB	12324	139DB	30/20
35195	New Jersey Intracoastal Waterway Light 52	STRUCT DEST/HAZ NAV/TRLB	12324	041DB	06/21
35365	**New Jersey Intracoastal Waterway Buoy 94**	**OFF STA**	**12324**	**063DB**	**11/21**
36790	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
36945	Deep Creek Daybeacon 4	STRUCT DEST/TRUB	12206	059VA	16/20
37140	Elizabeth River Southern Branch Light 47	STRUCT DEST/TRLB	12253	587HR	51/18
37530	Great Bridge to Albemarle Sound Daybeacon 89	STRUCT DEST/TRUB	12206	NONENC	32/20
37620	Great Bridge to Albemarle Sound Light 118	STRUCT DEST/TRLB	12206	NONENC	32/20
37885	Alligator River Light 22	LT EXT	11553	067NC	08/21
37895	Alligator River Light 26	STRUCT DEST/TRLB	11553	004NC	01/21
37995	Alligator River Daybeacon 52	STRUCT DEST/TRUB	11553	180NC	21/19
38110	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
38115	Pungo River Light 7	STRUCT DEST/TRLB	11553	172NC	20/20
38440	Russell Slough Junction Light RS	STRUCT DEST/TRLB	11541	086NC	10/21
38470	Russell Slough Daybeacon 7	STRUCT DEST/TRUB	11541	448NC	47/20
39240	Bogue Sound - New River Light 65A	STRUCT DEST/TRLB	11541	380D5	36/19
39295	Bogue Sound - New River Light 72	STRUCT DEST/TRLB	11541	439NC	46/20
39305	Bogue Sound - New River Buoy 74	MISSING	11541	NONENC	52/20
39465	New River - Cape Fear River Light 71	STRUCT DEST/TRLB	11541	079NC	09/21
39610	New River - Cape Fear River Daybeacon 124	STRUCT DEST/TRUB	11541	437NC	46/20
39615	New River - Cape Fear River Light 125	STRUCT DEST/TRLB	11541	242NC	28/20
39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB	11541	NONENC	32/20
39710	New River - Cape Fear River Daybeacon 151	STRUCT DEST/TRUB	11534	466NC	49/20
39740	New River - Cape Fear River Daybeacon 156	STRUCT DEST/TRUB	11534	456NC	47/20
39745	New River - Cape Fear River Daybeacon 157	STRUCT DEST/TRLB	11534	391NC	41/20
39750	New River - Cape Fear River Daybeacon 159	STRUCT DEST/TRUB	11534	082NC	09/21
39857	New River - Cape Fear River Light 168	STRUCT DEST/TRLB	11534	211NC	24/20
39865	New River - Cape Fear River Daybeacon 172	MISSING/TRUB	11534	028NC	04/21
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB	11534	161NC	19/20
40060	Cape Fear River - Little River Light 7	STRUCT DEST/TRLB	11534	477NC	51/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRLB	11534	169NC	20/20
40180	Lockwoods Folly River Daybeacon 12	STRUCT DEST/TRUB	11534	NONENC	37/19
40285	Cape Fear River - Little River Daybeacon 63	STRUCT DEST/TRUB	11534	235NC	27/20
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	11534	306NC	27/20
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	11534	307NC	32/20
40330	Cape Fear River - Little River Light 78	STRUCT DEST/TRLB	11534	214NC	24/20

40335	Cape Fear River - Little River Daybeacon 80	STRUCT DEST/TRUB	11534	485NC	49/19
40360	Cape Fear River - Little River Light 85	STRUCT DEST/TRLB	11534	378NC	40/20
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	11534	334NC	32/20
40455	Cape Fear River - Little River Light 117	STRUCT DEST/TRLB	11534	407NC	42/20

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
65	Steel Pier Wreck Lighted Buoy WR2	RESET ON STATION	12316	010DB	52/20	11/21
120	Five Fathom Bank Lighted Buoy F	WATCHING PROPERLY	12214	NONEDB	27/19	11/21
165	Delaware Lighted Buoy D	WATCHING PROPERLY	12214	NONEDB	28/19	11/21
942	Barnegat Inlet North Breakwater Light 6	WATCHING PROPERLY	12324	019DB	04/21	11/21
1105	Little Egg Inlet Lighted Buoy 2	RELIGHTED	12316	004DB	02/21	11/21
3825	Enterprise Lower Range Rear Light	WATCHING PROPERLY	12314	027DB	06/21	11/21
4145	Kinkora Upper Range Front Light	WATCHING PROPERLY	12314	062DB	11/21	11/21
7545	Holland Island Bar Light	WATCHING PROPERLY	12231	362DB	49/20	11/21
8170	Brewerton Channel Lighted Buoy 6	WATCHING PROPERLY	12278	NONEMD	11/21	11/21
8600	Upper Chesapeake Channel Range Rear Light	WATCHING PROPERLY	12274	031MD	11/21	11/21
10030	Elizabeth River Southern Branch Light 20	REBUILT/RECOVERED	12253	049VA	10/21	11/21
12530	James River Channel Wreck Light WR120	WATCHING PROPERLY	12252	054VA	11/21	11/21
22750	Tangier Island East Channel Daybeacon 3	WATCHING PROPERLY	12228	022DB	07/21	11/21
23223	Big Thorofare West Buoy 4	RESET ON STATION	12228	030MD	10/21	11/21
30820	Lower Brunswick North Range Front Light	RELIGHTED	11537	096NC	11/21	11/21
30825	Lower Brunswick North Range Rear Light	RELIGHTED	11537	095NC	11/21	11/21
32667	Swanquarter Bay Lighted Wreck Buoy WR2	RESET ON STATION	11548	091NC	10/21	11/21
35480	New Jersey Intracoastal Waterway Lighted Buoy 120	RESET ON STATION	12316	012DB	02/21	11/21
36245	New Jersey Intracoastal Waterway Light 331	WATCHING PROPERLY	12316	061DB	10/21	11/21
36880	Elizabeth River Southern Branch Light 20	REBUILT/RECOVERED	12253	049VA	10/21	11/21

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1355	Ship Channel Buoy 7	ADRIFT	12316	168DB	34/20	
7905	Sandy Point State Park Daybeacon 1	DAYMK MISSING	12282	203MD	33/20	
7915	Sandy Point State Park Daybeacon 3	MSLD SIG	12282	204MD	33/20	
7925	Sandy Point State Park Buoy 5	MSLD SIG/BUOY DMGD	12282	205MD	33/20	
7940	Sandy Point State Park Danger Marker C	DAYMK MISSING	12282	208MD	33/20	
7957.7	Sandy Point State Park North Beach Buoy 7	MISSING	12270	206MD	33/20	
7957.8	Sandy Point State Park North Beach Buoy 8	MISSING	12270	207MD	33/20	
7980	Queen Ann County Obstruction Buoy A	MISSING	12270	275MD	39/20	
7985	Queen Ann County Obstruction Buoy B	MISSING	12270	276MD	39/20	
8343	Upper Chesapeake Channel Love Point Lighted Data Buoy A	MISSING	12278	277MD	39/20	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	

10156	Crab Creek Entrance Buoy 2CC	ADRIFT	12254	259VA	50/20
10157	Crab Creek Wreck Buoy WR3A	OFF STA	12254	182VA	35/20
10190	Lynnhaven River Western Branch Daybeacon 3	DAYMK MISSING	12254	103VA	24/20
10195	Lynnhaven River Western Branch Daybeacon 4	DAYMK MISSING	12254	104VA	24/20
10205	Lynnhaven River Western Branch Daybeacon 6	MSLD SIG	12254	105VA	24/20
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17
10245	Lynnhaven River Western Branch Daybeacon 14	STRUCT DEST	12254	106VA	24/20
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
10333	Lynnhaven River Eastern Branch Daybeacon 14	STRUCT DEST	12222	108VA	24/20
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	021VA	03/20
12060	Virginia Power Groin Light B	LT EXT	12253	008VA	03/20
12143.7	Barretts Point Lighted Buoy 2	OFF STA	12251	NONEVA	31/20
12143.71	Barretts Point Daybeacon 3	DAYMK IMCH	12251	NONEVA	35/20
12143.72	Barretts Point Daybeacon 4	DAYMK IMCH	12251	NONEVA	48/20
12143.73	Barretts Point Light 5	DAYMK IMCH	12251	NONEVA	48/20
12143.74	Barretts Point Light 6	DAYMK IMCH	12251	NONEVA	48/20
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
12845	Salt Ponds Daybeacon 1	STRUCT DEST/TRLB	12222	209VA	26/20
12949	Back River South Channel Daybeacon 1	STRUCT DEST	12222	215VA	42/20
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
13591	Virginia Power Debris Exclusion Boom Light C	STRUCT DEST/DAYMK MISSING	12241	266VA	52/20
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
15003	Broad Creek Southern Branch Daybeacon 2S	DAYMK MISSING	12235	100VA	23/20
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
16565	Lake Conoy Warning Daybeacon C	STRUCT DEST	12233	088MD	23/20
16972.5	Glebe Creek Daybeacon 4	DAYMK MISSING	12286	149MD	30/20
17845	Nanjemoy Creek Buoy 5	OFF STA	12288	001MD	02/21
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD	12288	184MD	33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING	12288	186MD	33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB	12288	183MD	24/19
18013.1	Aquia Creek Daybeacon 22	STRUCT DMGD	12288	185MD	33/20
18013.8	Aquia Creek Daybeacon 29	MISSING/STRUCT DEST	12288	182MD	33/20
18251.1	Neabsco Creek Channel Lighted Buoy 2	LT EXT	12289	098MD	24/20
18601	National Harbor Channel Daybeacon 2	DAYMK MISSING	12289	354MD	46/20
18601.01	National Harbor Channel Light 3	LT EXT/STRUCT DMGD	12289	383MD	01/21
19045	Lewis Creek Buoy 2	OFF STA	12284	341MD	44/20
19375	South Herrington Harbour Light 5	DAYMK DMGD	12266	139MD	19/19
19512	West River Buoy 7	MISSING	12270	221MD	34/20
19613	South River Warning Buoy B	MISSING	12270	NONEMD	39/18
19687.4	Fishing Creek - Oyster Creek Light 5	DAYMK MISSING	12270	322MD	43/20
19845	Chesapeake Harbor Buoy 3	MSLD SIG	12282	NONEMD	33/20
19850	Chesapeake Harbor Buoy 4	MISSING	12282	136MD	29/20
19855	Chesapeake Harbor Buoy 5	MISSING	12282	137MD	29/20
19860	Chesapeake Harbor Buoy 6	MSLD SIG	12282	NONEMD	33/20
19865	Chesapeake Harbor Buoy 7	MISSING	12282	138MD	29/20
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT IMCH/DAYMK MISSING	12282	221MD	30/19
19920	Spa Creek Anchorage Buoy A	MISSING	12283	139MD	29/20
19925	Spa Creek Anchorage Buoy B	MISSING	12283	140MD	29/20
19930	Spa Creek Anchorage Buoy C	MISSING	12283	141MD	29/20
20092	Little Magothy River Buoy 1LM	MSLD SIG	12282	198MD	33/20
20092.04	Little Magothy River Buoy 5	MSLD SIG	12282	199MD	33/20
20092.05	Little Magothy River Buoy 6	MISSING/MSLD SIG	12282	200MD	15/20
20092.06	Little Magothy River Buoy 7	MSLD SIG	12282	201MD	33/20
20092.07	Little Magothy River Buoy 8	MSLD SIG	12282	202MD	33/20
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20430	Pennwood Channel Range Front Light	LT EXT	12278	045MD	16/20
20435	Pennwood Channel Range Rear Light	LT EXT	12278	046MD	16/20
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	369MD	27/18
21363.3	Baltimore Inner Harbor Buoy 6	BUOY DMGD	12281	223MD	34/20
22865	Jenkins Creek Daybeacon 3	STRUCT DEST	12231	023MD	04/19
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
24562	Wallace Creek Daybeacon 4	STRUCT DEST	12261	078MD	20/20
25070	Choptank Fishing Pier Warning Daybeacon C	DAYMK MISSING	12268	224MD	34/20
25780	Upper Edge Creek Daybeacon 11	DAYMK MISSING	12266	152MD	30/20
26270	Cox Creek Buoy 4	OFF STA	12270	298MD	41/20
26343.7	Greenwood Creek Buoy 10	MISSING	12270	290MD	40/20
26517	Panhandle Point Lighted Data Buoy A	MISSING	12270	268MD	38/20

26525	Castle Harbor Marina Channel Light 1	DAYMK IMCH	12272	191MD	33/20
26535	Castle Harbor Marina Channel Daybeacon 3	DAYMK IMCH	12272	192MD	33/20
26540	Castle Harbor Marina Channel Daybeacon 4	STRUCT DEST/MSLD SIG/TRLB	12272	193MD	33/20
26545	Castle Harbor Marina Channel Daybeacon 5	STRUCT DEST/MSLD SIG/DAYMK IMCH/TRUB	12272	194MD	33/20
26550	Castle Harbor Marina Channel Daybeacon 6	STRUCT DEST/MSLD SIG/TRUB	12272	195MD	33/20
26555	Castle Harbor Marina Channel Daybeacon 7	DAYMK IMCH/TRUB	12272	196MD	33/20
26560	Castle Harbor Marina Channel Daybeacon 8	STRUCT DEST/MSLD SIG/TRUB	12272	197MD	33/20
26667	Grays Inn Creek Lighted Data Buoy B	MISSING	12272	278MD	39/20
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD/TRUB	12272	267MD	44/17
26723	Corisca River Lighted Data Buoy CR	MISSING	12272	266MD	38/20
26727	Corsica River Buoy 8	OFF STA	12272	288MD	40/20
26757	Jarrett Creek Lighted Data Buoy D	MISSING	12272	258MD	38/20
26840	Chester River Channel Buoy 44A	MISSING	12272	253MD	38/20
26847	Foremans Branch Lighted Data Buoy F	MISSING	12272	251MD	38/20
26873	Swan Creek Buoy 10	OFF STA	12272	179MD	32/20
26874.1	Swan Creek Buoy 13	MSLD SIG	12272	279MD	39/20
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
27079	Back River Buoy 6	DAYMK IMCH	12278	333MD	44/20
27080	Back River Buoy 7	DAYMK IMCH	12278	337MD	44/20
27083	Back River Buoy 8	MISSING	12278	338MD	26/20
27085	Back River Buoy 10	DAYMK IMCH	12278	339MD	44/20
27087	Back River Buoy 11	DAYMK IMCH	12278	340MD	44/20
27255	Upper Gunpowder River Buoy 7	MISSING	12274	159MD	31/20
27275	Upper Gunpowder River Buoy 11	DAYMK IMCH	12274	321MD	31/20
27955	Upper Elk River Buoy 16	DAYMK IMCH	12274	320MD	42/20
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31090	Shallotte Inlet Buoy 11	MISSING	11534	259NC	29/19
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
38540	Triple S. Marina Daybeacon 2	DAYMK MISSING	11547	185NC	22/20
38545	Triple S. Marina Daybeacon 3	DAYMK MISSING	11547	186NC	22/20
38550	Triple S. Marina Daybeacon 4	DAYMK MISSING	11547	187NC	22/20
38555	Triple S. Marina Daybeacon 5	DAYMK MISSING	11547	188NC	22/20
38560	Triple S. Marina Daybeacon 6	DAYMK MISSING	11547	189NC	22/20
38565	Triple S. Marina Daybeacon 7	DAYMK MISSING	11547	190NC	22/20
38570	Triple S. Marina Daybeacon 8	STRUCT DEST	11547	191NC	22/20
38575	Triple S. Marina Daybeacon 9	STRUCT DEST	11547	192NC	22/20
38580	Triple S. Marina Daybeacon 10	STRUCT DEST	11547	193NC	22/20
38585	Triple S. Marina Daybeacon 11	STRUCT DEST	11547	194NC	22/20
38590	Triple S. Marina Daybeacon 12	DAYMK MISSING	11547	195NC	22/20
38595	Triple S. Marina Daybeacon 13	DAYMK MISSING	11547	196NC	22/20
39125	Cow Creek Channel Daybeacon CC	STRUCT DEST/TRUB	11541	398NC	44/19
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
	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
	Coopers Creek Daybeacon 1 / DNR1250	STRUCT DEST	12285	056D	18/20
	Deep Water Point Light 2	LT EXT	12316	331DB	47/19
	Elizabeth River Eastern BR Water Main South Lt	STRUCT DMGD	12253	125VA	27/20
	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
	Gardner Creek Daybeacon 2	STRUCT DEST	12286	081MD	21/20
	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
	Hambleton Cove Daybeacon 1	DAYMK MISSING	12270	NONEMD	43/20
	Hambleton Cove Daybeacon 3	DAYMK MISSING	12270	302MD	41/20
	Hambleton Cove Daybeacon 5	DAYMK MISSING	12270	302MD	41/20
	Island Creek Buoy 10	MISSING	12272	255MD	38/20
	Island Creek Buoy 12	MISSING	12272	256MD	38/20
	Island Creek Buoy 14	MISSING	12272	257MD	38/20
	Oak Creek Buoy 3	OFF STA	12270	314MD	41/20
	Price Creek Buoy 3	OFF STA	12270	277MD	37/19
	Royal Beach Association Buoy	MISSING	12282	065MD	18/20
	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

None

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
140	**Skipjack Wind Met Buoy SKJ**	**DISCONTINUED**	**12317**	**NONE**	**11/21**	
4155	Upper Delaware River Channel Lighted Buoy 71	RELOCATED FOR DREDGING	12314	606D5	44/20	
4160	Upper Delaware River Channel Lighted Buoy 72	RELOCATED FOR DREDGING	12314	606D5	44/20	
4170	Upper Delaware River Channel Lighted Buoy 76	RELOCATED FOR DREDGING	12314	606D5	44/20	
4175	Upper Delaware River Channel Lighted Buoy 78	RELOCATED FOR DREDGING	12314	606D5	44/20	
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	004D5	06/20	
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	004D5	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	
9555	Norfolk International Terminal South Channel Buoy 2S	RELOCATED FOR DREDGING	12245	601D5	43/20	
9555	Norfolk International Terminal South Channel Buoy 2S	TRUB	12245	601D5	43/20	
9560	Norfolk International Terminal South Channel Lighted Buoy 4S	RELOCATED FOR DREDGING	12245	601D5	43/20	
9560	Norfolk International Terminal South Channel Lighted Buoy 4S	TRLB	12245	601D5	43/20	
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
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
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29337	Beaufort Inlet Channel Lighted Buoy 7	RELOCATED FOR DREDGING	11547	098D5	07/21
29339	Beaufort Inlet Channel Lighted Buoy 9	RELOCATED FOR DREDGING	11547	098D5	08/21
29345	Beaufort Inlet Channel Lighted Buoy 11	RELOCATED FOR DREDGING	11547	098D5	08/21
29350	Beaufort Inlet Channel Lighted Buoy 12	RELOCATED FOR DREDGING	11547	116D5	09/21
29370	Beaufort Inlet Channel Lighted Buoy 14	DISCONTINUED FOR DREDGING	11547	036D5	04/21
29420	Morehead City Channel Lighted Buoy 17	RELOCATED FOR DREDGING	11547	067D5	07/21
30050	Banks Channel Light 1	TRLB	11541	398D5	31/20
30055	Banks Channel Light 2	TRLB	11541	398D5	31/20
30303	Carolina Beach Inlet Buoy 8A	DISCONTINUED FOR DREDGING	11534	489D5	37/20
30305	Carolina Beach Inlet Buoy 9	DISCONTINUED FOR DREDGING	11534	489D5	37/20
30695	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
38415	Core Creek Daybeacon 25	DISCONTINUED FOR DREDGING	11541	068D5	07/21
38430	Core Creek Daybeacon 28	DISCONTINUED FOR DREDGING	11541	068D5	07/21
38436	Core Creek Buoy 29A	DISCONTINUED FOR DREDGING	11541	092D5	08/21
38482	Core Creek Buoy 30A	DISCONTINUED FOR DREDGING	11541	092D5	08/21
38885	Bogue Sound Warning Daybeacon A	DISCONTINUED	11541	638D5	46/20
39223	Bogue Sound - New River Buoy 61A	DISCONTINUED FOR DREDGING	11541	703D5	01/21
39224	Bogue Sound - New River Buoy 62	DISCONTINUED FOR DREDGING	11541	703D5	01/21
39305	Bogue Sound - New River Buoy 74	DISCONTINUED FOR DREDGING	11541	644D5	46/20
39756	New River - Cape Fear River Buoy 161A	DISCONTINUED FOR DREDGING	11534	688D5	51/20
39758	New River - Cape Fear River Buoy 162A	DISCONTINUED FOR DREDGING	11534	688D5	51/20
39885	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
28055	Oregon Inlet Buoy 17	Reestablished	12204	136D5	08/21	11/21

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER
Main Panel 2245 NEW YORK HARBOR CGD01
(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W
Green can

Corrective Action — Object of Corrective Action — Position

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

11555 43rd Ed. 01-SEP-18 Last LNM: 18/19 NAD 83 11/21
ChartTitle: **Cape Hatteras-Wimble Shoals to Ocracoke Inlet**

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

RELOCATE	Barney Slough Channel Buoy 3A	CGD05 from 35-13-31.391N to 35-13-34.282N	075-47-14.176W 075-47-14.261W
RELOCATE	Hatteras Inlet Channel Light 19	CGD05 from 35-12-15.409N to 35-12-16.127N	075-43-15.168W 075-43-14.218W

12200 53rd Ed. 01-OCT-18 Last LNM: 49/18 NAD 83 11/21
ChartTitle: **Cape May to Cape Hatteras**

Main Panel 526 CAPE MAY TO CAPE HATTERAS - -. Page/Side: -

CHANGE	Delaware Lighted Buoy D AIS for RACON (-.-)	CGD05 at 38-27-18.441N	074-41-46.607W
CHANGE	Five Fathom Bank Lighted Buoy F AIS for RACON (--)	CGD05 at 38-46-49.031N	074-34-32.014W

12210 46th Ed. 01-NOV-19 Last LNM: 39/19 NAD 83 11/21
ChartTitle: **Chincoteague Inlet to Great Machipongo Inlet;Chincoteague Inlet**

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

DELETE	Wallops Island Lighted Buoy 2	CGD05 37-53-44.813N	075-24-54.095W
ADD	Wallops Island Lighted Buoy 1 Green Fl G 4s	CGD05 at 37-53-45.771N	075-24-54.513W

12211 49th Ed. 01-MAY-20 Last LNM: 44/17 NAD 83 11/21
ChartTitle: **Fenwick Island to Chincoteague Inlet;Ocean City Inlet**

CHART DE-MD-VA-FENWICK ISLAND TO CHINCOTEAGUE INLET. Page/Side: N/A

DELETE	Wallops Island Lighted Buoy 2	CGD05 37-53-44.813N	075-24-54.095W
ADD	Wallops Island Lighted Buoy 1 Green Fl G 4s	CGD05 at 37-53-45.771N	075-24-54.513W

12214 51st Ed. 01-MAR-19 Last LNM: 45/17 NAD 83 11/21
ChartTitle: **Cape May to Fenwick Island**

Main Panel 554 CAPE MAY TO FENWICK ISLAND - -. Page/Side: -

CHANGE	Delaware Lighted Buoy D AIS for RACON (-.-)	CGD05 at 38-27-18.441N	074-41-46.607W
CHANGE	Five Fathom Bank Lighted Buoy F AIS for RACON (--)	CGD05 at 38-46-49.031N	074-34-32.014W

12225 62nd Ed. 01-AUG-19 Last LNM: 45/17 NAD 83 11/21
ChartTitle: **Chesapeake Bay Wolf Trap to Smith Point**

Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT - -. Page/Side: -

			NOS	
ADD	Obstruction in Feet; 23 Obstn	Chart No. 1: K41 (NOS NW-31135)	37-25-56.300N	076-10-48.000W

12226 20th Ed. 01-NOV-20 Last LNM: 45/17 NAD 83 11/21

ChartTitle: **Chesapeake Bay Wolf Trap to Pungoteague Creek**

Main Panel 564 CHESAPEAKE BAY WOLF TRAP TO PUNGOTEAGUE CREEK - -. Page/Side: -

			NOS	
ADD	Obstruction in Feet; 23 Obstn	Chart No. 1: K41 (NOS NW-31135)	37-25-56.300N	076-10-48.000W

12238 43rd Ed. 01-DEC-17 Last LNM: 01/21 NAD 83 11/21

ChartTitle: **Chesapeake Bay Mobjack Bay and York River Entrance**

Main Panel 580 CHESAPEAKE BAY MOBJACK BAY AND YORK RIVER ENTRANCE - -. Page/Side: -

			NOS	
ADD	Obstruction in Feet; 23 Obstn	Chart No. 1: K41 (NOS NW-31135)	37-25-56.300N	076-10-48.000W

12272 33rd Ed. 01-JAN-17 Last LNM: 20/19 NAD 83 11/21

ChartTitle: **Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek**

CHART MD- CHESTER RIVER. Page/Side: N/A

		CGD05	
RELOCATE	Pooles Island Flats Channel Lighted Buoy 4	from 39-13-53.540N	076-19-19.200W
		to 39-13-53.422N	076-19-20.860W

12273 61st Ed. 01-AUG-20 Last LNM: 15/19 NAD 83 11/21

ChartTitle: **Chesapeake Bay Sandy Point to Susquehanna River**

Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER - -. Page/Side: -

		CGD05	
DELETE	Arnold Point Light	39-27-46.094N	075-58-00.665W
		CGD05	
RELOCATE	Pooles Island Flats Channel Lighted Buoy 4	from 39-13-53.540N	076-19-19.200W
		to 39-13-53.422N	076-19-20.860W

12274 39th Ed. 01-SEP-20 Last LNM: 39/19 NAD 83 11/21

ChartTitle: **Head of Chesapeake Bay**

CHART MD- HEAD OF CHESAPEAKE BAY. Page/Side: N/A

		CGD05	
DELETE	Arnold Point Light	39-27-46.094N	075-58-00.665W

12278 80th Ed. 01-MAY-20 Last LNM: 20/19 NAD 83 11/21

ChartTitle: **Chesapeake Bay Approaches to Baltimore Harbor**

CHART MD- CHESAPEAKE BAY APPROACHES TO BALTIMORE. Page/Side: N/A

		CGD05	
RELOCATE	Pooles Island Flats Channel Lighted Buoy 4	from 39-13-53.540N	076-19-19.200W
		to 39-13-53.422N	076-19-20.860W

12280 12th Ed. 01-SEP-20 Last LNM: 39/19 NAD 83 11/21

ChartTitle: **Chesapeake Bay**

CHART MD - VA - CHESAPEAKE BAY. Page/Side: N/A

		CGD05	
RELOCATE	Pooles Island Flats Channel Lighted Buoy 4	from 39-13-53.540N	076-19-19.200W
		to 39-13-53.422N	076-19-20.860W

Extension 2975 CHESAPEAKE BAY - SOUTHERN PART - -. Page/Side: -

			NOS	
ADD	Obstruction in Feet; 23 Obstn	Chart No. 1: K41 (NOS NW-31135)	37-25-56.300N	076-10-48.000W

12288 21st Ed. 01-SEP-13 Last LNM: 25/17 NAD 83 11/21

ChartTitle: **Potomac River Lower Cedar Point to Mattawoman Creek**

Main Panel 663 POTOMAC RIVER LOWER CEDAR POINT TO MATTAWOMAN CREEK. Page/Side: N/A

		CGD05	
ADD	Nice Middleton Lighted Buoy 36 Red Fl R 6s	at 38-21-44.724N	076-59-26.285W
		CGD05	
ADD	Nice Middleton Lighted Buoy 38 Red Fl R 4s	at 38-21-45.680N	076-59-26.483W
		CGD05	
ADD	Nice Middleton Lighted Buoy 40 Red Fl R 4s	at 38-21-47.609N	076-59-26.901W

ADD	Nice Middleton Lighted Buoy 42 Red Fl R 6s	CGD05 at 38-21-48.584N	076-59-27.109W

12300 **49th Ed.** **01-JUN-12** **Last LNM: 38/20** **NAD 83** **11/21**

ChartTitle: **Approaches to New York, Nantucket Shoals to Five Fathom Bank**

Main Panel 666 NY APPROACHES - NANTUCKET SHOALS TO FIVE FATHOM BANK. Page/Side: N/A

CHANGE	Five Fathom Bank Lighted Buoy F AIS for RACON (--)	CGD05 at 38-46-49.031N	074-34-32.014W

12316 **37th Ed.** **01-OCT-18** **Last LNM: 43/19** **NAD 83** **11/21**

ChartTitle: **Intracoastal Waterway Little Egg Harbor to Cape May;Atlantic City**

CHART NJ-IWW-LITTLE EGG HARBOR TO CAPE MAY. Page/Side: N/A

RELOCATE	Little Egg Inlet Lighted Buoy 2	CGD05 from 39-28-31.623N to 39-28-23.049N	074-17-13.194W 074-17-07.609W
RELOCATE	Longport Channel Buoy 8	CGD05 from 39-18-49.807N to 39-18-47.917N	074-31-45.254W 074-31-44.109W
RELOCATE	Longport Channel Buoy 9	CGD05 from 39-18-51.905N to 39-18-50.914N	074-31-45.325W 074-31-44.945W

12318 **45th Ed.** **01-APR-10** **Last LNM: 46/17** **NAD 83** **11/21**

ChartTitle: **Little Egg Inlet to Hereford Inlet;Absecon Inlet**

CHART NJ- LITTLE EGG INLET TO HEREFORD INLET. Page/Side: N/A

RELOCATE	Little Egg Inlet Lighted Buoy 2	CGD05 from 39-28-31.623N to 39-28-23.049N	074-17-13.194W 074-17-07.609W

12323 **26th Ed.** **01-DEC-12** **Last LNM: 52/19** **NAD 83** **11/21**

ChartTitle: **Sea Girt to Little Egg Inlet**

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

RELOCATE	Little Egg Inlet Lighted Buoy 2	CGD05 from 39-28-31.623N to 39-28-23.049N	074-17-13.194W 074-17-07.609W

13003 **52nd Ed.** **01-OCT-15** **Last LNM: 38/20** **NAD 83** **11/21**

ChartTitle: **Cape Sable to Cape Hatteras**

Main Panel 2156 CAPE SABLE TO CAPE HATTERAS. Page/Side: A

CHANGE	Delaware Lighted Buoy D AIS for RACON (-.-)	CGD05 at 38-27-18.441N	074-41-46.607W
CHANGE	Five Fathom Bank Lighted Buoy F AIS for RACON (--)	CGD05 at 38-46-49.031N	074-34-32.014W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s) **Project Date** **Ref. LNM**

None

Advance Notice(s)

MD – PATAPSCO RIVER – HAWKINS POINT PIER – AID TO NAVIGATION DISCONTINUATION

On or about March 29, 2021 the Coast Guard will discontinue Hawkins Point Buoy WR1 (LL 20790).

Chart 12278 LNM: 09/21

MD – EASTERN BAY AND SOUTH RIVER – CRAB ALLEY – LITTLE CREEK

On or about March 16, 2021 the Coast Guard will make the following changed to the aids to navigation marking Crab Alley-Little Creek: Convert: Daybeacon 2 (LLNR 26315) to Lighted Buoy 2 with a flashing 2.5 second red light and maintained from April 1 to December 1. Convert: Daybeacon 6 (LLNR 26325) to Buoy 6 and maintained from April 1 to December 1. Discontinue: Daybeacon 8 (LLNR 26330).

Chart 12270 LNM: 08/21

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – PAGEN RIVER – AID TO NAVIGATION CHANGE

Due to significant shoaling in Jones Creek, least depth 3.9'MLLW to 6.0'MLLW, the Coast Guard will make the following changes on or about March 15, 2021 to the aids to navigation marking Jones Creek
Convert/Rename:
Jones Creek Daybeacon 2 (LL 11420) to Jones Creek Warning Daybeacon A with NW dayboards.
Jones Creek Daybeacon 4 (LL 11425) to Jones Creek Warning Daybeacon B with NW dayboards.
Until structures can be removed.
Chart 12248 LNM: 09/21

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – WARWICK RIVER – AID TO NAVIGATION CHANGE

Due to significant shoaling in the Warwick River, least depth 1.6'MLW to 6.0'MLW, the Coast Guard will make the following changes on or about March 15, 2021 to the aids to navigation marking Warwick River
Convert/Rename:
Warwick River Daybeacon 4 (LL 11530) to Warwick River Warning Daybeacon A with NW dayboards.
Warwick River Daybeacon 6 (LL 11535) to Warwick River Warning Daybeacon B with NW dayboards.
Warwick River Daybeacon 8 (LL 11540) to Warwick River Warning Daybeacon C with NW dayboards.
Warwick River Daybeacon 10 (LL 11545) to Warwick River Warning Daybeacon D with NW dayboards.
Warwick River Daybeacon 11 (LL 11550) to Warwick River Warning Daybeacon E with NW dayboards.
Warwick River Daybeacon 13 (LL 11555) to Warwick River Warning Daybeacon F with NW dayboards.
Until structures can be removed.
Chart 12248 LNM: 09/21

******VA – OCCOHANNOCK CREEK – AID TO NAVIGATION CHANGE******

Due to increasing shoaling in and around Occohannock Creek, the Coast Guard will make the following changes; on or about March 22, 2021, to the aids to navigation marking Occohonnock Creek:
Change: Entrance Light 1 (LL 21695) to Warning Light A with a flashing 4 second white light and NW dayboards worded "Danger Shoal".
Establish: Lighted Buoy 2 in approximate position: 37 31 52.648N-75 57 49.034W with a flashing 2.5-second red light and a nominal range of 4nm.
Change: Light 3 (LL 21700) to Warning Daybeacon B with NW dayboards worded "Danger Shoal".
Establish Lighted Buoy 3 in approximate position:37 32 01.700N-75 57 19.733W with a flashing 4-second green light and a nominal range of 4nm.
Change: Daybeacon 5 (LL 21705) to Warning Daybeacon C with NW dayboards worded "Danger Shoal".
Establish: Buoy 5 in approximate position: 37 32 21.589N-75 56 56.576W.
Change: Daybeacon 7 (LL 21715) to Warning Daybeacon D with NW dayboards worded "Danger Shoal".
Rename: Warning Daybeacon A (LL 21730) to Warning Daybeacon E.

Charts: 12225 12226 LNM: 11/21

******VA – DEEP CREEK VIA DISMAL SWAMP CANAL - AID TO NAVIGATION CHANGE******

On or about March 22, 2021 the Coast Guard convert Deep Creek Daybeacon 4 (LL 36945) to Deep Creek Buoy 4.
Chart 12206 LNM: 11/21

NC – CAPE HENRY TO PAMLICO SOUND – CURRITUCK SOUND - AIDS TO NAVIGATION CHANGE

On or about the last week in March 2021 the Coast Guard Fifth District will discontinue Lone Oak Channel Light 1 (LLNR 31225) and Wells Creek Light 1 (LLNR 31230). The Coast Guard will no longer discontinue Whale Head Bay Light 1 (LLNR 31170) as proposed. Whale Head Bay Light 1 (LLNR 31170) will be converted to Whale Head Lighted Buoy 1 (LLNR 31170).
Charts: 12204 12205 LNM: 05/21

******NC – MOREHEAD CITY HARBOR – MOREHEAD CITY RANGE LIGHTS******

On or about the first week in May 2021 the Coast Guard will complete the rebuild and lighting of the new Morehead City Channel Range Front Light (LLNR 29355) showing a quick flashing white light day and night, and Morehead City Channel Range Rear Light (LLNR 29360) showing a isophase 6 second light day and night. Following completion of the new range lights Morehead City Channel Warning Light A (LLNR 29355) will be discontinued and removed.
Chart 11547 LNM: 11/21

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNM
None			

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

The Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users may provide feedback on the Fifth Coast Guard District Waterway Proposals Data/Feedback Form:
https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf

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

LNM: 04/20

NJ – INTRACOASTAL WATERWAY – NJICW - CHANGES IN AID TYPE

The Coast Guard is proposing the following changes to the aids to navigation marking the New Jersey Intracoastal Waterway (NJICW). This action is being taken due to the age and extensive deterioration of the steel piles, the necessity to prevent future hazards to navigation and the inaccessibility to the aids by Coast Guard assets.
Change NJICW Daybeacon 14 (LLNR 35025) to NJICW Buoy 14 (LLNR 35025) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.
Change NJICW Light 27 (LLNR 35070) to NJICW Lighted Buoy 27 (LLNR 35070) Flashing Green 4 second Light, Green Can with yellow square ICW mark. Removed when endangered by Ice.
Change NJICW Light 47 (LLNR 35170) to NJICW Lighted Buoy 47 (LLNR 35170) Flashing Green 4 second Light, Green Can with yellow square ICW mark. Removed when endangered by Ice.
Change NJICW Light 48 (LLNR 35175) to NJICW Lighted Buoy 48 (LLNR 35175) Flashing Red 2.5 second Light, Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.
Change NJICW Light 52 (LLNR 35195) to NJICW Lighted Buoy 52 (LLNR 35195) Flashing Red 4 second Light, Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.
Change NJICW Light 56 (LLNR 35205) to NJICW Lighted Buoy 56 (LLNR 35205) Flashing Red 4 second Light, Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.
Change NJICW Light 86 (LLNR 35335) to NJICW Lighted Buoy 86 (LLNR 35335) Flashing Red 4 second Light, Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.
Change NJICW Daybeacon 295 (LLNR 36110) to NJICW Buoy 295 (LLNR 36110) Green Can with yellow square ICW mark. Removed when endangered by Ice.
Change NJICW Light 299 (LLNR 36130) to NJICW Lighted Buoy 299 (LLNR 36130) Flashing Green 4 second Light, Green Can with yellow square ICW mark. Removed when endangered by Ice.
Change NJICW Daybeacon 308 (LLNR 36155) to NJICW Buoy 308 (36155) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.
Change NJICW Light 463 (LLNR 36670) to NJICW Lighted Buoy 463 (LLNR 36670) Flashing Green 4 second Light, Green Can with yellow square ICW mark. Removed when endangered by Ice.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
Or you may email comments to CGD5Waterways@uscg.mil, or mail comments to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704
All comments will be carefully considered and are requested prior to 22 Mar 2021 to be considered in the analysis. Please refer to project number 05-21-017(D).

Charts: 12316 12324 LNM: 04/21

NJ - NEW JERSEY INTRACOASTAL WATERWAY – ATLANTIC CITY TO CAPE MAY – AID TO NAVIGATION CHANGE

Due to shoaling and water depth this aid type is unable to be serviced but the Primary Servicing Unit. The Coast Guard is proposing changing the following aid from a steel hull buoy to a foam hull buoy to enable routine service and maintenance by a different size vessel. The new buoy would be "Removed when endangered by ice".
New Jersey Intracoastal Waterway Buoy 374 (LLNR 36385)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to 27 April 2021 to be considered in the analysis. Refer to project number 05-22-024(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704

Chart 12316 LNM: 09/21

MD – TANGIER SOUND – DAUGHERTY CREEK - CHANGE TO AIDS TO NAVIGATION PROPOSAL

Due to shoaled conditions in Daugherty Creek, the local coast guard construction tender has been unable to access this waterway to remove the wreckage at Daugherty Light 5 (LL 23370) which has marked with a lighted wreck buoy. On or about May 10, 2021 an alternate Coast Guard entity will attempt to remove this wreckage. Upon successful removal, the Coast Guard is proposing the following changes to the aids to navigation marking Daugherty Creek:
Discontinue:
Daugherty Creek Daybeacon 3 (LLNR 23365)
Daugherty Creek Lighted Wreck Buoy WR 5 (LLNR 23370)

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at

https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to April 19, 2021 to be considered in the analysis. Refer to project number 05-21-023(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Chart 12231 LNM: 08/21

MD – CHOPTANK RIVER – CHANGE TO AIDS TO NAVIGATION PROPOSAL

The Coast Guard is proposing making the following changed to the aids to navigation marking the Choptank River Channel
Change: Buoy 27 (LL 25075) to Light 27 in approximate position: 38 34 22.002N-76 02 33.447W with a 4nm nominal range flashing 2.5 second green light, optic height of 15' and SG dayboards on multi-pile structure.
Change: Buoy 33 (LL 25135) to Daybeacon 33 in approximate position: 38 35 52.559N-75 59 12.9913W with SG dayboards on pile.
Change: Buoy 35 (LL 25145) to Daybeacon 35 in approximate position: 38 36 25.507N-75 59 02.763W with SG dayboards on pile.
Change: Buoy 36 (LL 25150) to Daybeacon 36 in approximate position: 38 36 35.985N-75 58 47.891W with TR dayboards on pile.Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at
https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to May 3, 2021 to be considered in the analysis. Refer to project number 05-21-025(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12268 LNM: 10/21

MD – CHESAPEAKE BAY – EASTERN BAY - PROSPECT BAY – CHANGE TO AIDS TO NAVIGATION PROPOSAL

The Coast Guard is proposing making the following changed to the aids to navigation marking Prospect Bay.

Change: Prospect Bay Lighted Buoy 1P (LL 26335) to Light 1P in approximate position: 38 54 01.685N-76 13 48.257W with a 4nm nominal range flashing 4s green light, optic height of 15' and SG dayboards on pile.
Change: Prospect Bay Buoy 2 (LL 26340) to Daybeacon 2 in approximate position: 38 55 17.465N-76 14 11.203W with TR dayboards on pile.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at
https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to April 12, 2021 to be considered in the analysis. Refer to project number 05-21-018(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Charts: 12263 12270 LNM: 07/21

MD - UPPER CHESAPEAKE CHANNEL- BUSH RIVER – CHANGE TO AIDS TO NAVIGATION

The Coast Guard is proposing making the following changes to the aids to navigation marking the Upper Chesapeake Channel and Bush River.
Upper Chesapeake Channel:
Discontinue: Shad battery Shoal Buoy 1A (LL 8850)
Discontinue: Taylor Island Shoal Buoy 1 (LL 8855)
Bush River:
Discontinue: Approach River Junction Buoy (LL 27305)
Change: Approach Buoy 2 (LL 27310) to Lighted 2B in approximate position: 39 20 03.616N-76 13 46.160W with a 4nm nominal range flashing 2.5s red light, optic height of 15' and TR dayboards on multi-pile structure.
Change: Approach lighted Buoy 3 (LL 27315) to Light 3 in approximate position: 39 21 02.740N-76 15 06.570W with an optic height of 15' and SG dayboards.
Change: Buoy 4 (LL 27320) to Daybeacon 4 in approximate position: 39 21 23.813N-76 15 15.564 with TR dayboards.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at

https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to April 5, 2021 to be considered in the analysis. Refer to project number 05-21-0009(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Charts: 12273 12274 LNM: 06/21

MD- CHESAPEAKE BAY-SEVERN AND MAGOTHY RIVERS-SEVERN RIVER

AVAILABILITY OF PRELIMINARY PUBLIC NOTICE D05PPN-12-2021
All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Anne Arundel Department of Public Works with plans for modification of an existing highway, fixed bridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Magothy River, mile 7.0, at Severna Park, MD
CHARACTER OF WORK: The proposed project is to rehabilitate the bridge and work will consist of replacing the superstructure and widening the existing three span steel beam bridge. The purpose of the project is to improve the structural integrity of the existing bridge to provide travel safety and traffic operations on Magothy Bridge Road.
The existing fixed bridge has a horizontal clearance of 50 feet and a vertical clearance of 11 feet above mean high. The replacement bridge will be a fixed bridge]with a horizontal clearance of 50 feet and a vertical clearance of 11 feet above mean high water.
A copy of Preliminary Public Notice D05PPN-12-2021, which describes the proposal in detail, can be obtained by calling (757) 398-6227 or by viewing at https://www.navcen.uscg.gov/?pageName=pnBridges. Comments on this proposal should be forwarded to the address in the notice no later than 12 March 2021.

Chart 12282 LNM: 08/21

VA – CHINCOTEAGUE INLET – VIRGINIA INSIDE PASSAGE– CAT CREEK

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the National Aeronautics and Space Administration with plans for the replacement of an existing highway fixed bridge with a new fixed bridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Cat Creek, mile 1.0, at Accomack, VA.
CHARACTER OF WORK: The proposed project is to replace the existing Wallops Island Causeway highway fixed bridge with a fixed bridge. The purpose of the project is to maintain the safety of the travelling public and replace a bridge design that is no longer considered acceptable, eliminating the need for increasingly costly bridge repairs.

The existing fixed bridge has a horizontal clearance of 60 feet and a vertical clearance of 40 feet above mean high water. The new fixed bridge will have a horizontal clearance of 60 feet and a vertical clearance of 12.8 feet above mean high water.

A copy of Public Notice D05PPN-01-2021, which describes the proposal in detail, can be obtained by calling (757) 398-6587 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 19, 2021.

Chart 12210 LNM: 06/21

VA – JAMES RIVER – JAMES RIVER ANCHORAGE BUOYS – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing discontinuing the following aids to navigation marking James River Anchorage I: Discontinue

James River Anchorage I Buoy A (LLNR 11240)
James River Anchorage I Buoy B (LLNR 11245)
James River Anchorage I Buoy C (LLNR 11250)

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to April 19, 2021 to be considered in the analysis. Refer to project number 05-21-022(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Chart 12248 LNM: 08/21

VA – JAMES RIVER AND HOG ISLAND CUTOFF – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing the following aids to navigation marking James River Channel-Hog Island Cut:
James River Channel:

Change: Buoy 25 (LL 11785) to Light 25 in approximate position: 37 09 05.089N-76 38 32.170W with a flashing 2.5 second flashing green light with a 4nm nominal range and SG dayboards on pile.
Discontinue: Hog Island Junction Lighted Buoy HI (LL 11965).
Relocate: Lighted Buoy 45 (LL 12040) to approximate position:37 12 13.716N-76 42 26.820W and change the to a flashing green 2.5 second.
Hog Island Cut Channel: * Remove Channel from aid names*
Change: Buoy 2 (LL 11875) to Daybeacon 2 in approximate position: 37 09 49.563N-76 38 40.738W with TR dayboards on pile.
Change: Buoy 3 (LL 11880) to Daybeacon 3 in approximate position: 37 11 15.0103N-76 39 45.446W with SG dayboards on pile.
Change: Buoy 4 (LL 11885) to Daybeacon 4 in approximate position: 37 11 24.646N-76 39 33.111W with TR dayboards on pile.
Change: Buoy 6 (LL 11890) to Daybeacon 6 in approximate position: 37 12 17.381N-76 40 56.067W with TR dayboards on pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to May 3, 2021 to be considered in the analysis. Refer to project number 05-21-019(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12248 LNM: 10/21

NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – SHACKLEFORD SLUE CHANNEL / MIDDLE MARSHES.– PROPOSAL, AIDS TO NAVIGATION – CHANGES

The Coast Guard Fifth District is proposing to change the lateral aids so that when returning from sea via the Beaufort Inlet, the color red marks the starboard side of the channel from Beaufort Inlet to Harkers Island West Channel.

Shackleford Slue Light (LLNR 29415) change to Green Squares, Fl G 4s, and rename Shackleford Slue Channel Light 5.
Middle Marshes Daybeacon 4 (LLNR 29326.1) change to Green Squares and rename Shackleford Slue Channel Daybeacon 7.
Middle Marshes Daybeacon 3 (LLNR 29326.1) change to Red Triangle dayboards and rename Shackleford Slue Channel Daybeacon 8.
Middle Marshes Daybeacon 1A (LLNR 29326.01) change to Red Triangle dayboards and rename Shackleford Slue Channel Daybeacon 10.
Middle Marshes Daybeacon 1 (LLNR 29326) change to Red Triangle dayboards and rename Shackleford Slue Channel Daybeacon 12.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to April 5, 2021 to be considered in the analysis. Refer to project number 05-20-051(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Charts: 11534 11537 LNM: 06/21

NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – ESTABLISH HARKERS ISLAND STRAITS.– PROPOSAL, AIDS TO NAVIGATION – CHANGES

The Coast Guard Fifth District is proposing to change the lateral aids so that when returning from sea via the Beaufort Inlet, the color red marks the starboard side of the channel from Beaufort Inlet to southern part of Core Sound.

Core Sound Light 60 (LLNR 34775) change to Green Squares, Fl G 4s, and rename Harkers Island Straits Light 1.
Core Sound Light 58 (LLNR 34745) change to Green Squares, Fl G 2.5s, and rename Harkers Island Straits Light 3.
Discontinue Core Sound Buoy 56B (LLNR 34741).
Core Sound Daybeacon 56A (LLNR 34739) change to Green Squares and rename Harkers Island Straits Daybeacon 5.
Harkers Island West Channel Light 1 (LLNR 34730) change to Red Triangles, Fl R 4s, and rename Harkers Island Straits Light 6.
Core Sound Light 56 (LLNR 34723) change to Green Squares, Fl G 4s, and rename Harkers Island Straits Light 7.
Discontinue Core Sound Light 55 (LLNR 34705).
Core Sound Buoy 51 (LLNR 34700) change to red nun and rename Harkers Island Straits Buoy 8.
Core Sound Daybeacon 50 (LLNR 34695) change to Green Squares and rename Harkers Island Straits Daybeacon 9.
Core Sound Daybeacon 48 (LLNR 34690) change to Green Squares and rename Harkers Island Straits Daybeacon 11.
Core Sound Daybeacon 47A (LLNR 34681) change to Red Triangles and rename Harkers Island Straits Daybeacon 12.
Core Sound Light 47 (LLNR 34680) change to Red Triangles, Fl R 4s and rename Harkers Island Straits Light 14.
Core Sound Light 46 (LLNR 34675) change to Green Squares, Fl G 4s, and rename Harkers Island Straits Light 15.
Core Sound Light 44 (LLNR 34770) change to Green Squares, Fl G 2.5s, and rename Harkers Island Straits Light 17.
Core Sound Light 42A (LLNR 34650) change to Green Squares, Fl G 4s, and rename Harkers Island Straits Light 19.
Core Sound Daybeacon 42 (LLNR 34645) change to Green Squares and rename Harkers Island Straits Daybeacon 21.
Core Sound Light Buoy 41 (LLNR 34640) change to Red nun, Fl R 4s, and rename Harkers Island Straits Lighted Buoy 22.
Core Sound Light 39 (LLNR 34635) change to Red Triangles, Fl R 4s, and rename Harkers Island Straits Light 24.
Core Sound Light 37A (LLNR 34650) change to Black & White Diamonds, Fl W 4s, and rename Core Sound South Light SS.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to April 5, 2021 to be considered in the analysis. Refer to project number 05-20-051(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Charts: 11534 11537 LNM: 06/21

NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – ESTABLISH HARKERS ISLAND WEST CHANNEL – PROPOSAL, AIDS TO NAVIGATION CHANGES

The Coast Guard Fifth District is proposing to change the lateral aids so that when returning from sea via both Shakleford Slue and Back Sound, the color red marks the starboard side of the channel from confluence of Shakleford Slue and Back Sound north into Harkers Island Straits.

Middle Marshes Junction Light MM (LLNR 34325) change to Black & White Diamonds, Fl W 4s, and rename Harkers Island West Light HW.
Harkers Island West Channel Daybeacon 3 (LLNR 34735) change to Red Triangles and rename Harkers Island West Channel Daybeacon 2.
Harkers Island West Channel Buoy 1A (LLNR 34730.1) change to Red Nun and rename Harkers Island West Channel Buoy 2A.
Harkers Island West Channel Light 1 (LLNR 34730) change to Red Triangles, Fl R 4s, and rename Harkers Island Straits Light 6.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to April 5, 2021 to be considered in the analysis. Refer to project number 05-20-051(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Charts: 11534 11537 LNM: 06/21

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

******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

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

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

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

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

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

VA –YORK RIVER – U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37° 17′ 33.10″N, 076° 36′ 19.06″ W; then northeast to a point on the York River at 37° 18′ 36.650″N, 076° 34′ 39.010"W, thence south, southeast to 37° 17′ 59.37″N, 076° 34′ 13.65″W; then southwest to a point on the shore located at 37° 17′ 26.750″N, 076° 36′ 14.890″W. Vessels may transit this area at anytime; however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed.

Chart 12241 LNM: 37/20

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

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

AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.ON 075-34.7W.
AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.
AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.
AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.

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

Chart 12200

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

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 - NC - RIGHT WHALE SLOW ZONE

NOAA Fisheries announces that a voluntary vessel speed restriction zone under the Right Whale Slow Zone Program is currently in effect east of Virginia Beach to protect an aggregation of right whales. This Right Whale Slow Zone is in effect through March 18, 2021. NOAA requests mariners to route around this zone or transit through it at ten knots or less. Information about voluntary vessel speed restrictions can also be found at www.nmfs.noaa.gov/pr/shipstrike <http://www.nmfs.noaa.gov/pr/shipstrike> .

Two slow zones are currently in effect:

Slow zone in effect through March 14, 2021, for the Southeast of Atlantic City, NJ Slow Zone is bounded by: 39 degrees 25 minutes North latitude, 38 degrees 44 minutes North latitude, 073 degrees 44 minutes West longitude, 074 degrees 36 minutes West longitude.

Slow zone in effect through March 18, 2021. The East of Virginia Beach Right Whale Slow Zone is bounded by: 37 degrees 10 minutes North, 36 degrees 32 minutes North, 074 degrees 51 minutes West, 075 degrees 40 minutes West.

Chart 12200 LNM: 06/21

******NJ - INTRACOASTAL WATERWAY - CAPE MAY HARBOR - MIDDLE THOROFARE – BRIDGE MAINTENANCE******

Mariners are advised that an engineering firm, on behalf of the Cape May County Bridge Commission, will be performing maintenance on the highway drawbridge – Two-Mile (CR 621/Ocean Drive) Bridge across the New Jersey Intracoastal Waterway (NJICW), Middle Thorofare, mile 112.2, at Wildwood Crest, NJ. The bridge maintenance project commenced on December 14, 2020, has been extended through April 6, 2021. Work hours are from 6 a.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, from 7 a.m. on March 22, 2021, through 6 p.m. on March 23, 2021, and from 7 a.m. on April 5, 2021, through 6 p.m. on April 6, 2021.

To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 6 a.m. to noon and 1 p.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, from 7 a.m. on March 22, 2021, through 6 p.m. on March 23, 2021, and from 7 a.m. on April 5, 2021, through 6 p.m. on April 6, 2021.

During the closure periods, a work platform will be installed in the navigation span beneath the bridge and a barge will be placed in the navigation span, which will reduce the vertical clearance of the bridge in the closed position to approximately 20 feet above mean high water and the horizontal clearance to approximately 25 feet. Vessels that are able to safely transit through the bridge in the closed position, with the reduced vertical and horizontal clearances, may do so at any time. During the closure periods from 6 a.m. to noon and 1 p.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, emergency vessels as defined in 33 CFR 117.31 may transit the bridge upon signal, if at least a two-hour notice is given. During the closure periods from 7 a.m. on March 22, 2021, through 6 p.m. on March 23, 2021, and from 7 a.m. on April 5, 2021, through 6 p.m. on April 6, 2021, the bridge will not be able to open for emergencies. At all other time the bridge will operate in accordance with 33 CFR 117.733(j).

Work vessels may be reached on VHF-FM channel 13. The bridge tender may be reached at 609-522-2815 and/or VHF-FM channel 13. The project foreman can be reached at 609-579-9253 or 609-820-2983. Mariners should use extreme caution when transiting through the area.

Chart 12317 LNM: 11/21

NJ – SEACOAST – OFFSHORE SURVEY OPERATION

The M/V Fugro Enterprise, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will begin on March 15, 2021 and continue to approximately December 1, 2021. The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:

NE Corner: 39° 40′ 22″N / 73° 56′ 11″W
SE Corner: 39° 15' 43"N / 73° 56' 34"W
S Corner: 39° 08' 40"N / 74° 05' 50"W
SW Corner: 39° 16' 31"N / 74° 14' 55"W
NW Corner: 39° 35' 14"N / 74° 02' 59"W

The M/V Fugro Enterprise will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The M/V Fugro Enterprise will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Charts: 12318 12323 LNM: 09/21

NJ - DE - CAPE MAY TO FENWICK ISLAND - TEMPORARY AIS

A temporary AIS Signal has been energized on the following Aids to Navigation due to the failure of their RACONS.
Five Fathom Bank Lighted Buoy F (LLNR 120) Temporary AIS MMSI 993672390.
Delaware Lighted Buoy D (LLNR 165) Temporary AIS MMSI 993672393.

Charts: 12200 12214 13003 LNM: 46/20

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

DE – CHESAPEAKE AND DELAWARE CANAL – BRIDGE MAINTENANCE

Mariners are advised that Acuren Inspections on behalf of the Eastern Shore Natural Gas Company will be performing routine maintenance at the Aerial Pipeline Crossing, across Chesapeake and Delaware Canal, at Bear- Middletown, DE. The maintenance will be conducted from 7 a.m. to 5:30 p.m., Monday through Sunday, from March 1, 2021, through June 15, 2021. The vertical clearance will be reduced by approximately 8 feet to approximately 135 feet above mean high water. Mariners should use caution when transiting the area.

Chart 12277 LNM: 10/21

DE- DELAWARE RIVER-WILMINGTON TO PHILADELPHIA - CHRISTINA RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of the Delaware Department of Transportation, will be performing maintenance on the Third Street (US 13/SR 9/ East 4th Street) drawbridge over the Christina River, mile 2.3, at Wilmington, DE. To facilitate maintenance, the drawbridge will be maintained in the closed-to-navigation position to from 7 a.m. to 7 p.m., from March 15, 2021, through March 19, 2021. The north bascule span of the bridge will be maintained in the closed-to-navigation position from 7 a.m. on March 15, 2021, through 7 p.m. on March 19, 2021. From 7 p.m. to 7 a.m., from March 15, 2021, through March 19, 2021, the south bascule span of the bridge will open on request or signal for all vessels.

At all other times, the bridge will operate per 33 CFR 117.237(c). The vertical clearance of the bridge in the closed-to-navigation position is 15 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. From 7 a.m. to 7 p.m., from March 15, 2021, through March 19, 2021, the south bascule span of the bridge will on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least one hour notice is given. Mariners should use caution when transiting the area.

Chart 12312 LNM: 10/21

******DE – DELAWARE RIVER – MARCUS HOOK RANGE – SUBMERGED OBJECT******

The Army Corps of Engineers in Philadelphia has located submerged objects within the Marcus Hook Range in the Delaware River in approximate position, Latitude: 39 47.19233 N, Longitude: 075 27.233027 W. Boulder like objects at a depth at 43′ MLLW and 44.5′ MLLW, in the same location. If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Situation Unit Controller at (215) 271-4807.

******DE – DELAWARE RIVER – MARCUS HOOK RANGE – SUBMERGED OBJECT******

Chart 12312 LNM: 11/21

DE – NANTICOKE RIVER - BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of the Delaware Department of Transportation, will be performing maintenance on the SR 13 (Front Street) drawbridge across Nanticoke River, mile 39.6, at Seaford, DE. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 7 a.m. to 7 p.m., from March 15, 2021, through March 19, 2021. From 7 p.m. to 7 a.m., from March 15, 2021, through March 19, 2021, the bridge will open on signal, if at least 30 minutes notice is given.

At all other times, the bridge will operate per 33 CFR 117.243(b). The vertical clearance of the bridge in the closed-to-navigation position is 3 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 open on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least 30 minutes notice is given. Mariners should use caution when transiting the area.

Chart 12261 LNM: 10/21

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

The Coast Guard received a report of a 12-14 inch diameter dredge pipe running through Isle of Wight Bay. It is marked by a danger obstruction buoy in position 38-21.474N 075-05.701W. Mariners are urged to transit the area with caution. MD-NCR BNM 170-19

Chart 12211 LNM: 24/19

MD - ABERDEEN PROVING GROUND PROHIBITION OF MARINE GATHERINGS DUE TO COVID – 19

Due to COVID-19, in order to protect the health and safety of our local community, marine gatherings are not authorized within the restricted waters of the Aberdeen Proving Ground military reservation, as described in 33 CFR 334.140, until further notice. Marine gatherings include, but are not limited to, the practice commonly known as a "raft-up," or the roping together of any number of small vessels, and gatherings of 8 or more people on one vessel. Boaters must maintain a minimum distance of 25 feet between vessels at all times.

Charts: 12273 12274 12278 LNM: 23/20

MD – FISHING BAY – ELLIOT ISLAND MARINA JETTY CONSTRUCTION

Coastal Design & Construction, Inc. will begin construction of the eastern jetty for Elliot Island Marina, starting on 10MARCH 2021 to approximately 12MAY2021. Four barges will be moored in the following positions: Line Barge - 38° 16.244′N, 76° 00.391′W, Rig Barge - 38° 17.626′N, 76° 01.211′W, Shuttle Barge - 38° 17.548′N, 76° 01.038′W, Shuttle Barge - 38° 17.763′N, 76° 01.309′W. All barges will be marked with cconstant White Light per Coast Guard requirements and moorings with slow flashing white lights. Tug - Capt. Dale will be monitoring VHF Channel 13 & 16. For more information, contact, Eppa Dale Wroten – Superintendent, Cell: 804-366-0447.

Chart 12261 LNM: 10/21

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – UNMANNED SURFACE VESSEL TEST OPERATIONS******

Test operations involving an unmanned surface vessel are scheduled to occur in the Patapsco River and Chesapeake Bay during March 10, 2021 thru June 10, 2021, on weekdays only, between 9 a.m. and 4 p.m. Tests will occur once or twice per week depending on weather conditions, within two operations areas: (1) Operation area one, located outside the shipping channel between Fort McHenry and the Francis Scott Key Bridge; and (2) Operation area two, located between North Point and Rock Hall, MD. A command vessel will be on scene. When not engaged in testing operations, the 18-foot vessel will be towed by the accompanying command vessel. Interested mariners can contact test coordination and support personnel on board the R/V PEGGY via marine band radio VHF channels 16 and 13. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Charts: 12272 12278 12281 LNM: 05/21

******MD – VA – POTOMAC RIVER – HARRY NICE MEMORIAL BRIDGE – BRIDGE CONSTRUCTION******

Steel pile driving operations are scheduled to continue adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD through April 2, 2021. Bridge construction will occur 7 days per week, from 7 a.m. to 9 p.m. Large vessels in transit that require use of the Federal Navigation Channel during the work period described, must provide at least 24 hours advanced notice to either Mr. Mike Baker at (443) 286-1780 or Mr. Brent Hunt at (757) 544-3964. Mariners are reminded to heed the speed limit markers established by the State of Maryland when transiting the area, so that wake does not affect the platforms and barges at the work site.

LNM: 11/21

VA-MD – CHESAPEAKE BAY – HYDROGRAPHIC SURVEY

Commencing on or about March 11, 2021 and continuing through June 2021 the R/V Oyster Bay II will be conducting hydrographic survey operations in the waters of Southern and Central Chesapeake Bay, VA. Survey operations in the waters of Southern Chesapeake Bay, VA will be conducted in the waters east of Mobjack Bay, VA and eastward of Horn Harbor, VA bounded from approximately 37° 27' 29"N / 076° 09' 08"W to the northeast and 37° 15′ 07″N / 076° 19′ 35″W to the southwest. Additionally hydrographic survey operations will be conducted in the waters of Central Chesapeake Bay bounded from approximately 38° 41' 24"N / 076° 02' 57"W to the northeast and 38° 25′ 57″N / 076° 32′ 01″W to the southwest. Survey operations include the Choptank River eastward to the Choptank River Bridge.

The R/V Oyster Bay II is a 30′, Aluminum hulled survey vessel. The vessel is equipped over the side sonar mounts and sonars. The vessel will primarily be conducting operations between 0500 hours and 2000 hours. The R/V Oyster Bay II will maintain watch on VHF channels 13 and 16. There may be occasional unmanned aerial aircraft (Drone) activities conducting photogrammetry within the survey area. Leidos requests that all vessels give the R/V Oyster Bay a wide berth in order to avoid interfering with surveying operations. Please direct any questions you may have to Paul L. Donaldson at 401-848-4757.

Charts: 12225 12230 12263 LNM: 08/21

******VA – OFFSHORE – COASTAL VIRGINIA OFFSHORE WIND AREA – SURVEYS******

Coastal Virginia Offshore Wind Commercial (CVOW Commercial) Project will continue geotechnical operations within Lease OCS-0483 and the cable route corridor for to April 31, 2021. The vessels R/V Minerva Uno, MV Go Discovery, and the MV Kommandor Stuart will be conducting high resolution geophysical data collection across the lease area in support of the project. The survey vessels will be mapping the seabed with hull-mounted sensors as well as towed sensors. The vessels will be restricted/limited maneuverability with equipment in tow up to 1000 feet to the stern of the vessels. The masters requests a CPA of 0.5 – 1.0 mile to accommodate operations. All vessels will be monitoring VHF 16 & 13.

******VA – OFFSHORE – COASTAL VIRGINIA OFFSHORE WIND AREA – SURVEYS******

Operating concurrently, the vessels Dina Polaris and Geoquip Saentis will be operating within lease area and the cable route corridor conducting soil samples, cone penetration testing and PS logging form now to May 31, 2021. Vessel will be showing restricted maneuverability lights during hours of darkness and identified on AIS and All vessels will operate in DP2. All vessels will be monitoring VHF 16 & 13.
See Enclosure 7 & 8.

Charts: 12200 12221 LNM: 11/20

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – BRIDGE CONSTRUCTION/ISLAND EXPANSION******

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be constructing new approach bridges to replace the I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges, across Hampton Roads, at mile 0.0, between Norfolk, VA and Hampton, VA, commonly referred to as the Hampton Roads Bridge-Tunnel (HRBT). Construction activities will begin March 15, 2021, and are expected to continue through November, 2025. Marine construction activity will take place 24-hours per day, seven days a week.
The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00′ 24.12″ N, 76° 19′ 18.84″ W for the west span and at position 37° 00′ 24.48″ N, 76° 19′ 15.60″ W for the east span.
The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58′ 15.24″ N, 76° 18′ 03.96″ W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.
Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.
Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.
Phoebus Safe Harbor Area – As charted. Changes pending. This area will only be used by HRBT Expansion project vessels in advance of a severe weather event that requires the vessels to be securely anchored or spudded down in that location. The corners of the safe harbor area are marked with yellow buoys with flashing yellow lights. When utilized, mariners should keep clear of the area.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org.

Chart 12245 LNM: 44/20

******VA – HAMPTON ROADS – WILLOUGHBY BAY – BRIDGE MODIFICATION******

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on March 15, 2021, and are expected to continue through November, 2025. Marine construction activity will take place 24-hours per day, seven days a week.
The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within the specific Mooring/Safe Harbor area.
Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on out from the North and South shorelines next to the existing East Bound bridge structure for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.
Willoughby Mooring and Safe Harbor Area – To be charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org.

Chart 12245 LNM: 11/20

VA – ELIZABETH RIVER – NAVY HARBOR PATROL TRAINING

Naval Station Norfolk will be conducting Force Protection training for Harbor Patrol Units on 09 MARCH 2021 & 30 March 2021 from 0900-1400. Training will be vicinity of Pier 2 at Naval Station Norfolk Waterfront on the Elizabeth river in position 36 56' 02" N , 76 20' 13"W. All vessels are asked to stay clear of the training area. POC for concerned mariners is MA1(AW) Ratuita (360) 632-6899 or Marine radio frequency 14 & 72.

Chart 12253 LNM: 10/20

VA – ELIZABETH RIVER SOUTHERN BRANCH – RAILROAD BRIDGE MAINTENANCE

Mariners are advised that bridge maintenance will be performed on the Norfolk Southern #7 Railroad Bridge across the Southern Branch of the Elizabeth River, mile 5.8, at Chesapeake, VA. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to noon and 1 p.m. to 6 p.m., from March 15, 2021, through March 16, 2021, March 20, 2021, through March 23, 2021, and March 27, 2021, through March 30, 2021. From noon to 1 p.m. on the closure dates above, the bridge will be maintained in the open-to-navigation position or will open for the passage of vessels on request or signal.

VA – ELIZABETH RIVER SOUTHERN BRANCH – RAILROAD BRIDGE MAINTENANCE

At all other times, the bridge will operate per 33 CFR 117.997(d). The vertical clearance of the bridge in the closed-to-navigation position is 7 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 on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least one hour notice is given. Mariners should use caution when transiting the area.

Chart 12253 LNM: 10/21

******VA – NEWPORT NEWS TO JAMESTOWN ISLAND – HAMPTON ROADS HARBOR – SEARCH AND RESCUE TRAINING******

The Coast Guard will participating in various intermittent on-water training exercises in support of the SAR forum beginning on April 12, 2021 and ending April 16, 2021 within the Hampton Roads Harbor between Hampton Roads Bridge Tunnel and Monitor-Merrimac Memorial Bridge Tunnel, Hampton VA. Exercises will include flare demonstrations, Helicopter hoists, and mass rescue operations. Specific times and locations will be released via Broadcast Notice to Mariners, Marine Safety Information Bulletin and Safety Marine Information Broadcast in the days and weeks leading up to the SAR Forum. Mariners should use extreme caution when transiting the area during the proposed event dates. Concerned traffic may contact on-scene craft monitoring VFH-FM Channels 13 and 16.

Chart 12245 LNM: 11/21

VA – VIRGINIA BEACH – PUNGO FERRY BRIDGE REHABILITATION PROJECT

Mariners are advised that an engineering firm, on behalf of City of Virginia Beach Public Works, will be performing maintenance on the Pungo Ferry Road Bridge over North Landing River at location [36.614663, -76.049530], at Virginia Beach, VA. The maintenance will be conducted from 7 a.m. to 5 a.m.; 7 days a week; from March 8, 2021, through October 27, 2021. During the maintenance period, a work platform will be located underneath the bridge and will be reducing the vertical clearance of the bridge to approximately 60 feet above mean high water. The project foreman can be reached at (727) 482-2633 or (918) 691-8770. Mariners should use caution navigating through the area.

Chart 12206 LNM: 09/21

******NC – OREGON INLET – BONNER BRIDGE – NAVIGATION SPAN – CONSTRUCTION******

Demolition crews are continuing working near Bonner Bridge in Oregon Inlet, NC. Workers and equipment will be present in, around bent 37, and between bents 24-25 of the Bonner Bridge demolition project. Oregon Inlet has significant shoaling in between Oregon Inlet Lighted Buoy 6 (LLNR 28003) and Oregon Inlet Buoy 7 (LLNR 28005). Mariners should follow the aids to navigation closely and stay clear of demolition Work areas. Mariners are requested to transit at no wake speeds and use extreme caution in this area during work hours. 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 – OREGON INLET – TEMPORARY AIS

Due to shoaling in Oregon Inlet, many of the physical aids to navigation are not marking best water, are producing a misleading signal, missing, or off station. The following temporary AIS Signals have been established to mark best water.
A. Oregon Inlet Safe Water Mark OI established in approx position 35- 48-44.225N, 075-31-49.840W, AIS MMSI # 993672418.
B. Oregon Inlet Port Hand Mark 1 established in approx position 35-48-23.331N 075-31-44.111W, AIS MMSI # 993672598.
C. Oregon Inlet Starboard Hand Mark 2 established in approx position 35-48-23.500N 075-31- 56.074W, AIS MMSI # 99367298.
D. Oregon Inlet Port Hand Mark 3 established in approx position 35-48-01.428N 075-31-48.155W, AIS MMSI # 993672553.
E. Oregon Inlet Starboard Hand Mark 4 established in approx position 35-48-02.944N, 075-31'-56.411W, AIS MMSI # 993672597.
AIS Signals are temporary and will be discontinued when physical ATON is relocated to mark best water.

Chart 12204 LNM: 51/20

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.
Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):
NONE SCHEDULED.
Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to

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

identify the possible hazards associated when
Boating in this area. This area will not be patrolled by Military Personnel or vessels.
Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548 11552 LNM: 51/17

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

Mariners traveling on the western side of the New River between Stone Bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had 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 - CAMP LEJEUNE - 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
Traps Bay Sector 12:01 a.m. to midnight daily
Courthouse Bay Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
East of the 77 (deg) 26 (min) longitude line.
Grey Point sector 12:01 a.m. to midnight daily
Farnell Bay sector sunrise to sunset daily
Morgans Bay sector sunrise to sunset daily
Jacksonville sector sunrise to sunset daily
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
Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations.
Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.
Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543 LNM: 01/16

NC – CAMP LEJUNE – GPS TESTING

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate Testing Center Point, Camp LeJune, NC 34°31'39.0"N, 77°32'34.0"W, with a possible impact radius of 22 NM at 50 feet above ground level from Testing Center Point. GPS testing is scheduled to be conducted on 01 – 21 March 2021. More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period, GPS users are encouraged to report any GPS service outages that they experience to the Navigation Information Service by calling (703) 313-5900 or by using the NAVCEN web site to submit a GPS problem report. For additional information, you may contact the Navigation Information Service watch stander at (703) 313-5900.

Chart 11520 LNM: 09/21

NC- INTRACOASTAL WATERWAY-NEUSE RIVER TO MYRTLE GROVE SOUND- FIGURE EIGHT ISLAND BRIDGE – BRIDGE MAINTENANCE

Mariners are advised that the highway drawbridge – Figure Eight Swing Bridge, over Atlantic Intracoastal Waterway (AIWW), Albemarle Sound to Sunset Beach, at mile 278.1, at Scotts Hill, NC, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge swing span. The bridge will be maintained in the closed position from 7 a.m. on March 24, 2021, through 7 p.m. on March 25, 2021. The bridge will not be able to open for emergencies. 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-to-navigation 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 117.821(a). Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 11541 LNM: 10/21

NC – CAPE FEAR RIVER – OBSTRUCTION

There is an underwater obstruction in the Cape Fear River in Wilmington, NC. The object is on the east side of the navigable channel, north of the battleship, in approximate position 34°14'31.3"N 077°57'12.3"W. Mariners are advised to use caution while navigating in this area.

Chart 11537 LNM: 40/20

NC – SHALLOTTE INLET – DREDGING

Southwind Construction Corp. will be conducting dredge operation in Shallotte Inlet Crossing Tangents 19 & 20, Brunswick County North Carolina, with fill placement at Ocean Isle Beach Placement Area. Submerged and floating pipeline associated with dredging operation; use extreme caution in the area. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned from the ICW along the westernmost shoreline of Shallotte Inlet to the easternmost limits of Ocean Isle Beach Fill Placement Area.
Dredge Wilko and workboats Ann Kay & Danny Joe will monitor VHF Channels 13, 16, and 79. Dredging will commence on 15 March 2021 to 05 April

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	
120	*Five Fathom Bank Lighted Buoy F*	38-46-49.031N 074-34-32.014W	Fl Y 2.5s		6	Yellow.	AIS: MMSI 993672390.	11/21
							*	
165	*Delaware Lighted Buoy D*	38-27-18.441N 074-41-46.607W	Fl Y 6s		6	Yellow.	AIS: MMSI 993672393.	11/21
							*	
1105	*Little Egg Inlet Lighted Buoy 2*	39-28-23.049N 074-17-07.609W	Fl R 4s		6	Red.		11/21
		*						
1318	Longport Channel Buoy 8	39-18-47.917N 074-31-44.109W				Red nun.		11/21
		*						
1319	Longport Channel Buoy 9	39-18-50.914N 074-31-44.945W				Green can.		11/21
		*						
5520	*Wallops Island Lighted Buoy 1*	37-53-45.771N 075-24-54.513W	Fl G 4s		4	Green.		11/21
*	*	*	*	*	*	*	*	
5520	*Wallops Island Lighted Buoy 2*						Remove from list.	11/21
							*	
9000	ARNOLD POINT LIGHT						Remove from list.	11/21
							*	
17747	*Nice Middleton Lighted Buoy 36*	38-21-44.724N 076-59-26.285W	Fl R 6s				Private Aid.	11/21
*	*	*	*	*	*	*	*	
17747.1	*Nice Middleton Lighted Buoy 38*	38-21-45.680N 076-59-26.483W	Fl R 4s				Private Aid.	11/21
*	*	*	*	*	*	*	*	
17747.2	*Nice Middleton Lighted Buoy 40*	38-21-47.609N 076-59-26.901W	Fl R 4s				Private Aid.	11/21
*	*	*	*	*	*	*	*	
17747.3	*Nice Middleton Lighted Buoy 42*	38-21-48.584N 076-59-27.109W	Fl R 6s				Private Aid.	11/21
*	*	*	*	*	*	*	*	
28721.6	Barney Slough Channel Buoy 3A	35-13-34.282N 075-47-14.261W				Green can.		11/21
		*						
28765	HATTERAS INLET CHANNEL LIGHT 19	35-12-16.127N 075-43-14.218W	Fl G 2.5s	15	4	SG on pile.		11/21
		*						

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. VA - NC Offshore Surveying.
6. Ocean Wind and Skipjack Wind Energy Areas.
7. Coastal Virginia Offshore Wind.
8. Coastal Virginia Offshore Wind.

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
The shoal adjacent to New Jersey Intracoastal Waterway Light 132 (LLNR 35550) and New Jersey Intracoastal Waterway Daybeacon 130A (LLNR 35537) has encroached approximately 25-50yds into the channel. Depths of 2-3' at MLW. Shoaling to 2' MLW has been observed on the red side of the channel between New Jersey Intracoastal Waterway Light 132 (LLNR 35550) and New Jersey Intracoastal
Waterway Daybeacon 130A (LLNR 35537). SEC DB BNM 124-20
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 – DELAWARE BAY – REHOBOTH BAY – SHOALING
Shoaling has been reported near Rehoboth Bay Channel Light 2 (LLNR 2097). Depths as low as 3 feet reported. DB BNM 051-20
Chart 12304

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

DE – INDIAN RIVER BAY – MIDDLE ISLAND WEST – SHOALING
Shoaling was observed in the Middle Island West Channel to 2 – 4 feet at MLW. Seasonal Aid to Navigation Middle Island West Channel Buoy MI (LLNR 4436), Middle Island West Channel Buoy 1 (LLNR 4437), Middle Island West Channel Buoy 3 (LLNR 4438) and Middle Island West Channel Buoy (LLNR 4439.5) were unable to be established. SEC DB 054-20
Chart 12216
DELETE AFTER 19/20

DE – INDIAN RIVER BAY – PEPPER CREEK – SHOALING
Shoaling was observed in Pepper Creek throughout the entire waterway to 2 – 4 feet at MLW. Seasonal Aid to Navigation Pepper Creek Buoy 1 (LLNR 4440), Pepper Creek Buoy Lighted Wreck Buoy WR2 (LLNR 4445), Pepper Creek Buoy 4 (LLNR 4450), Pepper Creek Buoy 5 (LLNR 4455) and Pepper Creek Lighted Wreck Buoy WR 10 (LLNR 4470) were unable to be established. SEC DB BNM 056-20
Chart 12216
DELETE AFTER 19/20

DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING
Shoaling was observed in White Creek to 2 – 5 feet at MLW. Seasonal Aids to Navigation White Creek Buoy 1 (LLNR 4645), White Creek Buoy 3 (LNNR 4650), White Creek Buoy 5 (LLNR 4655) and White Creek Buoy 6 (LLNR 4660) were unable to be established. SEC DB 055-20
Chart 12216
DELETE AFTER 19/20

MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY SHOALING
There has been a report of shoaling in Sinepuxent Bay within the channel boundaries between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) and Sinepuxent Bay Channel Buoy 7 (LLNR 5017), to a depth of 4.5 feet at mean low water. Shoaling has also been reported between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) in the channel, to a depth of 3.0 feet at mean low water.
Chart 12211

MD-CHESAPEAKE BAY-NANTICOKE SHOALING
Shoaling has been reported in the immediate vicinity of Nanticoke River Cut Light 4 (LLNR 23995) at the mouth of Nanticoke Harbor, extending approximately 30 ft into the channel. Water depths have been found as low as 2 ft at low water. MD-NCR BNM 147-20
Chart 12261

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 ACOE 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
Shoaling has been reported in St. Patrick Creek to depths of 2-4 feet at MLW near St. Patrick Creek Channel Buoy 3 (LLNR 17123) and extending to Buoy 7 (LLNR 17145). Shoaling of 1 foot at MLW has been observed within the channel limits in the vicinity of St. Patrick Creek Channel Buoy 4 (LLNR 17130).
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
MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING Shoaling has been reported in St. Jerome Creek to a depth of 3 feet at MLW between St Jerome Creek DBN 3 (18805) and St. Jerome Creek Light 4 (LLNR 18810) and extending to St. Jerome Creek Buoy 5 (LLNR 18812) and St. Jerome Creek Buoy 6 (LLNR 18815). The channel width in the area of Deep Point is reduced to approximately 20 feet.
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 IVO of Holland Point has encroached easterly in most of the channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4' in between tide cycles. Shoaling to 5' MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17, Chart 12264, 12266

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

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

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING
U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.
Chart 12286

VIRGINIA SHOALING

VA – CHINCOTEAGUE CHANNEL – SHOALING
Depth updated. Shoaling has been found in vicinity of Chincoteague Channel Lighted Buoy 26 (LLNR 5390) and Chincoteague Channel Lighted Buoy 28 (LLNR 5397) along center and east side of channel. Depths as low as 5.5' reported at MLW. VA BNM 022-21.
Chart 12210, 12211

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

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

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING
ACOE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 6 (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution. SEC VA BNM 114-20
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 - 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
Shoaling has been located on the approach to Jones Creek outside of the Pagan River Channel between Pagan River Channel Light 13 (LLNR 11415) and Jones Creek Daybeacon 2 (LLNR 11420). Depths observed 4ft at approximately 3 hours before MLW. HR BNM 254-20. Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel Daybeacons 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT. HR BNM 218-19
Chart 12248

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

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

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

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

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

VA – 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 – 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 – TANGIER SOUND - TANGIER ISLAND EAST CHANNEL – SHOALING
There has been a report of shoaling in the Tangier Island East Channel within the channel boundaries between Tangier Island East Daybeacon 6 (LLNR 22765) and Tangier Island East Channel Light 7 (LLNR 22770) to a depth of three feet.
Chart 12228

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
Based on the survey dated; 1/12/2021, indicates shoaling from the ends of the North/South Jetties eastward approximately 350' with a depth of 6.4' MLLW and westward from the same point approximately 320' with a depth of 6.8' MLLW.

NORTH CAROLINA SHOALING

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING
Shoaling exists within Walter Slough Channel. Shoaling to 3-4 feet MLW was observed between Walter Slough Buoy 8 (LLNR 28335) and Walter Slough Lighted Buoy 9 (LLNR 28340). NC BNM 134-20
Chart 12205

NC – OREGON INLET – SHOALING
Significant shoaling exists in Oregon Inlet. Oregon Inlet Lighted Buoys 1 through 7 are misleading. There is shoaling to a depth of less than 2 feet near Oregon Inlet Lighted Buoy 6 (LLNR 28003) and Oregon Inlet Lighted Buoy 7 (LLNR 28005) at mean low water. Mariners are advised to use caution.
Chart 12204

NC – OREGON INLET – SHOALING
Shoaling has been located in the vicinity of Oregon Inlet Buoy 17 (LLNR 28055) and Oregon Inlet Lighted Buoy 19 (LLNR 28065) 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, NC BNM 390-20, NC BNM 050-21.
Charts 12204

NC – HATTERAS INLET SOUTH FERRY CHANNEL – SHOALING
Shoaling exits along both sides of the channel between South Ferry Terminal Lighted Buoy 6SF (LLNR 28707) and South Ferry Terminal Lighted Buoy 4SF (LLNR 28703) in approximate position 35-11.670N, 075-46.250W and South Ferry Terminal Lighted Buoy 9SF (LLNR 28717) and South Ferry Terminal Lighted Buoy 7SF (LLNR 28715) in approximate position 35-11.615N, 075-46.485W. Shoaling across entire channel to a depth of 2 feet MLW. NC BNM 053-21.

NC - HATTERAS INLET - SHOALING
UPDATED. Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 5 feet at mean low water. Shoaling continues to encroach the channel near Hatteras Inlet Channel Lighted Buoy 12A (LLNR28732.1). Some aids to navigation in the inlet may be unreliable.
Chart 11555

NC – BARNEY SLOUGH - SHOALING
Shoaling exists North East of Barney Slough Channel Buoy 3A (28721.6). Reported depths of 4 feet MLW in position 35-47-34.526N, 075-31-34.764W. Shoaling extends to middle of channel to a depth of 4 FT MLW. Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. Shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7). NC BNM 204-20, 013-20
Chart 11555

NC – BIG FOOT SLOUGH – SHOALING
Shoaling exists IVO Big Foot Slough Channel Buoy 11 (LLNR 29070). NC BNM 464-19

NC - OCRACOKE INLET - SHOALING
Shoaling exist in the vicinity of Ocracoke Inlet. Current Aids to Navigation may be unreliable in various locations between Ocracoke Inlet Buoy 1 (LLNR 28900) and Ocracoke Inlet Buoy 8 (LLNR 28927). Mariners are advised to use caution while navigating this area. NC BNM 207-20

NC – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – BACK SOUND – SHOALING
Severe shoaling between Barden Inlet Buoy 24 (LLNR 29240) and Back Sound Lighted Buoy 1 (LLNR 29315) has rendered the waterway unmarkable. All floating aids were removed and fixed aids were converted to non-lateral Danger Beacons. Pending dredging operations or waterway improvements, Barden Inlet Channel no longer connects to Back Sound Channel. Mariners should navigate the area with caution, local knowledge is recommended.
NC BNM 409-20
Chart 11545

NC – PAMLICO SOUND – CORE SOUND – WAINWRIGHT SLUE – SHOALING
Due to lack of navigable water all floating aids have been removed and all remaining fixed aids converted to non-lateral warning beacons up to Core Sound Light 11 (LLNR 34370) proceeding south from Pamlico Sound. The remaining fixed aids are scheduled for removal. Pending future dredging or waterway improvements, the Core Sound waterway is no longer accessible from Pamlico Sound. NC BNM 404-20
Chart 11548

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 – BOGUE INLET – SHOALING
Shoaling as occurred in vicinity of Bogue Inlet Buoy 6 (LLNR 39520), Bogue Inlet Buoy 7 (LLNR 29350), and Bogue Inlet Buoy 8 (LLNR 29535). Observed depths of 2 feet MLLW. Shoaling exists channel ward of Bogue Inlet Buoy 14 (LLNR 29559) with depth as low as 1 FT MLW. Mariners should navigate the area with caution and consult latest USACE Survey available here: https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/Inlets-Crossings/. NC BNM 052-21.
Chart 11547

******NC – NEW RIVER INLET – SHOALING******
Significant shoaling exists in New River Inlet between New River Inlet Channel Buoy "1" (LLNR29655) and New River Inlet Channel Buoy "10" (LLNR29680). Multiple aids to navigation may be unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area.
Chart #11542

NC – BOGUE SOUND – SHOALING
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895). Survey indicates depths as low as 5FT MLW encountered in channel center and depths as low as 4FT have been reported. Depths close to channel markers may be less. Conditions may change rapidly and mariners are advised to transit the area with caution. The most recent ACOE survey can be found here: https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/aiww
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 – 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 – CORE CREEK – SHOALING
Shoaling exists in the AICW north of Morehead City between Core Creek Light 29 (LLNR 38435) and Core Creek Daybeacon 31 (LLNR 38485), to a depth of less than 5ft at MLW. Mariners are advised to use extreme caution while navigating this area.
Chart 11541

NC – INTRACOASTAL WATERWAY =- NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has been reported IAW the most recent ACOE survey dated 26 Oct 2020 IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736). Reported depths of 4 feet MLW encroaching from east side of channel. NC BNM 415-20
Chart 11541

NC – INTRACOASTAL WATERWAY – BROWNS INLET – SHOALING
Shoaling exists in the Atlantic Intracoastal Waterway near Browns Inlet Crossing between Bogue Sound - New River Buoy 60 (LLNR 39217) and Bogue Sound – New River Buoy 61A (LLNR 39223), to less than one foot at MLW. Mariners are advised to use extreme caution. NC BNM 372-20
Charts 11541

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 NEW RIVER – CAPE FEAR RIVER – MASON INLET CROSSING – SHOALING
Mariners are advised that shoaling exists in the Intracoastal Waterway in the vicinity of Masons Inlet Crossing between New River – Cape Fear River Buoys 121 (LLNR 39597) and New River – Cape Fear River Buoys 122A (LLNR 39601), to a depth of less than two feet at mean low water. Mariners are advised to use extreme caution while navigating this area. NC BNM 026-21.
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 - 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
Chart 11534

NC - SNOWS CUT - SHOALING
Shoaling has been observed near New River - Cape Fear River LT 168 (LLNR 39857) depths as low as 3FT MLW encroach from the northern edge of the channel extending into the channel. SEC NC BNM 375-20
Chart 11534

NC – LOCKWOODS FOLLY INLET – SHOALING
Significant shoaling exists in Lockwoods Folly Inlet to a depth of less than 2 feet at mean low water between Cape Fear River - Little River Buoy 47A (LLNR 40230) and Cape Fear River - Little River Buoy 47 (LLNR 40225). Multiple aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. SEC NC BNM 033-21
Chart 11534

NC – NEW RIVER - CAPE FEAR RIVER – SHOALING
Shoaling found near New River - Cape Fear River Buoy 99 (LLNR 39547) and New River - Cape Fear River Buoy 99A (LLNR 39548). Depths as low as 4 feet at MLW were observed. SEC NC BNM 140-20
Chart 11541

NC – INTRACOASTAL WATERWAY – CAPE FEAR RIVER – LITTLE RIVER – SHALLOTTE INLET CROSSING – SHOALING
Shoaling has been observed between Cape Fear River – Little River Buoy 80A (LLNR 40337) and Cape Fear River – Little River Buoy 82 (LLNR 40345) to 4 feet MLW encroaching from the southeast edge of the channel extending into the Intracoastal Waterway. NC BNM 408-20
Chart 11534

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

Enclosure 2.

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 – Permit (1a-20-5) signed June 25, 2020, for a fixed replacement bridge with a 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 new bridge will be shifted approximately 115 feet to the west of the center 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)*** – None.

SECTORVIRGINIA

- ***Virginia (Southern)***
  Western Branch of the Elizabeth River – Churchland Bridge **-** Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)
  Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)
  Willoughby Bay – Permit (140b-68-5) signed December 22, 2020, for I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - fixed bridge modification; vertical clearance of 25 feet above mean high water, horizontal clearance of 50 feet, and width of 168.84 feet (MT)
  Blackwater River - Permit (4-20-5) signed July 29, 2020, for a fixed bridge replacement providing a vertical clearance of 35 feet above mean high water and a horizontal clearance of 60 feet. (MS)
  Cat Creek **-**
  All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the National Aeronautics and Space Administration with plans for the replacement of an existing highway fixed bridge with a new fixed bridge over a navigable waterway of the United States.
  WATERWAY AND LOCATION*:* Cat Creek, mile 1.0, at Accomack, VA.
  CHARACTER OF WORK*:* The proposed project is to replace the existing Wallops Island Causeway highway fixed bridge with a fixed bridge. The purpose of the project is to maintain the safety of the travelling public and replace a bridge design that is no longer considered acceptable, eliminating the need for increasingly costly bridge repairs.
  The existing fixed bridge has a horizontal clearance of 60 feet and a vertical clearance of 40 feet above mean high water. The new fixed bridge will have a horizontal clearance of 60 feet and a vertical clearance of 12.8 feet above mean high water.
  A copy of **Public Notice D05PPN-01-2021**, which describes the proposal in detail, can be obtained by calling (757) 398-6587 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 19, 2021.** (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 – Fixed replacement bridge - Permit (2-20-5) dated September 30, 2020, vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)

  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 – Proposed new fixed bridge across mid-Currituck Sound, approximately 18 miles north of the Wright Memorial Bridge, between Aydlett (on the mainland) and Corolla (on the Outer Banks), at Currituck County, NC. Preliminary Navigation Clearance Determination (PNCD) issued on February 9, 2021; vertical clearance of 20 feet above mean high water and a horizontal clearance of 40 feet. (MS)

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*
  Chesapeake and Delaware Canal - Aerial Pipeline Crossing – Bridge maintenance will be conducted from 7 a.m. to 5:30 p.m., Monday through Sunday, from March 1, 2021, through June 15, 2021. The vertical clearance will be reduced by approximately 8 feet to approximately 135 feet above mean high water. Mariners should use caution when transiting the area. (CT)
  Christina River - Third Street (US 13/SR 9/ East 4th Street) Drawbridge - To facilitate maintenance, the drawbridge will be maintained in the closed-to-navigation position to from 7 a.m. to 7 p.m., from March 15, 2021, through March 19, 2021. The north bascule span of the bridge will be maintained in the closed-to-navigation position from 7 a.m. on March 15, 2021, through 7 p.m. on March 19, 2021. From 7 p.m. to 7 a.m., from March 15, 2021, through March 19, 2021, the south bascule span of the bridge will open on request or signal for all vessels. At all other times, the bridge will operate per 33 CFR 117.237(c). The vertical clearance of the bridge in the closed-to-navigation position is 15 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. From 7 a.m. to 7 p.m., from March 15, 2021, through March 19, 2021, the south bascule span of the bridge will on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least one-hour notice is given. Mariners should use caution when transiting the area. (MS)
  Nanticoke River - SR 13 (Front Street) Drawbridge - To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 7 a.m. to 7 p.m., from March 15, 2021, through March 19, 2021. From 7 p.m. to 7 a.m., from March 15, 2021, through March 19, 2021, the bridge will open on signal, if at least 30 minutes notice is given. At all other times, the bridge will operate per 33 CFR 117.243(b). The vertical clearance of the bridge in the closed-to-navigation position is 3 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 open on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least 30 minutes notice is given. Mariners should use caution when transiting the area. (MS)
  New Jersey (Central & Southern)
  Delaware River – Commodore Barry (fixed) Bridge **–** Repainting of the main (cantilever) truss span, signal gantries, steel barriers along the entire bridge, and water tower will continue through 2023. Work platforms will be installed, reducing the available vertical clearance by 3 feet, reducing the clearance from 190 feet to 187 feet above mean high water. Mariners should exercise caution when transiting the area. (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 June 30, 2021. 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 Water (NJICW), Ingram Thorofare - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from September 1, 2019, to May 25, 2021. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33ft above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when

transiting the area. (MS)

Delaware River - Benjamin Franklin Bridge – Bridge maintenance will be performed from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project channel, will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic, however the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.

Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48 hours notice is given to Eric.Dovak@Skanska.com.

Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.

A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor's representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area. (HP)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - Route 30 (Absecon Boulevard) Bridge - Bridge maintenance will be conducted from 5 a.m. to 6 p.m.; Monday-Saturday; from February 22, 2021, through May 10, 2021. Work will consist of repair and rehabilitation of the bridge fender system. A flex-float barge, a work vessel, and dive boat 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 40 feet due to a flexi-float barge located inside the navigational channel 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, if at least two hours notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel upon request. Work vessels and barges may be reached on VHF-FM channel 13. Mariners should use extreme caution when transiting the area. (CT)

New Jersey Intracoastal Waterway (NJICW), Middle Thorofare - Two-Mile (CR 621/Ocean Drive) Bridge – The bridge maintenance project commenced on December 14, 2020, has been extended through April 6, 2021. Work hours are from 6 a.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, from 7 a.m. on March 22, 2021, through 6 p.m. on March 23, 2021, and from 7 a.m. on April 5, 2021, through 6 p.m. on April 6, 2021. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 6 a.m. to noon and 1 p.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, from 7 a.m. on March 22, 2021, through 6 p.m. on March 23, 2021, and from 7 a.m. on April 5, 2021, through 6 p.m. on April 6, 2021. During the closure periods, a work platform will be installed in the navigation span beneath the bridge and a barge will be placed in the navigation span, which will reduce the vertical clearance of the bridge in the closed position to approximately 20 feet above mean high water and the horizontal clearance to approximately 25 feet. Vessels that are able to safely transit through the bridge in the closed position, with the reduced vertical and horizontal clearances, may do so at any time. During the closure periods from 6 a.m. to noon and 1 p.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, emergency vessels as defined in 33 CFR 117.31 may transit the bridge upon signal, if at least a two-hour notice is given. During the closure periods from 7 a.m. on March 22, 2021, through 6 p.m. on March 23, 2021, and from 7 a.m. on April 5, 2021, through 6 p.m. on April 6, 2021, the bridge will not be able to open for emergencies. At all other time the bridge will operate in accordance with 33 CFR 117.733(j). Work vessels may be reached on VHF-FM channel 13. The bridge tender may be reached at 609-522-2815 and/or VHF-FM channel 13. The project foreman can be reached at 609-579-9253 or 609-820-2983. Mariners should use extreme caution when transiting through the area. (HP)

Pennsylvania –

Schuylkill River - Grays Ferry Railroad Bridge - Modification activities that began June 2018, are expected to finish on September 30, 2021. 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. (MT)

Schuylkill River - SR 3021 (Grays Ferry Avenue) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m., Monday-Friday, from October 26, 2020, through May 31, 2021. A 30-foot crane barge, 26-foot work boat and divers will be located in and around the vicinity of the bridge. During bridge maintenance, one navigation span will be occupied and not available for navigation and the other navigation span will be open for vessels to transit. The west navigation span provides 75 feet of horizontal clearance and the east navigation span provides 65 feet of horizontal clearance. Vessels may transit the open navigation span with caution, due to potential opposing vessel traffic. The crane barge and work vessel may be reached on VHF-FM channel 13. The project foreman may be reached at (609) 313-0597 or (609) 209-2029. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*

Severn River - US 50/US 301/SR 2 (John Hanson Highway/Severn River) Bridge - Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m., Monday-Friday, from 7 a.m. on April 16, 2020, through 3:30 p.m. on April 30, 2021. During the maintenance period a work platform will be located beneath the bridge which will reduce the vertical clearance of the bridge to approximately 70 feet above mean high water. The project foreman may be reached at (410) 984-1807 or (443) 506-3756 or (443) 458-8620. Mariners should use caution navigating through the area. (MT)

Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge – Construction will commence in May 2020, with completion estimated in November 2024. Work is scheduled from 7:00 a.m. to 7:00 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, a barge loading facility will be constructed on the Maryland shore and work trestles will be located north of the existing bridge extending outward from the Virginia shore to approximately 320 feet and from the Maryland shore to approximately 200 feet. Dredging will occur from the end of the Virginia work trestle until the water depth reaches 6 feet at mean lower low water. A vertical clearance of 135 feet above mean high water and horizontal clearance of 250 feet will be maintained throughout construction.

Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (KB)
Bear Creek - SR 157 (Peninsula Expressway) Bridge – Bridge maintenance will be conducted from 9 a.m. to 4 p.m.; 7 days a week; from March 10, 2021, through March 19, 2021. A work vessel and under-the-bridge inspection vehicle will be located in and around the vicinity of the bridge. Inspection personnel, equipment, vessel and vehicle will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (443)-838-5164. Mariners should notify the project foreman no less than 5 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

- *Washington DC*
  Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Bridge construction commenced in the Anacostia River in Washington, DC on April 19, 2018, and will continue into 2022. The work is being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night work and currently consists of: (1) The temporary West Trestle, which extends from the western shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" that are placed approximately 85 yards (250 feet) upstream of the bridge. (2) The temporary East Trestle, which extends from the eastern shoreline westward to the eastern limit of the federal navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge structure. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" with the standard 'Exclusion' diamond symbol that are placed approximately 85 yards (250 feet) upstream of the bridge. The federal navigation channel east of the center pier (eastern half), approximately 150 feet wide, remains available for navigation. To support active construction operations, a vessel/barge may be intermittently positioned within the navigable channel. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH)
- ***Virginia (Northern)* -** None

SECTOR VIRGINIA

- *Virginia (Southern)*
  Lafayette River - US 460 (Granby Street) Bridge – Bridge maintenance which began in September 2020, will continue to be conducted from 7 a.m. to 5:30 p.m.; 7 days a week; through October 8, 2022. A 20-foot safety vessel and work a platform will be in and around the vicinity of the bridge. The work platform will be located underneath the bridge, positioned adjacent to the bridge pier behind the bridge fender system as to not impede the navigational channel. Maintenance vessels will relocate from the navigable channel, upon request. The work vessel may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 920-6454 or (804) 229-1669. Mariners should use caution navigating through the area. (MT)
  North Landing River - Pungo Ferry Road Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 a.m.; 7 days a week; from March 8, 2021, through October 27, 2021. During the maintenance period, a work platform will be located underneath the bridge and will be reducing the vertical clearance of the bridge to approximately 60 feet above mean high water. The project foreman may be reached at (727) 482-2633 or (918) 691-8770. Mariners should use caution navigating through the area. (MT)
  Southern Branch of the Elizabeth River – Norfolk Southern #7 Railroad Bridge - To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to noon and 1 p.m. to 6 p.m., from March 15, 2021, through March 16, 2021, March 20, 2021, through March 23, 2021, and March 27, 2021, through March 30, 2021. From noon to 1 p.m. on the closure dates above, the bridge will be maintained in the open-to-navigation position or will open for the passage of vessels on request or signal. At all other times, the bridge will operate per 33 CFR 117.997(d). The vertical clearance of the bridge in the closed-to-navigation position is 7 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 open on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least one-hour notice is given. Mariners should use caution when transiting the area. (HP)
  Hampton Roads - I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges - . Construction activities will begin March 15, 2021, and are expected to continue through November 2025. Marine construction activity will take place 24-hours per day, seven days a week. The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.
  Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.
  Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.
  Phoebus Safe Harbor Area – As charted. Changes pending. This area will only be used by HRBT Expansion project vessels in advance of a severe weather event that requires the vessels to be securely anchored or spudded down in that location. The corners of the safe harbor area are marked with yellow buoys with flashing yellow lights. When utilized, mariners should keep clear of the area.
  Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)
  Willoughby Bay - I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Construction activities will begin on March 15, 2021, and are expected to continue through November 2025. Marine construction activity will take place 24-hours per day, seven days a week. The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to

mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within the specific Mooring/Safe Harbor area.

Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on out from the North and South shorelines next to the existing East Bound bridge structure for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.

Willoughby Mooring and Safe Harbor Area – To be charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)

SECTOR NORTH CAROLINA

- *North Carolina*

Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by April 30, 2021. 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 21 and 22 (span 22) 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)

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 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. (MT)

Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 1184 (Atlantic Beach Bridge) – Bridge maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through March 15, 2021. The second phase will be performed from September 13, 2021, through March 15, 2022. During these maintenance periods, two 20-foot work vessels, work floats, 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 channel of the bridge. 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. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 58 (Emerald Drive) Bridge – Bridge maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through March 15, 2021. The second phase will be performed from September 13, 2021, through March 15, 2022. During these maintenance periods, two 20-foot work vessels, work floats, 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 channel of the bridge. 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. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

Atlantic Intracoastal Waterway (AIWW), Albemarle Sound to Sunset Beach - Figure Eight Drawbridge – To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on March 24, 2021, through 7 p.m. on March 25, 2021. The bridge will not be able to open for emergencies 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 117.821(a). Mariners should adjust their transits accordingly and should use 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. Will assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- *Washington, DC* –
  Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)
- *Virginia (Northern)* – None

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS
Enclosure 3.

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 – ABSECON INLET TO GREAT EGG HARBOR INLET - DREDGING – BEACHFILL OPERATIONS
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations in Margate, Ventnor and Longport NJ. Material will be dredged from offshore between Absecon Inlet and Great Egg Harbor Inlet and pumped to the shoreline using submerged pipelines. The following vessels, in addition to others will be in the area, the Dredge LIBERTY ISLAND, Tug BOBBIE ANN, Tug BAYOU BRAVE, Tug MONICA LYNN, Tug POPS, and Tug VOLUNTEER STATE and may be contacted on VHF-FM channels 13 and 16. Dredge will be complete on **23FEB2021.** Equipement and pipeline removal will continue until **31March 2021**. For more information, contact Stuart Hilgendorf at 443-831-0785 or SHilgendorf@gldd.com.
Chart 12316, 12318.

NJ - LITTLE EGG HARBOR TO CAPE MAY - BEACH THOROFARE – BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance at US 30 (Absecon Boulevard) bridge, over New Jersey Intracoastal Waterway (NJICW), Beach Thorofare, at mile 67.2, in Atlantic City, NJ. The maintenance that began in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through **March 5, 2021**. Work will consist of repair and rehabilitation of the bridge fender system. 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 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, if at least a 2-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel upon request. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area.
Chart 12316.

NJ - LITTLE EGG HARBOR TO CAPE MAY - BEACH THOROFARE – BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance at Atlantic City Highway Bridge, over New Jersey Intracoastal Waterway (NJICW), Beach Thorofare, at mile 69.0, at Atlantic City, NJ. The maintenance will be conducted from 5 a.m. to 6 p.m.; Monday-Saturday; from **February 22, 2021**, through **May 10, 2021**. Work will consist of repair and rehabilitation of the bridge fender system. A flex-float barge, a work vessel, and dive boat 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 40 feet due to a flexi-float barge located inside the navigational channel 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, if at least two hours notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel upon request. Work vessels and barges may be reached on VHF-FM channel 13. Mariners should use extreme caution when transiting the area.
Chart 12316.

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 – HEREFORD INLET – SEAWALL REPAIR******
Updated completion date: Continuing until **June 20, 2021** a Crane Barge along with an attendant plant will be operating at various locations in and around the Hereford Inlet. Materials will be delivered to this Crane Barge via tug and barge. The Crane Barge will not be in the federally marked navigation channel at any time. The crew will be working Monday through Friday during day light hours. The Crane and attendant plant will both monitor VHF-FM Channel 16. Mariners are urged to use extreme caution and transit the area at a safe speed. For questions or additional information, contact Agate Construction at cyurick@agateconstruction.net or (609) 780-5175.
Chart 12316, 12318.

NJ – ATLANTIC CITY – BEACH – OUTFALL CONSTRUCTION
Northeast Remsco Construction will be constructing a Storm Water Outfall in to the Atlantic Ocean off Leaming Ave, Wildwood NJ from 10 Nov 2020 to **30 May 2021**. It will extend 300 feet out from the high tide line in approximate position N38°58'36" W74°49'05". The installation will be completed inside of a cofferdam. The cofferdam will be marked with flashing amber lights. No vessels will be on site. For more information, contact Joseph Bonner at 732-557-6100.
Chart 12316.

******NJ - INTRACOASTAL WATERWAY - CAPE MAY HARBOR - MIDDLE THOROFARE – BRIDGE MAINTENANCE******

Mariners are advised that an engineering firm, on behalf of the Cape May County Bridge Commission, will be performing maintenance on the highway drawbridge – Two-Mile (CR 621/Ocean Drive) Bridge across the New Jersey Intracoastal Waterway (NJICW), Middle Thorofare, mile 112.2, at Wildwood Crest, NJ. The bridge maintenance project commenced on December 14, 2020, has been extended through **April 6, 2021**. Work hours are from 6 a.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, from 7 a.m. on March 22, 2021, through 6 p.m. on **March 23, 2021**, and from 7 a.m. on **April 5, 2021**, through 6 p.m. on **April 6, 2021**.

To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 6 a.m. to noon and 1 p.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through **March 21, 2021**, and **March 24, 2021**, through **April 3, 2021**, from 7 a.m. on **March 22, 2021**, through 6 p.m. on **March 23, 2021**, and from 7 a.m. on April 5, 2021, through 6 p.m. on April 6, 2021.

During the closure periods, a work platform will be installed in the navigation span beneath the bridge and a barge will be placed in the navigation span, which will reduce the vertical clearance of the bridge in the closed position to approximately 20 feet above mean high water and the horizontal clearance to approximately 25 feet. Vessels that are able to safely transit through the bridge in the closed position, with the reduced vertical and horizontal clearances, may do so at any time. During the closure periods from 6 a.m. to noon and 1 p.m. to 6 p.m., Monday through Saturday, from January 23, 2021, through March 21, 2021, and March 24, 2021, through April 3, 2021, emergency vessels as defined in 33 CFR 117.31 may transit the bridge upon signal, if at least a two-hour notice is given. During the closure periods from 7 a.m. on **March 22, 2021**, through 6 p.m. on **March 23, 2021**, and from 7 a.m. on **April 5, 2021**, through 6 p.m. on **April 6, 2021**, the bridge will not be able to open for emergencies. At all other time the bridge will operate in accordance with 33 CFR 117.733(j).

Work vessels may be reached on VHF-FM channel 13. The bridge tender may be reached at 609-522-2815 and/or VHF-FM channel 13. The project foreman can be reached at 609-579-9253 or 609-820-2983. Mariners should use extreme caution when transiting through the area

Chart 12317.

NJ – PA – DELAWARE RIVER – OLDMANS CREEK – DREDGING AND MARINE CONSTRUCTION

R.E. Pierson Construction Company will be conducting dredging operations in the Delaware River in the area of Oldmans Creek and in Oldmans Creek to facilitate access to install a sheet pile bulkhead along Oldmans Creek. Work will be conducted from 7 Dec 2020 to **31 Mar 2021**. The floating dredge ELLICOT will be on scene with a variety of other vessels and equipment and may be contacted on VHF-FM channels 10 and 11. For more information or questions, contact Charles Elwell at 609-517-7364.

Chart 12312.

PA –- DELAWARE RIVER – CHRISTINA RIVER – DREDGING

Norfolk Dredging Company with the assistance of the Tug JOKER will commence dredging (pipeline placing) operations in the Delaware River. Crews will be handling dredge pipe in the vicinity of Marcus Hook, Bellevue and Cherry Island Ranges. A submerged pipeline is placed from the Pedricktown Disposal area in New Jersey, across the Cherry Island Range channel to The Port of Wilmington, DE. The dredge ESSEX has now moved away from the port of Wilmington dock and continues to dig inbound along the center of the Christina River Channel. The dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For more information or questions, contact Norfolk Dredging Company at 757-547-9391.

Chart 12311.

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.

PA – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER – CSX B&O BRIDGE MAINTENANCE

Atlantic Subsea, Inc..will begin working on Fender Repairs to Piers 1 and 2 of the CSX B&O Swing Bridge starting on Feb 25, 2021. Work will commence between 0700 and 15:30, Monday – Friday. Work will be completed from Crane Barge Tioga and will be spudded down on the northwest side of bridge. During work hours, barge will partially block channel and require 2 hours notice to stop work operations and move the barge out of the way. Project manager Keith Robertson and be reached on VHF Channel 13 and 16 or via cell phone (preferred method) at 609-432-1077. Repairs will not affect operation of bridge. Work is anticipated to be complete around **April 30, 2021**.

Chart 12313.

PA/NJ – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER - BRIDGE MODIFICATION

Mariners are advised that a construction firm, on behalf of the City of Philadelphia, will be modifying the existing Grays Ferry Railroad Bridge, over Schuylkill River, mile 5.5, at Philadelphia, PA. Modification activities which began June, 2018, are expected to finish on **September 30, 2021**. 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 supervisor may be contacted at 215-651-6278 or 215-421-2880. Mariners should use extreme caution when transiting the area.

Chart 12313.

PA/NJ – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER - BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of Pennsylvania Department of Transportation, will be performing maintenance on the SR 3021 (Grays Ferry Avenue) Bridge, across the Schuylkill River, mile 5.5, at Philadelphia, PA. The maintenance which began October 2020, will continue to be conducted from 7 a.m. to 3:30 p.m., Monday-Friday, through **May 31, 2021**. A 30-foot crane barge, 26-foot work boat and divers will be located in and around the vicinity of the bridge. During bridge maintenance, one navigation span will be occupied and not available for navigation and the other navigation span will be open for vessels to transit. The west navigation span provides 75 feet of horizontal clearance and the east navigation span provides 65 feet of horizontal clearance. Vessels may transit the open navigation span with caution, due to potential opposing vessel traffic. The crane barge and work vessel may be reached on VHF-FM channel 13. The project foreman may be reached at (609) 313-0597 or (609) 209-2029. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway.
Chart 12313.

DE – CHESAPEAKE AND DELAWARE CANAL – BRIDGE MAINTENANCE
Mariners are advised that Acuren Inspections on behalf of the Eastern Shore Natural Gas Company will be performing routine maintenance at the Aerial Pipeline Crossing, across Chesapeake and Delaware Canal, at Bear- Middletown, DE. The maintenance will be conducted from 7 a.m. to 5:30 p.m., Monday through Sunday, from **March 1, 2021**, through **June 15, 2021**. The vertical clearance will be reduced by approximately 8 feet to approximately 135 feet above mean high water. Mariners should use caution when transiting the area.
Chart 12277, 12311.

DE- DELAWARE RIVER-WILMINGTON TO PHILADELPHIA-CHRISTINA RIVER – BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of the Delaware Department of Transportation, will be performing maintenance on the Third Street (US 13/SR 9/ East 4th Street) drawbridge over the Christina River, mile 2.3, at Wilmington, DE. To facilitate maintenance, the drawbridge will be maintained in the closed-to-navigation position to from 7 a.m. to 7 p.m., from **March 15, 2021**, through **March 19, 2021**. The north bascule span of the bridge will be maintained in the closed-to-navigation position from 7 a.m. on **March 15, 2021**, through 7 p.m. on **March 19, 2021**. From 7 p.m. to 7 a.m., from **March 15, 2021**, through **March 19, 2021**, the south bascule span of the bridge will open on request or signal for all vessels.
At all other times, the bridge will operate per 33 CFR 117.237(c). The vertical clearance of the bridge in the closed-to-navigation position is 15 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. From 7 a.m. to 7 p.m., from **March 15, 2021**, through **March 19, 2021**, the south bascule span of the bridge will on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least one hour notice is given. Mariners should use caution when transiting the area.
Chart 12312.

DE – NANTICOKE RIVER - BRIDGE INSPECTION
Mariners are advised that an engineering firm, on behalf of the Delaware Department of Transportation, will be performing maintenance on the SR 13 (Front Street) drawbridge across Nanticoke River, mile 39.6, at Seaford, DE. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 7 a.m. to 7 p.m., from **March 15, 2021**, through **March 19, 2021**. From 7 p.m. to 7 a.m., from **March 15, 2021**, through **March 19, 2021**, the bridge will open on signal, if at least 30 minutes notice is given.
At all other times, the bridge will operate per 33 CFR 117.243(b). The vertical clearance of the bridge in the closed-to-navigation position is 3 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 open on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least 30 minutes notice is given. Mariners should use caution when transiting the area.
Chart 12261.

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SAUNDERS POINT – SHORE LINE STABILIZATION
Central Marine will be working on the Beverly Triton Shoreline Stabilization Project near Saunders Point in the Chesapeake Bay. Work will be from 15 Sep 2020 to **30 Mar 2021** and conducted each day during daylight hours. Barges and small vessels will be in the area and a blue and white mooring buoy will be established in approximate position 38.87N, 76.48W. For any questions or additional information, contact Charlie Young at 410-320-7030.
Chart 12263.

MD – CHESAPEAKE BAY – POPLAR ISLAND – ON GOING WORK
Greener Construction Services and Clean Harbors Environmental Service will be conducting dewatering operations on Poplar Island from Nov 2020 to **Jun 2021**. Personnel will be shuttled to Poplar Island from Tilghman Island on a daily basis by the vessel Brooks Hooks. For more information or questions, contact Todd Fry at 201-241-1295.
Chart 12270.

MD – SEVERN AND MAGOTHY RIVERS – MAGOTHY RIVER
Central Marine will be starting the Cape St Claire Shoreline Stabilization Project **March 1, 2021** with an approximate completion date of **May 30, 2021**. Approximate location of activity: 39.047519N, 76.429958W. Work will be conducted 7 days a week from dawn till dusk. Vessels/Marine equipment located on site: 25 ' x 14' Truckable Push boat (Pusherman), 3 - 24' x 60' x 4' Spud Barges, 110' x 32' Navy barge, 24' crew boat, Vulcan Materials Barge 260' X 40' All equipment is marked and lighted in accordance with USCG Regulations. 24-hour point of contact for the project's duration is. Charlie Young, Central Marine Construction at 410-320-7030.
Chart 12282.

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – BEAR CREEK- TRANSMISSION TOWER FOUNDATION REPAIR
Marine Solutions, Inc. (Marine Solutions) has been contracted by BG&E to complete the foundation repair on two transmission towers located in Bear Creek in Baltimore MD. Work will be conducted from 2 Nov 2020 to **15 MAY 2021**. The two towers are located just to the south of I-695 over Bear Creek. All work will take place outside of the navigation channel and no channel closures are anticipated. Diving operations will be conducted from two barges and two work vessels that will be tied-off to the barges. The barges will be moored adjacent to the towers. For more information or questions, contact Jeff Brown 302-250-6073.
Chart 12281.

MD– APPROACHES TO BALTIMORE HARBOR– BEAR CREEK – BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of Maryland State Highway Administration, will be performing maintenance on the highway drawbridge – SR 157 (Peninsula Expressway) Bridge over Bear Creek, mile 2.1, near Dundalk, MD. The maintenance will be conducted from 9 a.m. to 4 p.m.; 7 days a week; from **March 10, 2021**, through **March 19, 2021**. A work vessel and under-the-bridge inspection vehicle will be located in and around the vicinity of the bridge. Inspection personnel, equipment, vessel and vehicle will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project supervisor can be reached at (443)-838-5164. Mariners should notify the project supervisor no less than 5 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area
Chart 12278.

MD – VA – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – BRIDGE CONSTRUCTION
Steel pile driving operations are scheduled to occur adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD during **February 15, 2021 – March 12, 2021**. Bridge construction will occur 7 days per week, from 7 a.m. to 9 p.m. Large vessels in transit that require use of the Federal Navigation Channel during the work period described, must provide at least 24 hours advanced notice to either Mr. Mike Baker at (443) 286-1780 or Mr. Brent Hunt at (757) 544-3964. All mariners are to operate at the minimum speed necessary to maintain safe course that produce no wake when transiting near the work platforms and barges.
Chart 12288.

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – AERIAL TRANSMISSION LINE CONSTRUCTION
Marine construction operations in support of the installation of aerial electric power transmission lines will occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge until **Oct 7, 2022**. The work will occur 24 hours per day, 7 days per week, in approximate positions: (1) 39°12'46.8737" N, 076°32'14.0536 W; (2) 39°12'58.5610 N, 076°31'58.7405 W; (3) 39°13'13.7886 N, 076°31'38.7851 W; (4) 39°13'26.6084 N, 076°31'21.9825 W; and (5) 39°13'39.4271 N, 076°31'05.1787 W. McLean Contracting Company marine equipment spudded on site will include: (1) a sectional barge (120'x120'x7') with Manitowoc Crane, (2) the Whirley Crane Baltimore barge (140'x70'x12.5'); (3) the Whirley Crane Hampton Roads barge (108'x 46'x8'); (4) a Whirley Crane Newport News barge (110'x43'x8'); and (5) a deck barge. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed necessary to maintain safe course near the work site. Interested mariners can contact the attending vessels on site, including "WB29", "MEGALADON", "RISING SUN", "CAPTAIN STEVE", crewboat and jackboats on marine band radio VHF-FM channels 16 and 13. Throughout the construction project, the Baltimore Gas and Electric Company will regularly provide updates at website: https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/Construction-Updates.aspx.
Chart 12281.

MD – BALTIMORE HARBOR – SEAGRIT AND DUNDALK MARINE TERMINALS – DREDGING
Dredging operations on behalf of Maryland Environmental Service will commence on or about January 1, 2021 in the Dundalk West Access Channel and Seagirt-Dunda1k Connecting Channel, in the vicinity of 39°14'50" N, 076°32'40" W. Loaded scows will be towed from this location to the Unloader #3 located at the Masonville Dredge Containment Facility 39°15'10" N, 076°35'20" W for offloading on a daily basis. A 16" submerged HDPE pipeline will be placed on the sea bottom from the Unloading Barge into the placement Facility, located in the vicinity of 39°15'15" N, 076°35'30" W.
The Dredge KOKO VI will be dredging the area with the assistance of a Tender Tug, two Towing Tugs, and four scows. Temporary emergency anchors will be placed near the Unloader #3, in the vicinity of 39°15'40" N, 076° 35'00" W and near Seagirt in the vicinity of 39°15'00" N, 076° 33'00" W to assist with operations. All vessels and crew will monitor VHF-FM Channels 13 and 7. Dredging and unloading operations will continue daily until the estimated completion date of **April 12, 2021**. For any questions or more information, contact Adam Dondero at 443-695-3788 or adondero@cormanconstruction.com
Chart 12281.

MD-BALTIMORE HARBOR – SEAGIRT MARINE TERMINAL – DIVE OPERATIONS
Marine Technology's will be conducting DIVE Operations and underwater pile repair at SEAGIRT Marine Terminal BERTH # 3 starting **February 8, 2021**. Dives will be conducted, Monday- Friday from 6am to 5pm from now to **December 1, 2021**. Dive Supervisor Steve Grob will be monitoring vhf channel 16 and can be reached at 433-829-7322.
Chart 12281.

******MD – FISHING BAY – ELLIOT ISLAND MARINA JETTY CONSTRUCTION******
Coastal Design & Construction, Inc. will begin construction of the eastern jetty for Elliot Island Marina, starting on **10MARCH 2021** to approximately **12MAY2021**. Four barges will be moored in the following positions: Line Barge - 38° 16.244'N, 76° 00.391'W, Rig Barge - 38° 17.626'N, 76° 01.211'W, Shuttle Barge - 38° 17.548'N, 76° 01.038'W, Shuttle Barge - 38° 17.763'N, 76° 01.309'W. All barges will be marked with cconstant White Light per Coast Guard requirements and moorings with slow flashing white lights. Tug - Capt. Dale will be monitoring VHF Channel 13 & 16. For more information, contact, Eppa Dale Wroten – Superintendent, Cell: 804-366-0447.
Chart 12261.

MD - UPPER CHESAPEAKE CHANNEL-& BUSH RIVER – DIVE OPERATIONS
Marine Technologies will be conducting Dive operations on the Bush River, in approximate location of: 39-26.146 N 076-14.55 W, between the Amtrak railroad draw bridge and the BGE over head power lines, 50 yards north of BGE tower structure number 11. Diving Operations will be conducted on the Harford water and sewer main, Monday-Friday from 6am to 6pm till approximately **March 5, 2021**. The Dive Supervisor, Tim Blob, can be contacted on VHF channel 16 or by cell phone at: (410) 971-0799.
Chart: 12274.

MD – UPPER POTOMAC RIVER – INDIAN HEAD, MD – STONE SILL CONSTRUCTION
Coastal Design & Construction, Inc. will be constructing a Stone sill along the Town of Indian Head's boardwalk to create living shoreline starting on **February 08, 2021 to April 30, 2021**. Four temporary moorings will be established near Sycamore Point for support barges. Mooring positions: 38° 37.152'N, 77° 10.554'W - 38° 37.213'N, 77° 10.346'W - 38° 37.048'N, 77° 10.440'W - 38° 37.111'N, 77° 10.261'W. The blue and white moorings buoys will be lighted with slow flash white lights and barges will have constant white lights in accordance with Coast Guard regulations. Tugs Emelie B and KAT II will be monitoring VHF Channel 13. For more information or questions, contact J. Richard Mattingly, Superintendent, at 301-643-4323.
Chart 12288.

MD – PATAPSCO RIVER – APPROACHES TO BALTIMORE HARBOR
Mclean Contracting Company will start Construction on a new bulkhead for Domino Sugar Refinery on the Patapsco River of Baltimore Harbor, 39-27.4440, -76-59.6792, Baltimore MD. Construction will start on **02FEB2021** and work will be conducted 24hrs a day, 7 days a week until **30APR2021**. A 110'x 50' Inland Deck Barge w/ Self Pulling Spuds, Preston will be marked in accordance with Coast Guard regulations, and will monitor VHF-10, VHF-74. For more information or questions, contact Mr. Scott Huchenski, Superintendent, 570-357-7894, or Mr. Tony Lenzi, Safety Coordinator, 724-422-2712.
Chart 12278.

******VA – MD – POTOMAC RIVER – HARRY NICE MEMORIAL BRIDGE – BRIDGE CONSTRUCTION******
Steel pile driving operations are scheduled to continue adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD **through April 2, 2021**. Bridge construction will occur 7 days per week, from 7 a.m. to 9 p.m. Large vessels in transit that require use of the Federal Navigation Channel during the work period described, must provide at least 24 hours advanced notice to either Mr. Mike Baker at (443) 286-1780 or Mr. Brent Hunt at (757) 544-3964. Mariners are reminded to heed the speed limit markers established by the State of Maryland when transiting the area, so that wake does not affect the platforms and barges at the work site.
Chart 12288.

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. A vessel/barge may be intermittently positioned within the channel. Mariners intending to transit this area should 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 VA. Operations will begin on 25 Mar 2020 and continue until **Feb 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. LNM 1120
Chart 12210.

VA - OYSTER CREEK CHANNEL – DREDGING
Dredgit Corporation will begin dredging Oyster Creek Channel, in Oyster VA, beginning on **15FEB2021**, to be completed by **12APR2021**. Operations will be 24 hours per day, 7 days per week and will start in vicinity of Oyster Boat Ramp working eastward to 37-17-23.83N, 075-54-33.73W. equipment will consist of a 12" Cutter Suction Dredge "Lady Diana" , 25' Tender boat, 22' Carolina Skiff, approx. 4200' of 12" floating HDPE pipeline with lights/markers. All vessels will be monitoring VFH Channel 68 (working); 13 and 16 (emergency).
Vessels need to exercise extreme caution when navigating near and around the dredge. All Mainers should consider the dredge area a NO WAKE ZONE. Mariners are urged to use extreme caution and transit the dredge area at their slowest safe speed to create minimum wake. The dredge typically allows passage on the dredge's starboard side, but this may not always occur during some movements. Mariners are encouraged to utilize the vessels navigational aids, navigational lights and day shapes to determine safest passage. The dredge pipeline will be clearly marked with floats and amber blinking lights. For more information, contact Chris Kahn at 337-519-6032.
Chart 12221.

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. Work will not impede the navigational channel. A crane barge may be held in place by way of spuds, a six point anchoring system or made fast to several steel mooring piles. Buoys will be attached to the anchors so that they may be moved as the crane barge advances. 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 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 ROBERT T and ANGELINA AUTUMN be on VHF-FM 13 and 16.
Charts 12222.

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Updated information: Starting approximately **15 March 2021** and continuing until approximately **12 June 2021**, Weeks Marine Hopper Dredge "**B.E. Lindholm**" will be operating in conjunction with Hopper Dredge "Magdalen" and support equipment between Thimble Shoal Channel Thimble Shoal Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Lighted Buoy 7 (LLNR 9235) stopping west of Chesapeake Bay Bridge-Tunnel). All dredged material will be transported to the approved Dam Neck Ocean Disposal Site – DNODS - Cells 5, 6, & 7.
Work limits for the Thimble Shoal Channel will be bound by the following approximate positions:
37° 1'35.24"N, 76°15'57.82"W
36°59'11.10"N, 76° 6'41.27"W
36°57'37.50"N, 76° 7'8.25"W
36°59'53.72"N, 76°16'36.67"W
Limits of Dredged Material Placement Area will be bound by the following approximate positions:
36°51'41.07"N, 75°55'41.74"W
36°51'45.15"N, 75°51'16.40"W
36°45'47.19"N, 75°50'54.07"W
36°45'45.72"N, 75°55'33.04"W
The dredge will monitor VHF-FM channels 13 and 16. For questions, contact Matt Henry at 985-237-5050. Chart 12256.

******VA – CHESAPEAKE BAY – THIMBLE SHOALS CHANNEL – DREDGING******

Dutra Tug Diamond Coast will be conducting drag operations on the green side of channel between Thimble Shoals Lighted Buoy 11 (LLNR 9265) and Lighted Buoy 7 (LLNR 9235) stopping west of Chesapeake Bay Bridge-Tunnel. Operations will continue twenty-four hours a day, seven days a week until **March 19, 2021**. 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 12254, 12256.

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION

Allan Myers is conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA until **Oct 2022**. Bridge passes over Great Neck Creek. A cofferdam and turbidity curtains are installed at the site. For more information contact Pat Robinson at 610-960-3139.
Chart 12222.

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – BRIDGE CONSTRUCTION/ISLAND EXPANSION******

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be constructing new approach bridges to replace the I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges, across Hampton Roads, at mile 0.0, between Norfolk, VA and Hampton, VA, commonly referred to as the Hampton Roads Bridge-Tunnel (HRBT). Construction activities will begin **March 15, 2021**, and are expected to continue through **November, 2025**. Marine construction activity will take place 24-hours per day, seven days a week.
The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.
Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.
Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.
Phoebus Safe Harbor Area – As charted. Changes pending. This area will only be used by HRBT Expansion project vessels in advance of a severe weather event that requires the vessels to be securely anchored or spudded down in that location. The corners of the safe harbor area are marked with yellow buoys with flashing yellow lights. When utilized, mariners should keep clear of the area.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org.
Chart 12245

******VA – HAMPTON ROADS – WILLOUGHBY BAY – BRIDGE MODIFICATION******

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on **March 15, 2021**, and are expected to continue through **November 2025**. Marine construction activity will take place 24-hours per day, seven days a week.
The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within the specific Mooring/Safe Harbor area.
Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on out from the North and South shorelines next to the existing East Bound bridge structure for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.
Willoughby Mooring and Safe Harbor Area – To be charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org.
Chart 12245

VA – HAMPTON ROADS – ELIZABETH RIVER – NORFOLK INTERNATIONAL TERMINALS – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be performing dredging operations in Norfolk Harbor. Dredging will be conducted between Norfolk International Terminal South, Channel Daybeacon 10S (LLNR (9572) and Elizabeth River Channel Lighted Buoy 13 (LLNR 9535) up to Norfolk International Terminals South Container Terminal, Pier 1, Pier 2, and the Ro/Ro berth. Dredging operations will also be conducted east of Elizabeth River Channel Lighted Buoy 11 (LLNR 9525) on either side of Norfolk International Terminals Pier 3. Period of work will be from November 20, 2020 to **May 01, 2021.**
Chart 12245.

VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION
Until **Mar 2023**, McLean Contracting will be conducting bridge demolition, and replacement of the Churchland Bridge on the Western Branch of the Elizabeth River. Signs have been installed on both sides of the bridge worded "OVERHEAD BRIDGE CONSTRUCTION 500 FEET AHEAD". A temporary pile crane trestle will be extending approximately 600ft from either shoreline on the North side of the bridge. Barges and tugs will be on scene throughout the project and may be contacted on VHF-FM Channels 03, 13 and 16. For information, contact Scott White at 757-641-2132. LNM 2320
Chart 12253.

VA – ELIZABETH RIVER – PORTSMOUTH WATERFRONT – NORTH STREET FERRY LANDING TO TIDWATER YACHT MARINA – SEAWALL CONSTRUCTION
Crofton Construction will be will be conducting repairs to the seawall located in the Elizabeth River at the following locations: N36° 50'20"and W76 °17'45" and N36° 50'25"and W76 °17'46". Beginning November 09, 2020 and continuing until **January 31, 2021** or until complete. Construction operations will include, barge and crane operations, in conjunction with general marine construction. Barges and vessels will be moored on site with employees working over the side on small floats at times along with crew boats. The construction equipment will be confined to the barges, with small crew boats, working in the vicinity. Vessels are requested to proceed in this area with caution and causing no wake. Crews will be monitoring VHF-FM Channels 13 & 16. For more information or questions, contact Olga Mileyko at 757-397-1131.
Chart 12253.

VA – ELIZABETH RIVER SOUTHERN BRANCH – MONEY POINT – DREDGING
Mariners are advised that beginning **March 8, 2021**, ARGOS US will be conducting Dredging operations in the vicinity of Money Point, VA on the Elizabeth River. Operations will be on going 24 hours per day, 7 days per week through **April 5, 2021**. Vessels involved include: tug CAPT. WOODY, call sign WDG-2789; tug EMMY LOU, call sign WDK-9403; dredge MOBRO 112, call sign WDL-3073. All Mainers should consider the dredge area a NO WAKE ZONE and are urged to use extreme caution and transit the dredge area at their slowest safe speed to create minimum wake. The dredge typically allows passage on the dredge's starboard side, but this may not always occur during some movements. Mariners are encouraged to utilize the vessels navigational aids, navigational lights and day shapes to determine safest passage. Any dredge pipeline will be clearly marked with floats and amber blinking lights. Concerned Traffic may contact tugs monitoring VFH-FM Channel 18 (working); 13 and 16 (emergency).
Chart 12253.

VA – LYNNHAVEN RIVER BASIN – ECOSYSTEM RESTORATION PROJECT
Seaward Marine Corporation located in Norfolk, VA advises that beginning **February 18, 2021** through **August 17, 2021** in conjunction with the Army Corp of Engineers will be installing as many as 28,000 reef structures approximately 18 inches square on the south side of the Lynnhaven Bridge and extending as far south as 1.5 miles.
All Mariners are requested to maintain a slow bell and adhere to the no wake zone when transiting north and south bound in said area and remain a safe distance away from the crane barge working at the job site. Any vessels working with the construction crews and the job Superintendent will be monitoring channels #13 and #16 VHF radio.
Owners of crab pots and other structures that may be in the vicinity and that may hinder the free navigation of the attending vessels and equipment must remove these from the area where barges and other attendant equipment will be working. The work at this location may at time to time be working on a 24 hour schedule.
For further information please contact: Walter McKenna Project Manager 757-272-5646 Or Clint Robertson Superintendent 757-705-6615.
Chart 12205, 12221, 12222, 12254.

VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION
Construction activities by Croman Construction for the for Dominion Energy Virginia Rappahannock River Cable Crossing will continue until **December of 2021,** 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). 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, contact James Matters 410-320-7534.
Chart 12237.

VA – ELIZABETH RIVER SOUTHERN BRANCH – RAILROAD BRIDGE MAINTENANCE
Mariners are advised that bridge maintenance will be performed on the Norfolk Southern #7 Railroad Bridge across the Southern Branch of the Elizabeth River, mile 5.8, at Chesapeake, VA. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to noon and 1 p.m. to 6 p.m., from **March 15, 2021**, through **March 16, 2021**, **March 20, 2021**, through **March 23, 2021**, and **March 27, 2021**, through **March 30, 2021**. From noon to 1 p.m. on the closure dates above, the bridge will be maintained in the open-to-navigation position or will open for the passage of vessels on request or signal.
At all other times, the bridge will operate per 33 CFR 117.997(d). The vertical clearance of the bridge in the closed-to-navigation position is 7 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 on signal for emergency vessels as defined in Title 33 Code of Federal Regulations 117.31, if at least one hour notice is given. Mariners should use caution when transiting the area.
Chart 12253.

VA - NORFOLK HARBOR AND ELIZABETH RIVER - SOUTHERN BRANCH OF ELIZABETH RIVER – I-64 HIGH RISE BRIDGE
An engineering firm, on behalf of Virginia Department of Transportation are performing bridge construction at I-64 High Rise Bridge over Elizabeth River Southern Branch, mile 7.1, in Chesapeake, VA. Mariners should expect construction activity and related equipment in the vicinity of the bridge 24 hours a day; 7 days a week. A crane barge is currently being used within the navigation channel to complete the final stages of bridge fender system work and is removed from the channel at the end of each shift. Work vessels may be reached on VHF-FM channel 13. The project manager can be reached at (757) 579-8400. Mariners should use caution and proceed at a safe speed to minimize wake for work vessels when transiting the area. For questions or concerns regarding this matter, contact Coast Guard Sector Virginia Waterways Management Division at 757-668-5580 or virginiawaterways@uscg.mil.
Chart 12253.

VA – CHESAPEAKE – ALBERMARLE AND CHESAPEAKE CANAL
W. F. Magann Corporation, on behalf of the City of Chesapeake, will begin the repair of the Centerville Turnpike Bridge located on the Atlantic Coast Intracoastal Waterway – Albemarle and Chesapeake Canal (mile marker 15.2, 36° 43.417'N, 076° 11.183'W. Work is expected to be completed **September 1, 2021**. Work may be conducted 7 days a week from 5 a.m. to 12 a.m. during the scheduled rehabilitation, a crane barge, material barge, tugboat, work boats and divers will be near the bridge. During certain phases of the rehabilitation, the tugs, barges, work vessels and divers will reduce the horizontal clearance in the navigation span. Vessels that require the tugs, barges and work vessels to clear the navigation span should notify the project supervisor no less than one hour prior to navigation through the bridge. During dive operations within the navigational span, navigation will be on demand and vessels should notify the project foreman no less than one hour prior to navigation through the bridge. Work vessels and supervisor can be reached on VHF-FM channel 13 or (757) 353-7480. In the event of an emergency, please contact Nick Scribner (757) 342-9510. Mariners are reminded to maintain a safe distance from the working vessels and barges and are asked to use extreme caution while navigating through the area.
Chart 12206.

VA – VIRGINIA BEACH – PUNGO FERRY BRIDGE REHABILITATION PROJECT
Mariners are advised that an engineering firm, on behalf of City of Virginia Beach Public Works, will be performing maintenance on the Pungo Ferry Road Bridge over North Landing River at location [36.614663, -76.049530], at Virginia Beach, VA. The maintenance will be conducted from 7 a.m. to 5 a.m.; 7 days a week; from **March 8, 2021**, through **October 27, 2021**. During the maintenance period, a work platform will be located underneath the bridge and will be reducing the vertical clearance of the bridge to approximately 60 feet above mean high water. The project foreman can be reached at (727) 482-2633 or (918) 691-8770. Mariners should use caution navigating through the area.
Chart 12206.

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. For more information, contact Jordan Byrum at 252-808-8036 or at jordan.byrum@ncdenr.gov. The following artificial reefs will be used. AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)
Chart 12204.

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

NC – 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
Chart 11555.

NC – BEAUFORT INLET – MOORHEAD CITY CHANNEL – AIDS TO NAVIGATION CONSTRUCTION
Starting on **February 22, 2021**, Precon Marine will begin rebuilding the Morehead City Channel Range Lights. Work will be conducted outside the channel in approximate position 34°41'30"N 76°39'56"W. Tug Betty Jo and barges will be on scene and monitoring VHF 13/16. Work will be conducted 24hours a day, 7 days a week until approximately **April 30, 2021**. Project POCs are Randy Ainsley (757) 449-8391 rainsley@preconmarine.com and Zulfikhar Ahmed (757) 335-1624 zahmed@preconmarine.com. On site, POC is Randy Ainsley, 757-449-8391.
Chart 11545.

NC – BEAUFORT INLET – MOREHEAD CITY HARBOR – DREDGING
UPDATED DATES AND INFORMATION. Starting approximately 1 Jan 21 and continuing until approximately **31 Mar 2021** Weeks Marine hydraulic dredge J.S. CHATRY and attendant plant will be operating in the Morehead City Harbor Channel, Cutoff, Range A and Range B. Dredged material will be transported through a combination of floating and submerged pipelines. 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. For more information or questions, contact Kris Mitchell at 281-271-2898 or kpmitchell@weeksmarine.com
Work limits for the borrow area will be bound by the following approximate positions:
34°41'40.33"N, 76°40'14.42"W
34°42'12.45"N, 76°41'4.39"W
34°42'18.78"N, 76°40'58.61"W
34°41'47.07"N, 76°40'8.03"W
34°39'48.65"N, 76°40'36.84"W
34°41'43.18"N, 76°40'13.60"W
34°41'38.61"N, 76°39'43.38"W
34°39'44.40"N, 76°40'8.95"W
The proposed pipeline corridor will be bound by the following approximate positions:
34°39'58.42"N, 76°40'37.34"W
34°42'05.98"N, 76°41'3.35"W
34°42'6.08"N, 76°40'12.53"W
34°39'58.61"N, 76°40'8.65"W
Work limits for the placement area will be bound by the following approximate positions:
34°41'49.91"N, 76°44'27.26"W
34°41'36.82"N, 76°41'26.91"W
34°41'23.88"N, 76°41'24.88"W
34°41'38.09"N, 76°44'27.88"W
Chart 11547.

NC – INTRACOASTAL WATERWAY – CORE CREEK RANGES R AND S – DREDGING
From **09 Feb** to **31 Mar 2021**, Southwind Construction Corp will be conducting dredging operations in the Intracoastal Waterway, Core Creek Ranges R & S, Carteret County North Carolina with fill placement at Brandt Island Upland Disposal Area. Submerged and floating pipeline associated with dredging operation will be in the area. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the federal channel traversing southerly to the upland placement area. Dredge, Andi Rae, Workboats, Proud Mary and Miss Leanne will monitor VHF – FM Channels: 13 & 16 (All Vessels) and working Channel 79. For questions or more information, contact Darrell Stewart at 812-868-7006.
Charts 11541.

NC-INTRACOASTAL WATERWAY-MOREHEAD CITY HARBOR-BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 1184 (Atlantic Beach Bridge) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 206.7, between Morehead City, NC and Atlantic Beach, NC. The maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in **September 2020**, will continue through **March 15, 2021**. The second phase will be performed from **September 13, 2021**, through **March 15, 2022**. During these maintenance periods, two 20-foot work vessels, work floats, 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 channel of the bridge. 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. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.
Chart 11547.

NC - INTRACOASTAL WATERWAY-NEUSE RIVER TO MYRTLE GROVE SOUND - BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 58 (Emerald Drive) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 266, at Emerald Isle, NC. The maintenance, which began **September 2020**, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through **March 15, 2022**. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through **March 15, 2021**. The second phase will be performed from **September 13, 2021**, through **March 15, 2022**. During these maintenance periods, two 20-foot work vessels, work floats, 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 channel of the bridge. 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. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.
Chart 11547.

******NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – DREDGIN**G****
Continuing until 20 March 2021, Weeks Marine dredge BORINQUEN will be operating in the Topsail Creek Cut Through and Banks Channel near Topsail Beach, NC. Demobilization will occur until approximately **10 April 2021**
Work limits for borrow area at "Topsail Creek/ Cut Through" 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
Work limits for placement area will be bound by the following approximate positions:
34°20'39.81"N, 77°38'45.39"W, 34°20'53.02"N, 77°39'1.49"W, 34°23'25.93"N,77°35'21.57"W, 34°23'37.47"N, 77°35'34.35"W
Dredging operations will continue on a twenty-four hour per day, seven days per week basis. The dredge will monitor VHF-FM channels 13 and 16. If you have any question or require additional information, (985) 875-2564 or macruz@weeksmarine.com
Chart 11541.

NC – INTRACOASTAL WATERWAY – NEW RIVER INLET – DREDGING
Goodloe Marine will be dredging in the North Carolina AIWW waterway at New River Inlet crossing. The hydraulic dredge "BETTIE G II" will begin pumping material from the navigation channel to North Topsail Beach. After dredging the New River Inlet crossing the dredge will move to Jacksonville on or about **Jan 1, 2021**. Dredging operations are expected to be complete by the end of **March, 2021**. The Dredge can be contacted on Channel 16 and 65. Point of contact is Ben Goodloe at 813-355-7494.
Charts 11541.

NC- INTRACOASTAL WATERWAY-NEUSE RIVER TO MYRTLE GROVE SOUND- FIGURE EIGHT ISLAND BRIDGE – BRIDGE MAINTENANCE
Mariners are advised that the highway drawbridge – Figure Eight Swing Bridge, over Atlantic Intracoastal Waterway (AIWW), Albemarle Sound to Sunset Beach, at mile 278.1, at Scotts Hill, NC, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge swing span. The bridge will be maintained in the closed position from 7 a.m. on **March 24, 2021**, through 7 p.m. on **March 25, 2021**. The bridge will not be able to open for emergencies. 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-to-navigation 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 117.821(a). Mariners should adjust their transits accordingly and should use caution when transiting the area.
Chart 11541.

NC – INTRACOASTAL WATERWAY – CAROLINA BEACH INLET CROSSING – DREDGING
Goodloe Marine will begin dredging operations in the North Carolina AIWW at Carolina Beach Inlet crossing on or about Nov 15, 2020. The hydraulic cutter dredge EXCEL will be pumping oal material from the navigation channel on to the beach at Masonboro Island. After dredging Tangent 1 dredging will proceed to Tangents 4,4A,and 5 east of Hwy 421. Tangent 3 will also be dredged which is west of hwy 421 on Snows Cut. Mariners are cautioned to proceed at a slow speed in the area since pipelines, anchors, buoys and other equipment will be in and out of the channel limits. Work is expected to be completed near the end of **March 2021**. The dredge can be contacted on channel 16 and 65. Contact for project is Ben Goodloe at 813-355-7494.
Chart 11534.

NC – CAPE FEAR RIVER – DREDGING

Great Lakes Dredge and Dock Company will be conducting dredging operations in the Cape Fear River from 17 Nov 2020 to **28 Feb 2021**. Dredging will be conducted in Smith Island Range and Bald Head Shoal Reach One and Two. All dredge material will be pumped to Bald Head Island via a submerged pipeline. The dredge OHIO will be on scene and may be contacted on VHF-FM Channels 13 and 16. Operations will be conducted 24 hours a day, seven days a week. Mariners are urged to use extreme caution in these areas, around dredging equipment, transit the area of dredging at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For questions or more information contact Steven Lawrence at (630) 240-8393.
Chart 11537.

NC – CAPE FEAR RIVER – DREDGING

Southern Dredging Company dredge BRUNSWICK will be working in the Cape Fear River Channel between the Cape Fear Memorial Bridge and the Upper and Lower Brunswick Ranges in the vicinity of Cape Fear River Channel Lighted Buoy 58 (LLNR 30840). The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately **31 Jan 2021.** Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage, boaters should establish contact with the dredge on VHF-FM channels 13 and 16. For more information or questions, contact Neil Rodgers 843-729-1269 or Michael Kitchell 843-830-1015.
Chart 11537.

NC - CAPE FEAR RIVER - CAPE FEAR MEMORIAL BRIDGE – BRIDGE MAINTENANCE

Mariners are advised that the highway drawbridge – Cape Fear Memorial Bridge over the Cape Fear Rive, mile 26.8, at Wilmington, NC, will be maintained in the closed-to-navigation position and will require a two hour advance notice to open from 8 a.m. to 3 p.m. from March 2, 2021, through March 3, 2021, with an alternative work date from 8 a.m. to 3 p.m. on March 4, 2021.There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. The bridge provides a vertical clearance of 65 feet above mean high water in the closed position. Vessels able to pass through the bridge in the closed position during these closure periods 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 117.822. Mariners should adjust their transits accordingly and should use caution when transiting the area.
Chart 11537.

NC – OAK ISLAND BEACH – BEACH RE-NOURISHMENT

Great Lakes Dredge & Dock Company, LLC (GLDD) will be conducting beach re-nourishment using the hydraulic cutterhead, Dredge *Ohio.* 800,000 cubic yards of material will be removed from Jay Bird Shoals which is located approximately one mile offshore of Caswell Beach. All dredged material will be placed on the beach at Oak Island via a submerged dredge pipeline. A jack-up booster pump barge will also be install just offshore of Oak Island. Dredging operations will take place 24 hours per day and 7 days per week.
Material will be removed from Zone 1,
33 52.679580N, -78 3.470179W,
33 52.665851N, -78 3.454029W,
33 52.663761N, -78 3.256403W,
33 52.650047N, -78 3.240253W,
33 52.645832N, -78 2.647353W,
33 52.837858N, -78 2.645136W,
33 52.844422N, -78 3.468303W,
and from Zone 3,
33 52.496860N, -78 3.058689W,
33 52.515817N, -78 3.058481W,
33 52.512712N, -78 2.642466W,
33 51.980258N -78 2.648613W,
33 51.982206N, -78 2.891667W,
33 52.075487N, -78 2.890595W,
33 52.221266N, -78 3.061498W,
33 52.248147N, -78 3.061223W.
Submerged dredge pipe will come ashore in pos 32 54 26.14N, 078 06 8.60W. Installation of submerged dredge pipeline: **February 8, 2021**, commence Dredging Operations: **March 1, 2021**, project completion: **April 30, 2021**. Dredge: *Ohio* Booster*: Booster #6,* Survey Vessel & Survey Boat: *Miami River* will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution in these areas and around dredging equipment. In addition, mariners are urged to transit the area of dredging at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.
Chart 11536.

NC – LOCKWOODS FOLLY INLET – DREDGING

Southwind Construction Corp. will be conducting dredge operation in Lockwood's Folly River and Lockwood' Folly Inlet Crossings, Brunswick County North Carolina, with fill placement at Oak Island Beach Placement Area. Submerged and floating pipeline associated with dredging operations, will be used. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the southern shoreline of the ICW, then traversing westerly and then southeasterly to the westernmost limits of Oak Island Beach Fill Placement Area. Dredge Wilko and workboats Ann Kay & Danny Joe will monitor VHF Channels 13, 16, and 79. Dredging will commence on **Jan 25, 2021 to March 12, 2021**, 7 days a week, 24 hrs a day. For questions or more information, contact Darrell Stewart at 812-868-7006.
Chart 11534.

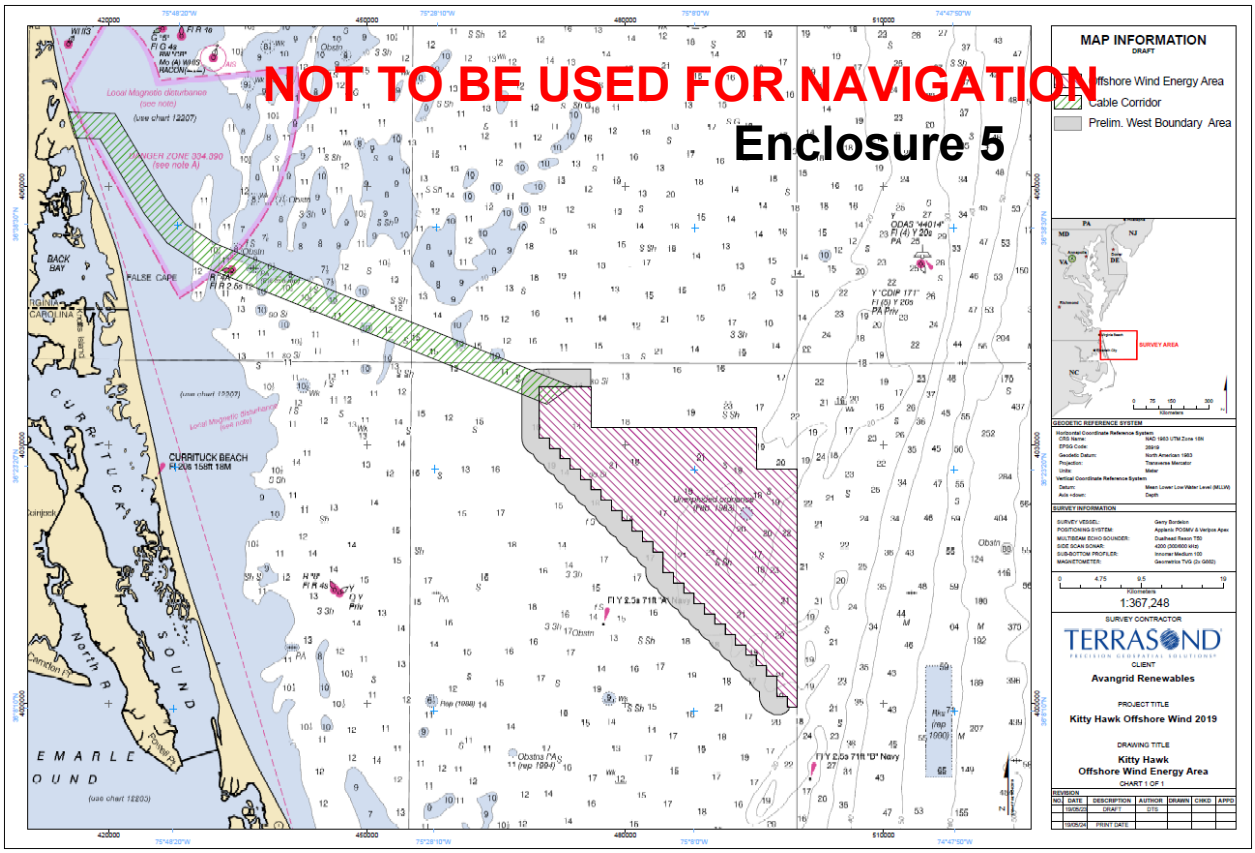
******NC – SHALLOTTE INLET – DREDGING******

Southwind Construction Corp. will be conducting dredge operation in Shallotte Inlet Crossing Tangents 19 & 20, Brunswick County North Carolina, with fill placement at Ocean Isle Beach Placement Area. Submerged and floating pipeline associated with dredging operation; use extreme caution in the area. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned from the ICW along the westernmost shoreline of Shallotte Inlet to the easternmost limits of Ocean Isle Beach Fill Placement Area.
Dredge Wilko and workboats Ann Kay & Danny Joe will monitor VHF Channels 13, 16, and 79. Dredging will commence on **15 March 2021 to 05 April 2021,** 7 days a week, 24 hrs a day. For questions or more information, contact Darrell Stewart at 812-868-7006.
Chart 11537.

SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS IN THE FIFTH COAST GUARD DISTRICT
Enclosure 4.

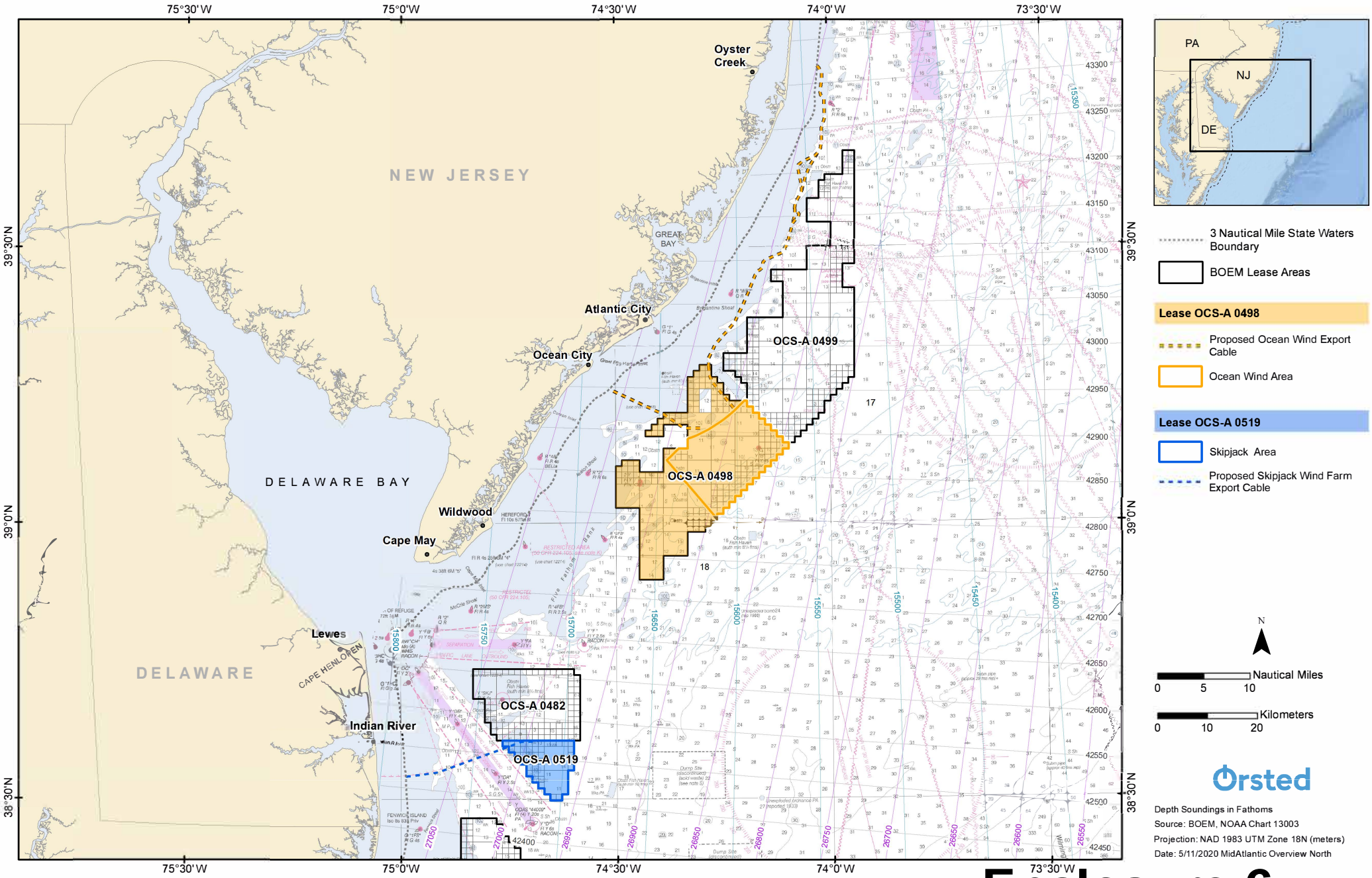
NEW OR UPDATED INFORMATION
New, updated or very important information in this enclosure will be highlighted in yellow.

None to Report



Kitty Hawk Offshore Wind Area and Cable Corridor

Enclosure 5



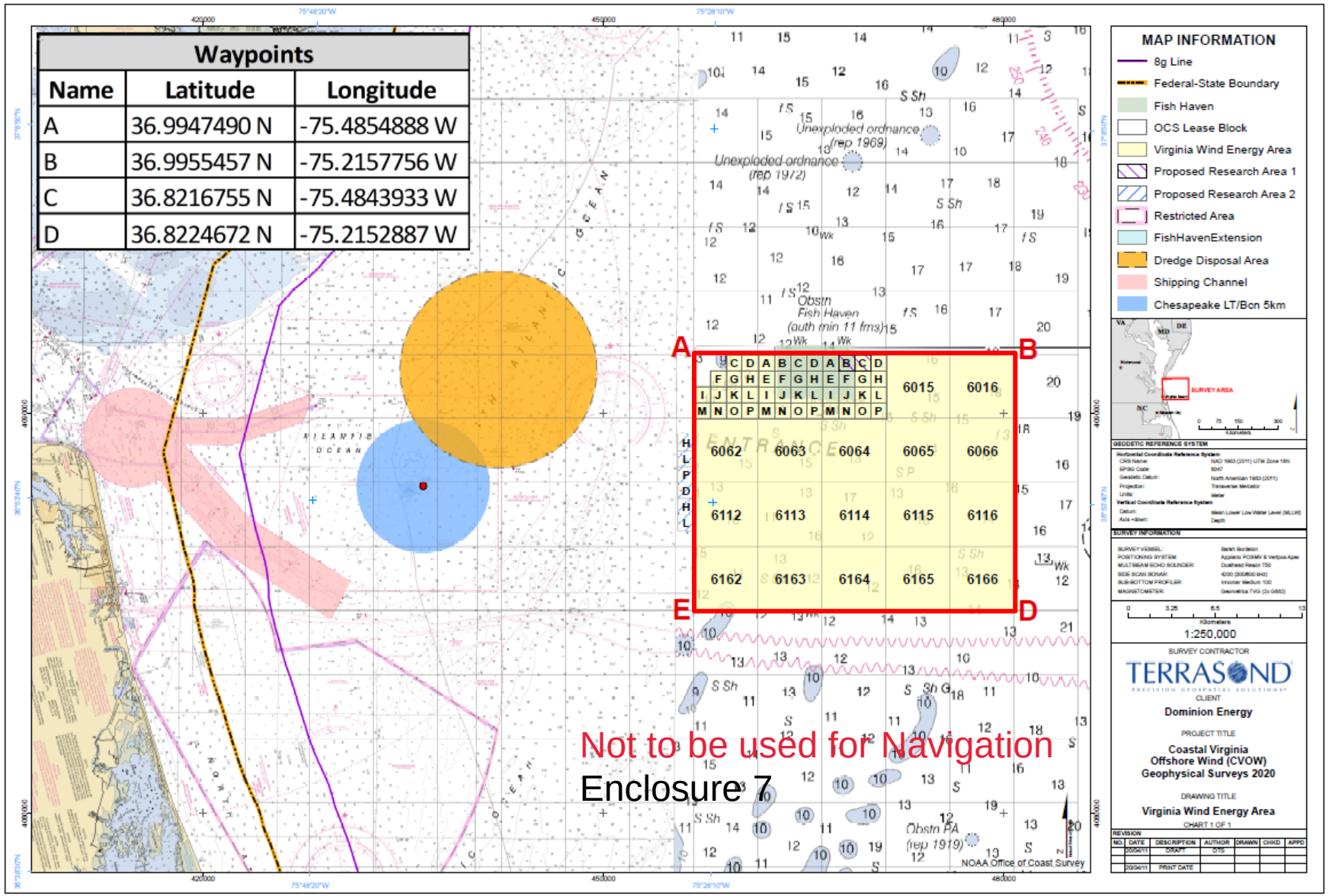
Enclosure 6

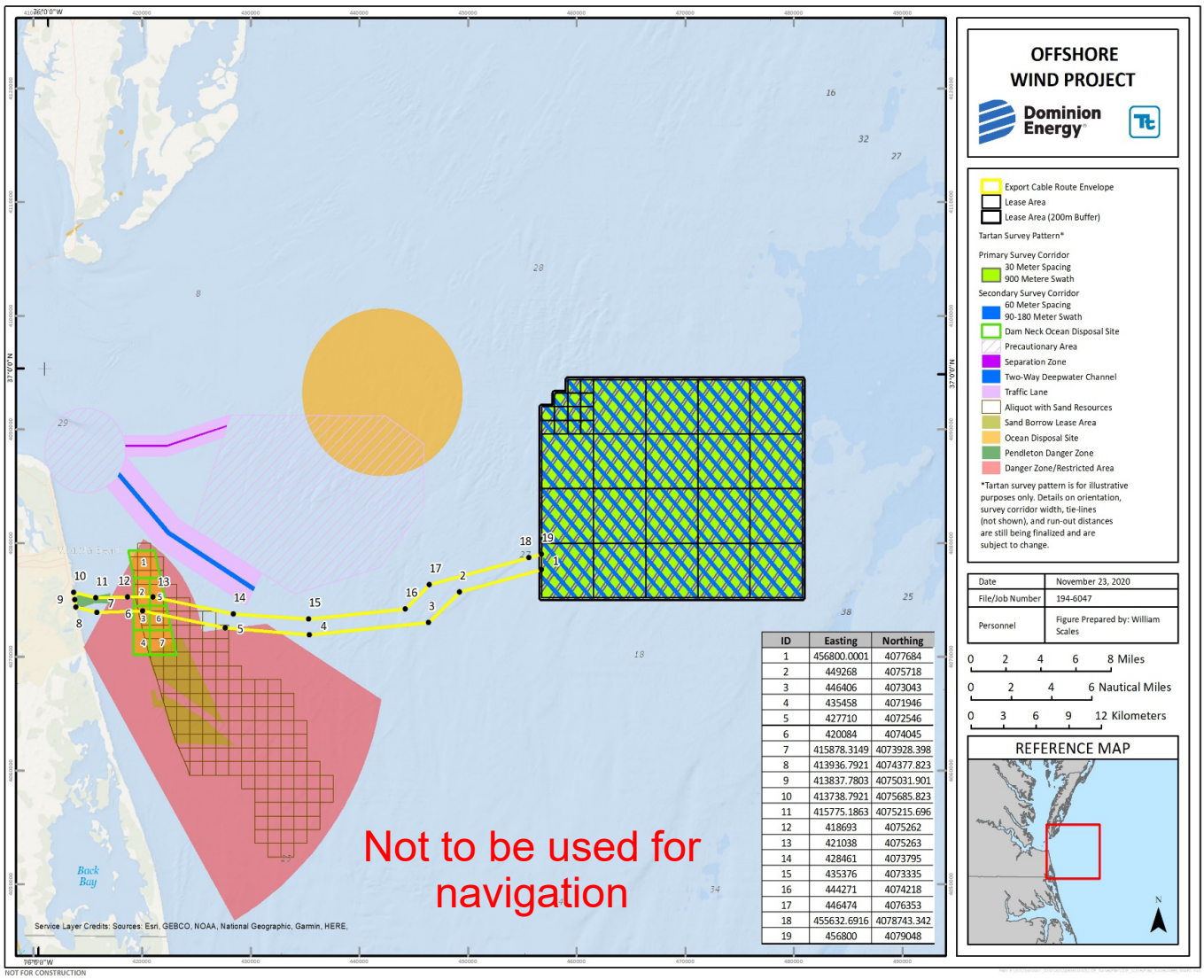
NOT TO BE USED FOR NAVIGATION

Dominion Energy CVOW Commercial Project

Geo-Physical Survey LNTM Rev. 4

Revised 11 Jan. 2021(25 Nov., 21 Sept., 13 April, 2020)





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13	421038	4075263
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15	435376	4073335
16	444271	4074218
17	446474	4076353
18	455632.6916	4078743.342
19	456800	4079048

Enclosure 8