



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

LOCAL NOTICE TO MARINERS

District: 5

Week: 13/17

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

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

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

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

or for correspondence and article requests:

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

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

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

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

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2017 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2017 (50th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2016 (48th) Edition.

NAVIGATIONAL INTERNET SITES

2017 Light List/ Weekly Updates.

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

Bridges Public Notice Website.

<https://www.navcen.uscg.gov/?pageName=pnBridges>

NOAA Chart Corrections and Chart Viewer

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

Coast Pilots, along with corrections are available at

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

D5 LNM Archived Back Issues

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

Chesapeake Bay Weather Buoys

<http://www.cbos.org>

Tides, Currents, PORTS

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

Weather

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

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

ABBREVIATIONS

A through H

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

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kiloherzt
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: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

In an effort to bring attention to new or changed information in the Local Notice to Mariners (LNM) new and changed entries will be preceded and followed by four asterisks.

LNM: 25/16

****DE – NJ – MARCUS HOOK RANGE – OBJECT IN THE NAVIGATIONAL CHANNEL****

The Captain of the Port, Delaware Bay, is notifying mariners of an object that has been reported in the Delaware River Navigational Channel, in Marcus Hook Range, at latitude 39 48.974N, longitude 075 23.751W. Mariners are advised to use extreme caution when transiting this portion of the Marcus Hook Range as some depths at mean low water could be hazardous to navigation, minimum depth at this objects location is 35.3 ft at mean low water. Vessels drafting over 33 ft should avoid this area and transit around the object. Survey vessels may be in the vicinity of the object and thereafter while salvage operations are being conducted. Vessels are requested to contact working vessels in this location prior to arrival. If you have any questions regarding the content of this message, please contact the Waterways Management Staff at (215) 271-

4814 or the Command Center at (215) 271-4807.

Chart 12312

LNM: 11/17

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

Shoaling has been observed in Little Egg Inlet across the channel between Little Egg Inlet Outer LWB LE (LLNR 1100) and Little Egg Inlet Buoy 10 (LLNR 1131) to an average channel depth of 3 feet at MLW.

Chart 12316

LNM: 10/17

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

Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. Review NOAA's compliance guide for specific times, areas, and exceptions to this law. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rule is located at:

http://www.fisheries.noaa.gov/pr/pdfs/shipstrike/compliance_guide.pdf

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

LNM: 43/16

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

Oregon Inlet Hatteras Inlet

Ocracoke Inlet Barden Inlet

Beaufort Inlet Bogue Inlet

New River Inlet Topsail Inlet

Masonboro Inlet Carolina Beach Inlet

Lockwoods Folly Inlet Shallotte Inlet

Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes.

Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:

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

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

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

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

LNM: 17/16

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

LNM: 13/16

INTERFERENCE WITH AIDS TO NAVIGATION

U. S. Code, Title 14, Part I, Chapter 5, § 84

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

U. S. Code, Title 14, Part I, Chapter 5, § 84

LNM: 13/16

COAST PILOT 3 - NEW EDITION

National Oceanic Atmospheric Administration (NOAA) – U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 50th Edition, 2017, has been issued and is ready for free download and weekly updates at:

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

Only Print-on-Demand (POD) bound copies are available for purchase; see <http://www.nauticalcharts.noaa.gov/staff/charts.htm#POD>.

The 2017 Edition cancels the preceding 2016 Edition, and incorporates all previous corrections.

LNM: 05/17

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/boating/class_finder/index.php

LNM: 20/14

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

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

LNM: 45/09

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

LNM: 04/11

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. 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, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-

BROADCAST NOTICES TO MARINERS

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

CCGD5 (D5) - 151, 157, 158, 159, 160, 161, 164, 165, 166, 169 THRU 174, 176, 177, 178-17.

Sector Delaware Bay (DB) - 040, 044, 047, 048, 052, 054, 066, 071, 073, 075, 076 AND 079-17.

Sector Maryland National Capital Region (MD) - 083-17, 076-17, 073-17, 072-17, 071-17, 070-17, 069-17, 068-17 AND 067-17, CCGD5 BNM 158, 157, 150-17.

Sector Hampton Roads (HR) - 077-17, 076-17, 075-17.

Sector North Carolina (NC) - 095, 093, 091, 131, 130, 129, 126, 124,

123, 122, 120, 119, 116, 115, 114, 112, 111, 110, 109, 108, 107, 106, 104, 103, 654, 633-17, 632-16.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
350	Cape Charles Light	LT EXT	12222	384HR	18/13	
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	
630	Outer Diamond Shoals Buoy 2	MISSING	12200	011NC	02/17	
640	Diamond Shoals Lighted Buoy 12	MISSING	11555	124NC	13/17	
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16	
2055	Delaware Bay East Icebreaker Light 2	STRUCT DEST/LT EXT	12216	186DB	20/16	
2865	Pea Patch Island Spawn Daybeacon PPD	STRUCT DEST	12311	352DB	37/16	
2915	Pea Patch Island Dike Warning Light B	STRUCT DEST/HAZ NAV	12311	351DB	37/16	
3135	Marcus Hook Range Front Light	REDUCED INT	12312	444DB	32/16	
3290	Tinicum Range Rear Light	LT EXT	12313	168DB	19/16	
3820	Enterprise Lower Range Front Light	REDUCED INT	12314	141DB	15/16	
3845	Enterprise Upper Range Rear Light	REDUCED INT	12314	140DB	15/16	
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15	
4210	White Hill Range Rear Light	LT EXT	12314	405DB	43/16	
5130	Sinepuxent Bay Channel Buoy 33	MISSING	12211	063MD	11/17	
5205	Chincoteague Bay Daybeacon 26	STRUCT DEST/TRUB	12211	189MD	13/15	
5215	Chincoteague Bay Daybeacon 23	STRUCT DEST/TRUB	12211	027MD	13/15	
5477	Chincoteague Bay Daybeacon 16A	TRUB/STRUCT DEST	12211	223HR	11/15	
5495	Chincoteague Bay Daybeacon 23	STRUCT DEST/TRUB	12211	027MD	13/15	
5505	Chincoteague Bay Daybeacon 26	STRUCT DEST/TRUB	12211	189MD	13/15	
5870	Virginia Inside Passage Daybeacon 82	STRUCT DEST/TRUB	12210	285HR	18/15	
5940	Virginia Inside Passage Daybeacon 105	STRUCT DEST/TRUB	12210	267HR	17/15	
6115	Virginia Inside Passage Daybeacon 153	DAYMK MISSING	12210	056HR	07/15	
6120	Virginia Inside Passage Daybeacon 154	DAYMK MISSING	12210	325HR	38/16	
6137	Virginia Inside Passage Daybeacon 157B	DAYMK MISSING	12210	057HR	07/15	
6160	Virginia Inside Passage Daybeacon 163	STRUCT DEST/TRLB	12210	226HR	14/15	
6245	Virginia Inside Passage Light 191	DAYMK DMGD	12224	014HR	02/16	
6280	Virginia Inside Passage Daybeacon 199	DAYMK MISSING	12224	014HR	02/16	
6285	Virginia Inside Passage Daybeacon 199A	STRUCT DEST	12224	014HR	02/16	

6320	Virginia Inside Passage Daybeacon 206	DAYMK MISSING	12221	014HR	02/16
6343	Virginia Inside Passage Daybeacon 211	STRUCT DEST	12224	014HR	02/16
6355	Virginia Inside Passage Light 215	LT EXT/DAYMK MISSING	12224	014HR	32/13
6375	Virginia Inside Passage Daybeacon 218	DAYMK MISSING	12224	014HR	02/16
6385	Virginia Inside Passage Daybeacon 219	STRUCT DEST	12224	014HR	02/16
6390	Virginia Inside Passage Daybeacon 221	DAYMK MISSING	12224	014HR	02/16
6415	Virginia Inside Passage Daybeacon 225	DAYMK MISSING	12224	014HR	02/16
6440	Virginia Inside Passage Light 232	DAYMK MISSING	12224	200HR	02/16
6485	Virginia Inside Passage Daybeacon 244	TRLB/STRUCT DEST	12224	339HR	44/12
6495	Virginia Inside Passage Daybeacon 245A	MISSING/TRUB	12224	420HR	22/15
6605	Wachapreague Inlet Buoy 1	OFF STA	12210	362HR	42/16
6610	Wachapreague Inlet Buoy 2	OFF STA	12210	363HR	42/16
6855	Great Machipongo Inlet Daybeacon 13	TRLB/STRUCT DEST	12210	467HR	34/15
6920	Great Machipongo Channel Light 8	STRUCT DEST/TRLB	12210	159HR	22/16
6991	Sand Shoal Channel Daybeacon 3	STRUCT DEST/TRUB	12224	421HR	29/15
6992	Sand Shoal Channel Light 4	LT EXT/STRUCT DMGD	12224	016HR	02/16
6993	Sand Shoal Channel Daybeacon 5	STRUCT DEST/TRUB	12224	422HR	29/15
6994	Sand Shoal Channel Light 7	REDUCED INT	12210	140HR	21/16
7295	Rappahannock Shoal Channel	LT EXT	12226	075HR	13/17
	South Range Rear Light				
7750	Bloody Point Bar Light	LT EXT	12270	418MD	52/16
8155	Brewerton Channel Range Rear Light	LT EXT	12281	303MD	35/16
9110	Back Creek Channel Range Rear Light	LT EXT	12277	419MD	01/17
9310	Thimble Shoal Light	LT EXT	12245	048HR	07/17
9460	Sewells Point Spit Daybeacon C	STRUCT DEST/TRUB	12245	020HR	04/17
9730	U.S. Navy Deperming Range Light	LT EXT	12253	355HR	41/16
9732	U.S. Navy Deperming Range Z-LOOP Platform Light South	LT EXT	12253	356HR	41/16
11025	Nansemond River Channel Light 5	STRUCT DEST/TRLB	12245	367HR	42/16
15610	Hoskins Creek Range Rear Light	LT EXT	12237	269HR	31/16
16285	Cranes Creek Channel Daybeacon 2	STRUCT DEST/TRUB	12235	053HR	08/17
17260	Wicomico River Warning Daybeacon	DAYMK MISSING	12286	323MD	24/15
19405	Rockhold Creek Channel Daybeacon 9	STRUCT DMGD	12266	076MD	12/17
19420	Rockhold Creek Channel Daybeacon 15	STRUCT DEST/TRUB	12266	050MD	08/17
19527	Rhode River Lighted Wreck Buoy WR5	MISSING	12270	073MD	12/17
21665	Nassawadox Creek Warning Daybeacon H	STRUCT DEST/HAZ NAV/TRUB	12226	074HR	12/16
21790	Nandua Creek Channel Warning Daybeacon F	DAYMK MISSING	12226	203HR	12/15
24760	Fishing Creek Daybeacon 2	STRUCT DEST/HAZ NAV/TRLB	12264	366MD	44/16
25931	Knapps Narrows West Channel Buoy 4	OFF STA	12266	377MD	46/16
26593	Queenstown Creek Buoy 3	MISSING	12270	072MD	12/17
26595	Queenstown Creek Buoy 5	OFF STA	12270	075MD	12/17
27175	Gunpowder River Lighted Buoy 2G	MISSING	12278	062MD	11/17
27855	Northeast River Buoy 7	MISSING	12274	023MD	03/17
28027	Oregon Inlet Lighted Buoy 13	OFF STA	12204	129NC	13/17
28305	Walter Slough Daybeacon 2	STRUCT DEST/TRUB	12204	038NC	04/17
28325	Walter Slough Daybeacon 6	STRUCT DEST/TRUB	12204	072NC	09/17
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	LT EXT	11555	079NC	09/17
28817	Rollinson Channel Daybeacon 31	STRUCT DEST/TRUB	11555	064NC	09/17
29388	Beaufort Inlet Channel Lighted Buoy 16A	BUOY DMGD	11547	073NC	09/17
29430	Morehead City Channel Range Front Light	LT EXT	11547	037NC	05/16
29435	Morehead City Channel Range Rear Light	STRUCT DEST	11547	389NC	27/14
29500	Bogue Inlet Buoy 2	MISSING	11541	722NC	49/16

29515	Bogue Inlet Lighted Buoy 5	MISSING	11541	082NC	09/17
29516	Bogue Inlet Buoy 5A	MISSING	11541	732NC	36/16
29605	Swansboro Coast Guard Channel Buoy 2	OFF STA	11541	123NC	13/17
29950	New River Channel Daybeacon 55	STRUCT DEST/TRUB	11542	724NC	49/16
30020	New Topsail Inlet Buoy 7	MISSING	11541	405NC	31/16
30025	New Topsail Inlet Buoy 8	OFF STA	11541	406NC	31/16
30048.06	Banks Slough Channel Buoy 5	MISSING	11541	120NC	13/17
30270	Carolina Beach Inlet Buoy 2	OFF STA	11534	664NC	45/16
30285	Carolina Beach Inlet Buoy 5	MISSING	11534	048NC	06/17
30820	Lower Brunswick North Range Front Light	LT EXT	11537	134NC	13/17
30970	Northeast Cape Fear River Turning Basin Light	STRUCT DEST	11537	068NC	09/17
31015	Lockwoods Folly Inlet Buoy 2	OFF STA	11534	697NC	47/16
31025	Lockwoods Folly Inlet Buoy 4	MISSING	11534	679NC	46/16
31135	Calabash Creek Daybeacon 7	STRUCT DEST/TRUB	11534	748NC	51/16
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	553NC	18/15
32325	Durant Point Daybeacon 4	STRUCT DEST	11555	671NC	48/16
34315	Trent River Daybeacon 20	TRLB/STRUCT DEST	11552	523NC	39/15
34595	Oyster Creek Daybeacon 3	STRUCT DEST/TRLB	11550	409NC	31/16
35310	New Jersey Intracoastal Waterway Daybeacon 80	OFF STA/STRUCT DMGD/TRLB	12324	079DB	04/16
35365	New Jersey Intracoastal Waterway Daybeacon 94	STRUCT DEST/TRLB	12324	061DB	10/17
35400	New Jersey Intracoastal Waterway Daybeacon 102	STRUCT DEST/TRLB	12316	005DB	18/15
36745	Cape May Harbor Light 8	STRUCT DEST/DAYMK MISSING	12317	303DB	31/16
37175	Great Bridge to Albemarle Sound Daybeacon 5	DAYMK DMGD/STRUCT DMGD	12206	033HR	06/17
37655	Great Bridge to Albemarle Sound Light 128	STRUCT DEST/TRLB	12206	047NC	06/17
38220	Goose Creek Light 22	STRUCT DEST/TRLB	11552	130NC	13/17
38225	Goose Creek Daybeacon 23	STRUCT DEST/TRUB	11553	104NC	11/17
38360	Adams Creek Daybeacon 14	STRUCT DEST/TRUB	11541	122NC	13/17
38415	Core Creek Daybeacon 25	STRUCT DEST/TRUB	11541	103NC	11/17
38850	Bogue Sound Light 9	STRUCT DEST/TRLB	11541	091NC	10/17
39220	Bogue Sound - New River Light 61	DAYMK MISSING	11541	106NC	12/17
39235	Bogue Sound - New River Light 65	STRUCT DEST/TRLB	11541	076NC	09/17
39250	Mile Hammock Bay Channel Daybeacon 1	STRUCT DEST/TRUB	11541	093NC	09/17
39460	New River - Cape Fear River Daybeacon 69	STRUCT DEST/TRLB	11541	119NC	12/17
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	11534	085NC	09/17
40340	Cape Fear River - Little River Buoy 81	OFF STA	11534	116NC	12/17

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
70	Great Egg Harbor Inlet Outer Lighted Whistle Buoy GE	RELIGHTED	12318	049DB	09/17	13/17
335	Hog Island Lighted Buoy 12	WATCHING PROPERLY	12221	076HR	13/17	13/17
490	Chesapeake Bay Southern Approach Lighted Buoy 16	RELIGHTED	12200	NONEHR	06/17	13/17
1105	Little Egg Inlet Buoy 2	DISCONTINUED	12316	172D5	05/17	13/17
1110	Little Egg Inlet Lighted Buoy 3	DISCONTINUED	12316	172D5	37/16	13/17
1117	Little Egg Inlet Buoy 4A	DISCONTINUED	12316	172D5	11/17	13/17
1240	Clam Creek Junction Lighted Buoy CC	RESET ON STATION	12316	069DB	12/17	13/17
1265	Great Egg Harbor Inlet Outer Lighted Whistle Buoy GE	RELIGHTED	12318	049DB	09/17	13/17
1285	Great Egg Harbor Inlet Lighted Buoy 5	RESET ON STATION	12316	066DB	11/17	13/17

1555	Brandywine Shoal Light	WATCHING PROPERLY	12214	NONEDB	12/17	13/17
1575	Fourteen Foot Bank Light	WATCHING PROPERLY	12304	NONEDB	12/17	13/17
1585	Miah Maull Shoal Light	WATCHING PROPERLY	12304	NONEDB	12/17	13/17
1600	Elbow of Cross Ledge Light	WATCHING PROPERLY	12304	NONEDB	12/17	13/17
1640	Ship John Shoal Light	WATCHING PROPERLY	12304	NONEDB	12/17	13/17
6170	Virginia Inside Passage Warning Daybeacon	DISCONT/REPLACE	12210	164D5	07/15	13/17
6180	Virginia Inside Passage Daybeacon 169	DISCONT/REPLACE	12210	164D5	07/15	13/17
7760	Thomas Point Shoal Light	RELIGHTED	12270	082MD	13/17	13/17
13155	Poquoson Flats Channel Daybeacon 4	WATCHING PROPERLY	12221	070HR	11/17	13/17
20440	Pennwood Channel Buoy 2PW	WATCHING PROPERLY	12278	NONEMD	13/17	13/17
22540	Pocomoke River Channel Buoy 9	RESET ON STATION	12228	081MD	12/17	13/17
22545	Pocomoke River Channel Buoy 10	RESET ON STATION	12228	060MD	11/17	13/17
27285	Robins Point Shoal Buoy 1	RESET ON STATION	12278	071MD	12/17	13/17
27535	Aberdeen Proving Ground Channel Buoy 4	RESET ON STATION	12274	067MD	12/17	13/17
27540	Aberdeen Proving Ground Channel Buoy 5	RESET ON STATION	12274	068MD	12/17	13/17
27545	Aberdeen Proving Ground Channel Buoy 6	RESET ON STATION	12274	069MD	12/17	13/17
27565	Aberdeen Proving Ground Channel Buoy 7	RESET ON STATION	12274	070MD	12/17	13/17
29235	Barden Inlet Lighted Buoy 21	WATCHING PROPERLY	11545	095NC	11/17	13/17
29257	Barden Inlet Buoy 31	RESET ON STATION	11545	125NC	13/17	13/17
30385	Smith Island Range Front Light	RELIGHTED	11534	118NC	13/17	13/17
30470	Cape Fear River Channel Lighted Buoy 18	RESET ON STATION	11534	067NC	09/17	13/17
30755	Keg Island Range Front Light	RELIGHTED	11537	135NC	13/17	13/17
30800	Big Island Upper South Range Front Light	RELIGHTED	11537	132NC	13/17	13/17
30805	Big Island Upper South Range Rear Light	RELIGHTED	11537	133NC	13/17	13/17
35250	New Jersey Intracoastal Waterway Daybeacon 67	WATCHING PROPERLY	12324	077DB	13/17	13/17
35330	New Jersey Intracoastal Waterway Daybeacon 84	WATCHING PROPERLY	12324	078DB	13/17	13/17
40223	Cape Fear River - Little River Buoy 46A	RELOCATED	11534	170D5	12/17	13/17
40224	Cape Fear River - Little River Buoy 46B	RELOCATED	11534	170D5	12/17	13/17
40225	Cape Fear River - Little River Buoy 47	RELOCATED	11534	170D5	12/17	13/17
40230	Cape Fear River - Little River Buoy 47A	RELOCATED	11534	170D5	12/17	13/17

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
9	Ocean Power Lighted Data Buoy A	MISSING	12323	585DB	49/13	
74	Fishermens Energy Research Lighted Data Buoy B	MISSING	12318	012DB	04/17	
867	UNC Wilmington Lighted Data Buoy SB	BUOY DMGD/LT EXT	11534	112NC	12/17	
1155	Marshelder Channel Buoy 3	MISSING	12316	250DB	26/16	
1690	Bidwell Creek Entrance Light 2	LT EXT	12304	NONEAC	37/06	
1960	Fortescue Creek Entrance Buoy 4	OFF STA	12304	NONEDB	17/13	
2035	Lewes Breakwater Front Light	LT EXT	12216	282DB	27/13	
2137	Bakers Channel Lighted Buoy 1B	BUOY DMGD/LT EXT	12216	592DB	44/15	
4346	Upper Delaware River Pipeline Outfall Buoy	MISSING	12314	129DB	18/12	
4875	Thorofare Channel Buoy 3	SINKING	12211	029DB	05/16	
4895	Thorofare Channel Buoy 8	BUOY DMGD	12211	285MD	32/16	
4900	Thorofare Channel Buoy 10	OFF STA	12211	121MD	09/15	
4925	Ocean Pines Yacht Club Light 2	LT EXT	12211	398MD	29/15	
4991.07	Little Assawoman Bay Daybeacon 6	STRUCT DEST	12211	341DB	35/16	
4991.08	Little Assawoman Bay Daybeacon 7	STRUCT DEST	12211	342DB	35/16	

4991.16	Little Assawoman Bay Daybeacon 15	DAYMK MISSING	12211	491HR	38/15
4991.22	Little Assawoman Bay Daybeacon 21	STRUCT DMGD	12214	490HR	38/15
5165	Chincoteague Bay State Boundary Line Buoy B	OFF STA/DAYMK IMCH	12211	024HR	04/14
5175	Chincoteague Bay State Boundary Line Buoy D	DAYMK IMCH	12211	429HR	46/12
5180	Chincoteague Bay State Boundary Line Buoy E	DAYMK IMCH	12211	430HR	46/12
5185	Chincoteague Bay State Boundary Line Buoy F	MISSING	12211	431HR	46/12
5190	Chincoteague Bay State Boundary Line Buoy G	DAYMK IMCH	12211	432HR	46/12
5265	George Island Channel Daybeacon 8	DAYMK IMCH	12211	346HR	38/12
5453	Coards Marsh Sanctuary Daybeacon A	STRUCT DEST	12211	433HR	46/12
5453.1	Coards Marsh Sanctuary Daybeacon B	STRUCT DEST	12211	434HR	46/12
5453.2	Coards Marsh Sanctuary Daybeacon C	STRUCT DEST	12211	435HR	46/12
5457	Greenbackville Sanctuary Daybeacon A	STRUCT DEST	12211	476HR	43/11
5457.1	Greenbackville Sanctuary Daybeacon B	DAYMK MISSING	12211	477HR	43/11
7669	UMCES Lighted Data Buoy JI	MISSING	12264	439MD	36/14
7837	UMCES Lighted Data Buoy CBB	OFF STA	12282	176MD	16/16
7860	Bay Bridge Marina Light 5	LT EXT	12270	350MD	44/12
9853	Elizabeth River Town Point Reach No Wake Buoy A	OFF STA	12253	328HR	35/14
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13
10157.12	Crab Creek Buoy 12	OFF STA	12254	065HR	10/17
10186	Lynnhaven River Daybeacon 1LR	STRUCT DEST	12254	080HR	08/15
10332.8	Lynnhaven River Eastern Branch Daybeacon 12	DAYMK MISSING	12222	432HR	51/16
10334	Lynnhaven River Eastern Branch Daybeacon 27	DAYMK MISSING	12222	162HR	23/16
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14
10762.1	Lafayette River Northern Branch Daybeacon 12	DAYMK MISSING	12245	252HR	26/14
10962	Hampton River Channel Buoy 22	DAYMK DMGD	12245	NONEHR	16/16
12692	James River Lighted Data Buoy A	OFF STA	12252	NONEHR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	NONEHR	07/16
12958	Back River South Channel Daybeacon 8	DAYMK IMCH	12238	193HR	12/15
13050	Harris River Approach Daybeacon 3	DAYMK MISSING	12238	036HR	06/12
13065	Harris River Approach Daybeacon 6	OFF STA/DAYMK DMGD	12238	037HR	06/12
14940	Windmill Point Marina Light 3	LT EXT	12235	348HR	23/12
15005	Broad Creek Northern Branch Daybeacon 1N	DAYMK DMGD	12235	234HR	24/13
15050	Broad Creek Northern Branch Daybeacon 12	DAYMK MISSING	12235	431HR	49/14
16275	Buzzards Point Daybeacon 3	DAYMK DMGD	12235	390HR	26/15
16555	Lake Conoy Warning Daybeacon A	MISSING	12233	251MD	19/10
16612	Coan River Marina Buoy 1	MISSING	12233	121MD	10/15
16613	Coan River Marina Buoy 2	MISSING	12233	121MD	10/15
16614	Coan River Marina Buoy 3	MISSING	12233	121MD	10/15
16853	Potomac River Sandy Point Lighted Data Buoy A	MISSING	12233	282MD	20/14
16962	Cabin Point Creek Daybeacon 1	STRUCT DEST/HAZ NAV	12285	225MD	25/16
16963	Cabin Point Creek Daybeacon 2	STRUCT DEST/HAZ NAV	12285	225MD	25/16
16971	Glebe Creek Daybeacon 1	STRUCT DEST/HAZ NAV	12285	224MD	25/16
16971.5	Glebe Creek Daybeacon 2	STRUCT DEST/HAZ NAV	12285	224MD	25/16
16972.5	Glebe Creek Daybeacon 4	STRUCT DEST/HAZ NAV	12285	224MD	25/16
17712	Potomac River Morgantown Lighted Mooring Buoy A	BUOY DMGD/LT EXT	12287	199MD	21/16
17845	Nanjemoy Creek Buoy 5	OFF STA	12288	497BA	45/15
18014	Aquia Creek Daybeacon 31	DAYMK IMCH	12288	422MD	34/14

18014.1	Aquia Creek Daybeacon 32	DAYMK DMGD	12288	NONEMD	34/14
18014.2	Aquia Creek Daybeacon 33	DAYMK IMCH	12288	423MD	34/14
18014.3	Aquia Creek Daybeacon 34	DAYMK DMGD	12288	424MD	34/14
18075	Possum Point Pier Light	LT EXT	12288	448MD	37/15
18170	Leesylvania Park Light 2	LT EXT	12288	449MD	37/15
18601.01	National Harbor Channel Light 3	STRUCT DEST/HAZ NAV	12289	144MD	12/16
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.2	Tanner Creek Daybeacon 1	DAYMK MISSING	12233	178MD	23/13
18980	Mill Creek (Patuxent River) Buoy 11	OFF STA	12284	040MD	05/16
19125	Hellen Creek Buoy 1A	MISSING	12284	373MD	45/16
19152	Academy Of Natural Science Intake Light B	STRUCT DEST/HAZ NAV	12264	121MD	08/15
19512	West River Buoy 7	OFF STA	12270	271MD	32/16
19612	South River Warning Buoy A	MISSING	12270	039MD	06/13
19613	South River Warning Buoy B	MISSING	12270	040MD	06/13
20063	Severn River - Mill Creek Buoy 11	SINKING	12283	238BA	16/15
20210	Forked Creek Daybeacon 2	DAYMK MISSING	12282	240MD	18/14
21362	North Locust Point Marine Terminal Pier 7 Warning Buoy A	MISSING	12281	569MD	01/15
22095	Onancock Creek -South Branch Buoy 1	OFF STA	12228	292MD	30/08
22430	Pocomoke Sound State Boundary Line Daybeacon H	STRUCT DEST/TRUB	12228	165MD	13/15
22440	Pocomoke Sound State Boundary Line Daybeacon K	STRUCT DEST/TRUB	12228	NONEMD	31/15
22985	Ward Creek Warning Daybeacon A	MISSING	12231	503MD	31/05
23315	Jones Creek Daybeacon 4	DAYMK MISSING	12231	402MD	44/08
23340	Jones Creek Daybeacon 12	DAYMK DMGD	12231	620MD	45/11
23670	Dorchester/Somerset County Line Marker DD	STRUCT DEST/TRUB	12231	166MD	13/15
23715	Dames Quarter Creek Channel Daybeacon 4	OFF STA/TRUB	12261	242MD	24/07
23720	Dames Quarter Creek Channel Daybeacon 5	STRUCT DEST/TRUB	12261	260MD	30/16
25010	Cambridge Municipal Yacht Basin Light 1	MISSING	12266	316MD	40/12
25015	Cambridge Municipal Yacht Basin Light 2	MISSING	12266	317MD	40/12
25020	Cambridge Channel Range Front Light	LT EXT	12268	420MD	46/08
25025	Cambridge Channel Range Rear Light	LT EXT/DAYMK DMGD	12268	418MD	46/08
25330	Pier Street Marina Daybeacon 1	STRUCT DEST/HAZ NAV	12266	157MD	20/13
25335	Pier Street Marina Daybeacon 2	STRUCT DEST/HAZ NAV	12266	168MD	21/13
25760	Upper Edge Creek Daybeacon 5	STRUCT DEST/HAZ NAV	12266	011MD	02/15
26030	Claiborne Channel Warning Daybeacon	STRUCT DEST	12270	NONEMD	08/16
26036	Claiborne Channel Buoy 5	MISSING	12266	NONEMD	08/16
26038	Claiborne Channel Buoy 6	MISSING	12270	093MD	08/16
26039	Claiborne Channel Warning Buoy A	MISSING	12270	094MD	08/16
26040	Claiborne Channel Warning Buoy B	MISSING	12270	NONEMD	08/16
26210	Oak Creek Buoy 3	MISSING	12270	092MD	08/16
26225	Oak Creek Warning Buoy	STRUCT DEST	12270	265MD	35/12
26275	Cox Creek Daybeacon 5	MISSING	12270	184MD	24/13
26990	Shallow Creek Daybeacon 9	DAYMK MISSING	12278	NONEMD	20/11
27230	Upper Gunpowder River Buoy 2	MISSING	12274	280MD	19/15
27240	Upper Gunpowder River Buoy 4	MISSING	12274	279MD	19/15
27245	Upper Gunpowder River Daybeacon 5	STRUCT DEST	12274	278MD	19/14
27250	Upper Gunpowder River Buoy 6	MISSING	12274	277MD	19/15
27255	Upper Gunpowder River Buoy 7	MISSING	12274	276MD	19/15
27265	Upper Gunpowder River Buoy 9	OFF STA	12274	275MD	19/15
27270	Upper Gunpowder River Buoy 10	OFF STA	12274	274MD	19/15
27280	Upper Gunpowder River Daybeacon 12	OFF STA	12274	273MD	19/15
27415	Fairlee Creek Buoy 8	OFF STA/BUOY DMGD	12278	361MD	28/14

27920	Upper Elk River Buoy 8	OFF STA	12274	127MD	16/13
27925	Upper Elk River Buoy 9	OFF STA	12274	128MD	16/13
30477	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31060	Shallotte Inlet Buoy 2	MISSING	11534	005NC	01/14
31075	Shallotte Inlet Buoy 5	MISSING	11534	107NC	12/17
31087	Shallotte Inlet Buoy 9	MISSING	11534	317NC	23/13
32725.16	Swanquarter PPA Warning Daybeacon R	STRUCT DEST	11548	424NC	33/16
32725.23	Swanquarter PPA Warning Daybeacon X	STRUCT DEST	11548	089NC	09/16
32725.24	Swanquarter PPA Warning Daybeacon Y	STRUCT DEST	11548	NONENC	09/16
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
33597	Neuse River UNC Lighted Data Buoy A	MISSING	11544	447NC	35/16
35230	Manahawkin Bay Lower Warning Light	LT EXT	12324	371DB	32/13
35780	Absecon Waterway Upper Pier Light	LT IMCH	12316	521DB	38/14
35785	Absecon Waterway Lower Pier Light	LT IMCH	12316	522DB	38/14
36777.3	Cape May Village Daybeacon 4	STRUCT DEST	12316	556DB	41/15
40017	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
	Asquith Creek Daybeacon 6	DAYMK IMCH	12282	520MD	45/14
	Back Creek-Severn River Buoy 8	MISSING	12283	310BA	36/16
	Back River Buoy 6	BUOY DMGD		263MD	33/13
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Cox Creek Channel Buoy 6 (Patapsco)	ADRIFT	12278	296MD	36/13
	Cox Creek Channel Buoy 7 (Patapsco)	ADRIFT	12278	297MD	36/13
	East Cod Creek Daybeacon 4	DAYMK MISSING	12233	120MD	21/12
	East Cod Creek Daybeacon 6	DAYMK DMGD	12285	318MD	26/09
	Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
	Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
	Grassy Sound North Pier Light	MISSING	12316	0068AC	41/12
	Grassy Sound South Pier Light	MISSING	12316	0069AC	41/12
	Harris River Approach Daybeacon 10	DAYMK DMGD	12238	NONEHR	05/12
	Hunting Creek Miles River Buoy 2	BUOY DMGD	12270	228MD	25/16
	Indian River Bay Shellfish Excl. Buoy	MISSING	12216	NONEAC	08/12
	John's Creek Buoy 3	LT IMCH	12270	318HR	37/16
	Little Cove Point Warning Light C	STRUCT DEST	12264	286MD	36/13
	Old House Cove Warning Daybeacon A	MISSING	12231	0498MD	31/05
	Old House Cove Warning Daybeacon B	MISSING	12231	0499MD	31/05
	Old House Cove Warning Daybeacon C	MISSING	12231	0500MD	31/05
	Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
	Playtors Creek Dbn 3	STRUCT DEST	12266	186MD	18/16
	Shark Riv Is Ch By 1	MISSING		215DB	22/16
	Shark River Light 5	LT EXT		395DB	28/15
	St. Michaels Harbor Buoy 11	MISSING	12270	295MD	34/16
	St. Michaels Harbor Buoy 6	SINKING	12270	177MD	16/16
	Upper Seneca Creek Channel Buoy 2	OFF STA	12278	289MD	34/16
	Upper Tangier Sound County Range Marker F	STRUCT DEST	12231	155MD	14/16
	VIMS Clay Bank Lighted Data Buoy A	MISSING	12243	NONEHR	14/14
	VIMS Clay Bank Lighted Data Buoy B	MISSING	12243	NONEHR	14/14
	VIMS Clay Bank Lighted Data Buoy C	MISSING	12241	NONEHR	14/14
	Vims Water Qual Monitor Device (3)	MISSING		NONEHR	14/14
	Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
	Spriggs Pond Buoy 1	RESET ON STATION		268MD	31/16	13/17

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	DISCONTINUED	12316	169D5	13/17	
582.1	NC Artificial Fishing Reef Buoy AR145	DISCONTINUED	12204	173D5	13/17	
617	NC Artificial Fishing Reef Buoy AR160	DISCONTINUED	12204	173D5	13/17	
1100	Little Egg Inlet Outer Lighted Whistle Buoy LE	DISCONTINUED	12316	169D5	13/17	
1105	Little Egg Inlet Buoy 2	DISCONTINUED	12316	172D5	13/17	
1110	Little Egg Inlet Lighted Buoy 3	DISCONTINUED	12316	172D5	13/17	
1115	Little Egg Inlet Buoy 4	DISCONTINUED	12316	172D5	13/17	
1117	Little Egg Inlet Buoy 4A	DISCONTINUED	12316	172D5	13/17	
1120	Little Egg Inlet Lighted Buoy 5	DISCONTINUED	12316	172D5	13/17	
1125	Little Egg Inlet Lighted Buoy 6	DISCONTINUED	12316	172D5	13/17	
1129	Little Egg Inlet Buoy 8	DISCONTINUED	12316	172D5	13/17	
1131	Little Egg Inlet Lighted Buoy 10	DISCONTINUED	12316	172D5	13/17	
3150	Marcus Hook Range Lighted Buoy 1M	RELOCATED FOR DREDGING	12312	079D5	06/17	
3215	Chester Range Lighted Gong Buoy 1C	RELOCATED FOR DREDGING	12312	079D5	06/17	
3260	Eddystone Range Lighted Buoy 1E	RELOCATED FOR DREDGING	12312	131D5	10/17	
3295	Tinicum Island Spit Buoy TS	RELOCATED FOR DREDGING	12312	079D5	06/17	
11897	James River Channel Lighted Buoy 27A	DISCONTINUED FOR DREDGING	12248	541D5	44/15	
11904	James River Channel Lighted Buoy 29A	DISCONTINUED FOR DREDGING	12248	541D5	44/15	
15305	Greenvale Creek Channel Light 2G	TRDBN	12237	178D5	13/17	
15310	Greenvale Creek Channel Daybeacon 4	TRDBN	12237	178D5	13/17	
15315	Greenvale Creek Channel Warning Daybeacon A	TRDBN	12237	178D5	13/17	
15320	Greenvale Creek Channel Warning Daybeacon B	TRDBN	12237	178D5	13/17	

15325	Greenvale Creek Channel Daybeacon 10	TRDBN	12237	178D5	13/17
15330	Greenvale Creek Channel Daybeacon 12	TRDBN	12237	178D5	13/17
15335	Greenvale Creek Channel Daybeacon 14	TRDBN	12237	178D5	13/17
21510	Mud Creek Channel Daybeacon 1	DISCONTINUED FOR DREDGING	12224	271HR	17/15
21515	Mud Creek Channel Daybeacon 2	TRUB	12224	221D5	18/15
23510	Lower Thorofare Channel Light 6	TRDBN	12231	096D5	11/16
26417	Kent Island Narrows North Approach Lighted Buoy 3	RELOCATED DUE TO SHOALING	12270	NONED5	13/17
28035	Oregon Inlet Buoy 15	DISCONTINUED FOR DREDGING	12204	012D5	03/16
28699.1	South Ferry Terminal Lighted Buoy 1SF	DISCONTINUED	11555	460D5	38/16
28703	South Ferry Terminal Lighted Buoy 4SF	DISCONTINUED	11555	460D5	38/16
28705	South Ferry Terminal Lighted Buoy 5SF	DISCONTINUED	11555	460D5	38/16
28707	South Ferry Terminal Lighted Buoy 6SF	DISCONTINUED	11555	460D5	38/16
28955	Teaches Hole Channel Lighted Buoy 20	DISCONTINUED	11550	173D5	14/15
29387	Beaufort Inlet Channel Lighted Buoy 16	RELOCATED FOR DREDGING	11547	174D5	13/17
29388	Beaufort Inlet Channel Lighted Buoy 16A	RELOCATED FOR DREDGING	11547	174D5	13/17
29393	Beaufort Inlet Channel Lighted Buoy 17B	RELOCATED FOR DREDGING	11547	174D5	13/17
29655	New River Inlet Buoy 1	DISCONTINUED	11541	067D5	06/15
29660	New River Inlet Buoy 2	DISCONTINUED	11541	067D5	06/15
29665	New River Inlet Buoy 3	DISCONTINUED	11541	491D5	43/14
29670	New River Inlet Buoy 4	DISCONTINUED	11541	491D5	43/14
29680	New River Inlet Buoy 6	DISCONTINUED	11541	491D5	43/14
29700	New River Inlet Buoy 8	DISCONTINUED	11541	491D5	43/14
30355	Cape Fear River Entrance Channel Lighted Buoy 9	RELOCATED FOR DREDGING	11534	022D5	03/15
30360	Cape Fear River Entrance Channel Lighted Buoy 10	RELOCATED FOR DREDGING	11534	022D5	03/15
30370	Cape Fear River Entrance Channel Lighted Buoy 11	RELOCATED FOR DREDGING	11534	022D5	03/15
30373	Cape Fear River Entrance Channel Lighted Buoy 13	RELOCATED FOR DREDGING	11534	022D5	03/15
30770	Cape Fear River Channel Lighted Buoy 47	RELOCATED FOR DREDGING	11537	094D5	07/17
31047	Lockwoods Folly Inlet Buoy 12	DISCONTINUED FOR DREDGING	11534	121D5	09/17
34885	Town Creek Channel Buoy 2	DISCONTINUED FOR DREDGING	11547	015D5	03/17
38440	Russell Slough Junction Light RS	TRLB	11541	143D5	11/17
39548	New River - Cape Fear River Buoy 99A	DISCONTINUED FOR DREDGING	11541	595D5	51/16
39549	New River - Cape Fear River Buoy 99B	DISCONTINUED FOR DREDGING	11541	595D5	51/16
39549.1	New River - Cape Fear River Buoy 99C	DISCONTINUED FOR DREDGING	11541	595D5	51/16

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
270	Winter Quarter Shoal Lighted Buoy 6	LWP	12211	159D5	12/17	13/17
5397	Chincoteague Channel Lighted Buoy 28	Reestablished	12210	171D5	08/17	13/17
8265	Fort McHenry Channel Lighted Buoy 9	LWP	12281	160D5	12/17	13/17
23595	Sharkfin Shoal Warning Buoy	LWP	12231	157D5	12/17	13/17
24577	Tar Bay Warning Buoy A	LWP	12261	158D5	12/17	13/17

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
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.

11534	39th Ed.	01-NOV-15	Last LNM: 12/17	NAD 83	13/17
<i>Chart Title: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek</i>					
Extension 203 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: A					
RELOCATE	Cape Fear River - Little River Buoy 46A			CGD05 from 33-55-18.757N to 33-55-16.891N	078-14-05.806W 078-14-03.544W
RELOCATE	Cape Fear River - Little River Buoy 46B			CGD05 from 33-55-17.316N to 33-55-16.457N	078-14-14.004W 078-14-08.111W
RELOCATE	Cape Fear River - Little River Buoy 47			CGD05 from 33-55-17.318N to 33-55-14.952N	078-14-10.529W 078-14-02.364W
RELOCATE	Cape Fear River - Little River Buoy 47A			CGD05 from 33-55-16.302N to 33-55-12.542N	078-14-12.427W 078-14-19.056W
Extension 205 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: A					
RELOCATE	Cape Fear River - Little River Buoy 46A			CGD05 from 33-55-18.757N to 33-55-16.891N	078-14-05.806W 078-14-03.544W
RELOCATE	Cape Fear River - Little River Buoy 46B			CGD05 from 33-55-17.316N	078-14-14.004W

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

RELOCATE Winter Quarter Shoal Lighted Buoy 6

CGD05
from 37-59-42.437N 075-01-22.653W
to 37-59-42.534N 075-01-22.477W

Main Panel 552 FENWICK ISLAND TO CHINCOTEAGUE INLET. Page/Side: A

RELOCATE Chincoteague Channel Lighted Buoy 28

CGD05
from 37-55-46.426N 075-23-27.071W
to 37-55-45.640N 075-23-29.080W

12230 67th Ed. 01-JAN-17 Last LNM: 12/17 NAD 83 13/17

ChartTitle: Chesapeake Bay Smith Point to Cove Point

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

RELOCATE Sharkfin Shoal Warning Buoy

CGD05
from 38-12-09.647N 075-59-13.091W
to 38-12-09.385N 075-59-12.674W

12231 31st Ed. 01-MAY-16 Last LNM: 10/17 NAD 83 13/17

ChartTitle: Chesapeake Bay Tangier Sound Northern Part

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

RELOCATE Sharkfin Shoal Warning Buoy

CGD05
from 38-12-09.647N 075-59-13.091W
to 38-12-09.385N 075-59-12.674W

12261 31st Ed. 01-JAN-17 Last LNM: 06/17 NAD 83 13/17

ChartTitle: Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay

CHART MD- CHEESAPEAKE BAY: HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY. Page/Side: N/A

RELOCATE Sharkfin Shoal Warning Buoy

CGD05
from 38-12-09.647N 075-59-13.091W
to 38-12-09.385N 075-59-12.674W

12263 57th Ed. 01-JAN-17 Last LNM: 08/17 NAD 83 13/17

ChartTitle: Chesapeake Bay Cove Point to Sandy Point

Main Panel 603 CHEESAPEAKE BAY COVE POINT TO SANDY POINT. Page/Side: A

DELETE Kent Island Narrows North Approach Buoy 6A; R N "6A" (NOS NW-26250)

NOS
38-59-47.080N 076-14-29.560W

12270 37th Ed. 01-DEC-15 Last LNM: 08/17 NAD 83 13/17

ChartTitle: Chesapeake Bay Eastern Bay and South River; Selby Bay

Main Panel 617 CHEESAPEAKE BAY EASTERN BAY AND SOUTH RIVER. Page/Side: A

DELETE Kent Island Narrows North Approach Buoy 6A; R N "6A" (NOS NW-26250)

NOS
38-59-47.080N 076-14-29.560W

12272 33rd Ed. 01-JAN-17 Last LNM: 06/17 NAD 83 13/17

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

Main Panel 622 CHEESAPEAKE BAY - MARYLAND CHESTER RIVER. Page/Side: A

DELETE Kent Island Narrows North Approach Buoy 6A; R N "6A" (NOS NW-26250)

NOS
38-59-47.080N 076-14-29.560W

12277 36th Ed. 01-OCT-14 Last LNM: 10/17 NAD 83 13/17

ChartTitle: Chesapeake and Delaware Canal

Extension 631 CHEESAPEAKE AND DELAWARE CANAL TOP PANEL. Page/Side: A

DELETE Anchorage Area 3 A PT 1 OF 6; (Chart No. 1 N12.1 (NOS NW-26231)

NOS
39-32-20.000N 075-33-07.720W

DELETE Anchorage Area 3 A PT 2 OF 6; (Chart No. 1 N12.1 (NOS NW-26231)

NOS
39-33-24.190N 075-32-59.650W

DELETE Anchorage Area 3 A PT 3 OF 6; (Chart No. 1 N12.1 (NOS NW-26231)

NOS
39-33-17.750N 075-32-40.750W

DELETE Anchorage Area 3 A PT 4 OF 6; (Chart No. 1 N12.1 (NOS NW-26231)

NOS
39-33-06.470N 075-32-36.900W
NOS

DELETE	Anchorage Area 3 A PT 5 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-32-34.840N NOS	075-32-38.690W
DELETE	Anchorage Area 3 A PT 6 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-32-21.600N NOS	075-32-43.490W
ADD	Anchorage Area 3 B PT 1 OF 5; (Chart No. 1 N12.1) (NOS NW-26231)	39-32-19.950N NOS	075-33-08.470W
ADD	Anchorage Area 3 B PT 2 OF 5; (Chart No. 1 N12.1) (NOS NW-26231)	39-33-09.000N NOS	075-33-10.000W
ADD	Anchorage Area 3 B PT 3 OF 5; (Chart No. 1 N12.1) (NOS NW-26231)	39-33-09.000N NOS	075-32-38.000W
ADD	Anchorage Area 3 B PT 4 OF 5; (Chart No. 1 N12.1) (NOS NW-26231)	39-32-34.600N NOS	075-32-38.200W
ADD	Anchorage Area 3 B PT 5 OF 5; (Chart No. 1 N12.1) (NOS NW-26231)	39-32-21.630N	075-32-42.710W

12281 **56th Ed.** **01-JUL-16** **Last LNM: 10/17** **NAD 83** **13/17**

ChartTitle: Baltimore Harbor

Main Panel 640 BALTIMORE HARBOR. Page/Side: A

RELOCATE	Fort McHenry Channel Lighted Buoy 9	CGD05 from 39-13-48.110N to 39-13-48.006N	076-32-37.708W 076-32-37.894W
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12300 **49th Ed.** **01-JUN-12** **Last LNM: 05/17** **NAD 83** **13/17**

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

(Temp) DELETE	Little Egg Inlet Outer Lighted Whistle Buoy LE at	CGD05 39-28-12.390N	074-16-08.941W
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12304 **48th Ed.** **01-JAN-17** **Last LNM: 09/17** **NAD 83** **13/17**

ChartTitle: Delaware Bay

Main Panel 667 DELAWARE BAY. Page/Side: A

DELETE	Anchorage Area 1 D PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-20-53.850N	075-26-25.390W
DELETE	Anchorage Area 1 D PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-18-00.250N	075-23-02.300W
DELETE	Anchorage Area 1 D PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-17-20.530N	075-23-58.330W
DELETE	Anchorage Area 1 D PT 4 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-20-15.430N	075-27-23.170W
ADD	Anchorage Area 1 C PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-20-53.500N	075-26-28.000W
ADD	Anchorage Area 1 C PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-17-14.000N	075-22-21.000W
ADD	Anchorage Area 1 C PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-16-55.200N	075-22-50.500W
ADD	Anchorage Area 1 C PT 4 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-20-34.100N	075-26-56.800W

12311 **47th Ed.** **01-JAN-17** **Last LNM: 09/17** **NAD 83** **13/17**

ChartTitle: Delaware River Smyrna River to Wilmington

Main Panel 668 DELAWARE RIVER SMYRNA RIVER TO WILMINGTON. Page/Side: A

DELETE	Anchorage Area 3 E PT 1 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-33-24.190N	075-32-59.650W
DELETE	Anchorage Area 3 E PT 2 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-33-17.750N	075-32-40.750W
DELETE	Anchorage Area 3 E PT 3 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-33-06.470N	075-32-36.900W
DELETE	Anchorage Area 3 E PT 4 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-32-34.840N	075-32-38.690W
DELETE	Anchorage Area 3 E PT 5 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-31-44.020N	075-32-56.590W
DELETE	Anchorage Area 3 E PT 6 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-32-15.290N	075-33-08.450W
DELETE	Anchorage Area 6 H PT 1 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-50.540N	075-30-23.380W
DELETE	Anchorage Area 6 H PT 2 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-40.710N	075-29-52.550W
DELETE	Anchorage Area 6 H PT 3 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-05.490N	075-30-24.800W

DELETE	Anchorage Area 6 H PT 4 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-41-42.880N	075-30-36.940W
DELETE	Anchorage Area 6 H PT 5 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-41-29.130N	075-30-38.100W
DELETE	Anchorage Area 6 I PT 6 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-41-32.380N	075-30-53.240W
ADD	Anchorage Area 3 F PT 1 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-33-09.000N	075-32-38.000W
ADD	Anchorage Area 3 F PT 2 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-32-34.600N	075-32-38.200W
ADD	Anchorage Area 3 F PT 3 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-31-29.000N	075-33-01.000W
ADD	Anchorage Area 3 F PT 4 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-31-31.800N	075-33-16.200W
ADD	Anchorage Area 3 F PT 5 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-32-14.600N	075-33-08.300W
ADD	Anchorage Area 3 F PT 6 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-33-09.000N	075-33-10.000W
ADD	Anchorage Area 6 G PT 1 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-43-00.000N	075-30-20.000W
ADD	Anchorage Area 6 G PT 2 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-51.500N	075-29-44.900W
ADD	Anchorage Area 6 G PT 3 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-05.400N	075-30-25.200W
ADD	Anchorage Area 6 G PT 4 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-41-47.300N	075-30-37.500W
ADD	Anchorage Area 6 G PT 5 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-41-34.700N	075-30-39.900W
ADD	Anchorage Area 6 G PT 6 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-41-36.600N	075-30-51.100W

12312 56th Ed. 01-MAY-12 Last LNM: 10/17 NAD 83 13/17

ChartTitle: Delaware River Wilmington to Philadelphia

Main Panel 669 DELAWARE RIVER WILMINGTON TO PHILADELPHIA. Page/Side: N/A

DELETE	Anchorage Area 6 I PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-31.030N	075-30-31.070W
DELETE	Anchorage Area 6 I PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-50.080N	075-30-23.740W
DELETE	Anchorage Area 6 I PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-40.780N	075-29-53.460W
DELETE	Anchorage Area 8 J PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-51.110N	075-17-53.310W
DELETE	Anchorage Area 8 J PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-43.410N	075-17-52.290W
DELETE	Anchorage Area 8 J PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-39.380N	075-18-23.190W
DELETE	Anchorage Area 8 J PT 4 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-51.620N	075-18-23.260W
ADD	Anchorage Area 6 L PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-31.030N	075-30-30.800W
ADD	Anchorage Area 6 L PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-43-00.000N	075-30-20.000W
ADD	Anchorage Area 6 L PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-51.500N	075-29-44.900W
ADD	Anchorage Area 6 L PT 4 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-42-31.030N	075-30-02.800W
ADD	Anchorage Area 8 K PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-52.000N	075-18-23.000W
ADD	Anchorage Area 8 K PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-51.100N	075-17-41.000W
ADD	Anchorage Area 8 K PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-44.500N	075-17-41.600W
ADD	Anchorage Area 8 K PT 4 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-50-46.000N	075-18-23.000W

12313 53rd Ed. 01-JAN-12 Last LNM: 09/17 NAD 83 13/17

ChartTitle: Philadelphia and Camden Waterfronts

Main Panel 670 DELAWARE RIVER PHILADELPHIA AND CAMDEN WATERFRONTS. Page/Side: N/A

DELETE	Anchorage Area 11 Q PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	NOS 39-54-03.180N	075-07-41.780W
		NOS	

DELETE	Anchorage Area 11 Q PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-16.110N NOS	075-07-43.670W
DELETE	Anchorage Area 11 Q PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	39-53-10.030N NOS	075-08-18.090W
DELETE	Anchorage Area 11 Q PT 4 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	39-53-59.460N NOS	075-07-43.090W
DELETE	Anchorage Area 12 M PT 1 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-09.120N NOS	075-07-42.560W
DELETE	Anchorage Area 12 M PT 2 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-16.110N NOS	075-07-43.670W
DELETE	Anchorage Area 12 M PT 3 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	39-56-32.810N NOS	075-08-09.640W
DELETE	Anchorage Area 12 M PT 4 OF 4; (Chart No. 1 N12.1) (NOS NW-26231)	39-56-27.850N NOS	075-08-02.490W
DELETE	Anchorage Area 13 O PT 1 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-56-32.810N NOS	075-08-09.670W
DELETE	Anchorage Area 13 O PT 2 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-57-22.660N NOS	075-07-56.700W
DELETE	Anchorage Area 13 O PT 3 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-57-39.700N NOS	075-07-40.080W
DELETE	Anchorage Area 13 O PT 4 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-57-35.170N NOS	075-07-35.130W
DELETE	Anchorage Area 13 O PT 5 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-57-21.770N NOS	075-07-50.570W
DELETE	Anchorage Area 13 O PT 6 OF 6; (Chart No. 1 N12.1) (NOS NW-26231)	39-56-27.850N NOS	075-08-02.480W
DELETE	Restricted Anchorage Area Label; RESTRICTED ANCHORAGE (NOS NW-26231)	39-55-01.580N NOS	075-07-42.610W
DELETE	Restricted Anchorage Area R PT 1 OF 5; (Chart No. 1 N20) (NOS NW-26231)	39-55-07.490N NOS	075-07-40.000W
DELETE	Restricted Anchorage Area R PT 2 OF 5; (Chart No. 1 N20) (NOS NW-26231)	39-55-07.500N NOS	075-07-49.950W
DELETE	Restricted Anchorage Area R PT 3 OF 5; (Chart No. 1 N20) (NOS NW-26231)	39-54-58.340N NOS	075-07-45.640W
DELETE	Restricted Anchorage Area R PT 4 OF 5; (Chart No. 1 N20) (NOS NW-26231)	39-54-52.980N NOS	075-07-43.900W
DELETE	Restricted Anchorage Area R PT 5 OF 5; (Chart No. 1 N20) (NOS NW-26231)	39-54-52.920N NOS	075-07-34.560W
ADD	Anchorage Area 11 S PT 1 OF 7; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-04.360N NOS	075-07-41.420W
ADD	Anchorage Area 11 S PT 2 OF 7; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-09.400N NOS	075-07-43.000W
ADD	Anchorage Area 11 S PT 3 OF 7; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-10.000N NOS	075-07-45.000W
ADD	Anchorage Area 11 S PT 4 OF 7; (Chart No. 1 N12.1) (NOS NW-26231)	39-53-36.600N NOS	075-08-00.600W
ADD	Anchorage Area 11 S PT 5 OF 7; (Chart No. 1 N12.1) (NOS NW-26231)	39-53-09.600N NOS	075-08-17.000W
ADD	Anchorage Area 11 S PT 6 OF 7; (Chart No. 1 N12.1) (NOS NW-26231)	39-53-30.500N NOS	075-07-57.700W
ADD	Anchorage Area 11 S PT 7 OF 7; (Chart No. 1 N12.1) (NOS NW-26231)	39-53-59.290N NOS	075-07-42.910W
ADD	Anchorage Area 12 N PT 01 OF 19; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-26.130N NOS	075-07-41.920W
ADD	Anchorage Area 12 N PT 02 OF 19; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-30.400N NOS	075-07-41.130W
ADD	Anchorage Area 12 N PT 03 OF 19; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-44.280N NOS	075-07-41.890W
ADD	Anchorage Area 12 N PT 04 OF 19; (Chart No. 1 N12.1) (NOS NW-26231)	39-54-55.520N NOS	075-07-44.860W
ADD	Anchorage Area 12 N PT 05 OF 19; (Chart No. 1 N12.1) (NOS NW-26231)	39-55-30.070N NOS	075-08-01.110W

(Temp) DELETE Little Egg Inlet Outer Lighted Whistle Buoy LE at

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

Advance Notice(s)

******NJ – LITTLE EGG HARBOR TO CAPE MAY – LITTLE EGG INLET – SHOALING - TEMPORARY DISCONTINUANCE OF AIDS TO NAVIGATION******

On or about March 15, 2017 the U.S. Coast Guard will discontinue the below Aids to Navigation due to shoaling. Recent on-scene reports from local Coast Guard units indicate significant shoaling exists in the Little Egg Inlet between Little Egg Inlet Outer Lighted Whistle Buoy LE (LLNR 1100) and Little Egg Inlet buoy 10 (LLNR 1131) to an average channel depth of 3 feet at MLW. As a result, the current aids to navigation in this shoaled portion of the waterway do not accurately mark safe water. The following aids to navigation will be discontinued to prevent leading mariners astray:

Little Egg Inlet Lighted Whistle Buoy (LLNR 1100/35).

Little Egg Inlet Buoy 2 (LLNR 1105).

Little Egg Inlet Lighted Buoy 3 (LLNR 1110).

Little Egg Inlet Buoy 4 (LLNR 1115).

Little Egg Inlet Buoy 4A (LLNR 1117).

Little Egg Inlet Lighted Buoy 5 (LLNR 1120).

Little Egg Inlet Lighted Buoy 6 (LLNR 1125).

Little Egg Inlet Buoy 8 (LLNR 1129).

Little Egg Inlet Lighted Buoy 10 (LLNR 1131).

Little Egg Inlet Buoy 4 may be inaccessible to Coast Guard assets and may not be able to be removed. Little Egg Inlet Buoy 4 does not mark safe water. Boaters choosing to transit through Little Egg Inlet do so at their own risk. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation at: <https://www.navcen.uscg.gov/?pageName=InmDistrict®ion=5>

To report any aids to navigation discrepancies, shoaling, or hazards to navigation please contact Sector Delaware Bay Command Center at (215) 271-4807. The U.S. Coast Guard will continue to monitor the conditions of the waterway and update mariners as necessary.

Charts: 12316 12318 12323

LNM: 10/17

******NJ – DELAWARE BAY – MAURICE RIVER – EAST POINT LIGHT – MAINTENANCE******

On or about the end of April 2017, East Point Light (LLNR 1695) will be extinguished for approximately 2 weeks to facilitate restoration of the lantern room.

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

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

Attn: Ethan Coble

Chart 12304

LNM: 12/17

******MD – HEAD OF THE CHESAPEAKE BAY – MOUTH OF THE SASSAFRAS RIVER – TEMPORARY BUOY******

Between 27 Mar and 8 Apr 2017 the Coast Guard will temporarily established a red and green buoy approximate position 39-23.350N, 076-03.774W showing a FL Y 2.5 light with a 4nm range. This buoy may have other buoys moored to it during this time period.

Chart 12274

LNM: 12/17

******VA – RAPPAHANNOCK RIVER ENTRANCE – JACKSON CREEK – CHANGES TO AIDS TO NAVIGATION******

On or about April 6, 2017 the Coast Guard will make the following changes to the aids to navigation in Jackson Creek Channel:

Relocate Jackson Creek Channel Buoy 3 (LLNR 14710) to 37 32 46.860N—76 19 17.880W.

Relocate Jackson Creek Channel Buoy 4 (LLNR 14715) to 37 32 47.100N—76 19 17.060W.

Relocate Jackson Creek Channel Buoy 6 (LLNR 14723) to 37 32 50.080N—76 19 19.980W.

Discontinue Jackson Creek Channel Daybeacon 7 (LLNR 14725).

Relocate Jackson Creek Channel Daybeacon 9 (LLNR 14730) to 37 32 47.700N—76 19 30.120W and renumber to Daybeacon 7 (LLNR 14730).

Relocate Jackson Creek Channel Daybeacon 10 (LLNR 14735) to 37 32 46.660N—76 19 39.260W and renumber to Jackson Creek Channel Daybeacon 8 (LLNR 14735).

Chart 12235

LNM: 13/17

VA – RAPPAHANNOCK RIVER – GREENVALE CREEK CHANNEL – AID TO NAVIGATION CHANGES

On or about March 27, 2017 the Coast Guard convert three lateral aids to navigation to non-lateral aids and rename two warning daybeacons until the structures can be removed.

Greenvale Creek Channel Light 2G (LL 15305) rename to Greenvale Creek Channel Warning Daybeacon A.
 Greenvale Creek Channel Daybeacon 4 (LL 15310) rename to Greenvale Creek Channel Warning Daybeacon B.
 Greenvale Creek Channel Warning Daybeacon A (LL 15315) to Greenvale Creek Channel Warning Daybeacon C.
 Greenvale Creek Channel Warning Daybeacon B (LL 15320) to Greenvale Creek Channel Warning Daybeacon D.
 Greenvale Creek Channel Daybeacon 10 (LL 15325) to Greenvale Creek Channel Warning Daybeacon E.
 Greenvale Creek Channel Daybeacon 12 (LL 15330) to Greenvale Creek Channel Warning Daybeacon F.
 Greenvale Creek Channel Daybeacon 14 (LL 15335) to Greenvale Creek Channel Warning Daybeacon G.

Chart 12237

LNM: 11/17

NC – SEACOAST – CURRITUCK BEACH LIGHT TO LITTLE RIVER — ARTIFICIAL REEF MARKER BUOYS

Through the end of March, 2017, the State of North Carolina, Division of Marine Fisheries will be discontinuing all buoys marking the state's artificial reefs in the Atlantic Ocean. Artificial reef buoys are not required for safe navigation in the ocean, the state no longer has equipment capable of servicing them, and contracting for this service would be cost prohibitive. The Division of Marine Fisheries began this effort in late 2014 when it removed 11 buoys from artificial reefs. An additional 25 buoys were slated for removal once GPS coordinates were verified for navigational charts. These verifications have been made, and state and federal permitting agencies have given authorization to proceed. The division plans to continue maintaining all 42 ocean artificial reefs, periodically adding material and monitoring their status. GPS coordinates, site maps and other information about the artificial reefs can be found on the Artificial Reef Program's website: <http://portal.ncdenr.org/web/mf/artificial-reefs-program> or in the recently published paper-bound Artificial Reef Guide which is also available electronically from the website. For more information, contact Jason Peters with the division's Artificial Reef Program at 252-808-8063 or Jason.Peters@ncdenr.gov.

Charts: 11520 11555 12204 12207

LNM: 46/16

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

Periodically, the Coast Guard, evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

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

LNM: 41/11

******PROPOSED SAFETY ZONES – FIFTH COAST GUARD DISTRICT******

On July 9, 2015, the Coast Guard published a Notice of Proposed Rulemaking (NPRM), in the Federal Register, to establish a Regulated Navigation Area (RNA) on the navigable waters of the Fifth Coast Guard District to allow the Coast Guard to impose and enforce restrictions on vessels operating within the RNA where a threat to navigation exists due to ice covered waterways. Based on consideration of the comments received in response to that NPRM and further analysis, the Coast Guard is now publishing a Supplement Notice of Proposed Rulemaking proposing to establish 11 Safety Zones on certain navigable waters of the Fifth Coast Guard District instead of one RNA. This action is necessary to promote navigational safety, provide for the safety of life and property, and facilitate the reasonable demands of commerce when navigation safety is threatened due to ice covered waterways.

The full text of this Supplement Notice of Proposed Rulemaking and instructions on how to provide comments are available at <https://www.federalregister.gov/documents/2017/02/09/2017-02702/safety-zones-ice-covered-waterways-in-the-fifth-coast-guard-district>.

Comments and related material must be received by the Coast Guard on or before April 10, 2017.

LNM: 07/17

DE – DELAWARE RIVER – MARCUS HOOK RANGE FRONT AND REAR LIGHTS – PROPOSED CHANGES

The Coast Guard is proposing to relocate and rebuild Marcus Hook Range Front Light and Range Rear Light in the following locations and change the light characteristics.

Marcus Hook Range Front Light (LLNR 3135) to 39-46-40.6221N, 075-28-17.1507W, Q W (Day), Q R (Night), Visible 1.5 deg either side of rangeline.

Marcus Hook Range Rear Light (LLNR 3140) to 39-46-30.6448N, 075-28-37.3117W, Occ 4s W(Day) Occ 4s R (Night), Visible 1.5 deg either side of rangeline.

Marcus Hook Reach makes a slight turn approximately 4500ft from channel near end. After preliminary consultation with the Mariners' Advisory Committee for the Bay & River Delaware, this position is the optimal location to facilitate safe navigation along this portion of the channel.

The change in light characteristic proposed is to support the use of solar power and Light Emitting Diode (LED) technology. The new optics will

produce 225% higher intensity than current optics and offer a more practical optic design, solar array, and battery requirement. As part of this proposed project, the Coast Guard would remove the existing range front structure and its concrete base, and remove the light and equipment from the existing range rear light structure. The existing range rear light structure is listed in the National Register of Historic Places; therefore the Coast Guard will comply with Historic Preservation Law for the Section 106 consultation process. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf
All comments will be carefully considered and are requested prior to April 21, 2017 to be considered in the analysis. Refer to project number 05-16-025.

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

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

Chart 12312

LNM: 10/17

DE – NJ - DELAWARE RIVER - BELLEVUE RANGE – RENAME AND RENUMBERING

As part of the Coast Guard's proposal to change the naming and numbering convention of the lateral Aids to Navigation (buoys and lights) marking the Delaware River Main Channel, and changes to Aids to Navigation to support the 45ft deepening project, the below listed changes are proposed. The new naming and numbering convention will eliminate letter suffixes associated with reaches and ranges, the aids will be numbered sequentially for the entire length of the Delaware River Channel, similar to the naming conventions for the Lower Delaware Bay and Upper Delaware River.

Bellevue Range Buoy 1B (LLNR 3095) – Discontinue Aid.

Bellevue Range Buoy 4B (LLNR 3105) – Discontinue Aid.

Bellevue Range Lighted Buoy 6B (LLNR 3110) – Relocate to approximate position 39 45 29.71N, 075 28 50.79W and rename Delaware River Lighted Buoy 38.

Bellevue Range Buoy 3B (LLNR 3100) – Relocate to approximate position 39 45 50.02N, 075 28 48.24W and rename Delaware River Buoy 39.

Bellevue Range Buoy 8B (LLNR 3120) – Rename Delaware River Buoy 40.

Bellevue Range Buoy 5B (LLNR 3115) – Relocate to approximate position 39 47 01.72N, 075 27 40.74W and rename Delaware River Buoy 41.

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

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

All comments will be carefully considered and are requested prior to 29 April 2017 to be considered in the analysis. Refer to project number 05-17-046(D)

Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or

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

Chart 12312

LNM: 09/17

DE – NJ - DELAWARE RIVER – MARCUS HOOK RANGE – RENAME AND RENUMBERING

As part of the Coast Guard's proposal to change the naming and numbering convention of the lateral Aids to Navigation (buoys and lights) marking the Delaware River Main Channel, and changes to Aids to Navigation to support the 45ft deepening project, the below listed changes are proposed. The new naming and numbering convention will eliminate letter suffixes associated with reaches and ranges, the aids will be numbered sequentially for the entire length of the Delaware River Channel, similar to the naming conventions for the Lower Delaware Bay and Upper Delaware River.

Marcus Hook Range Lighted Buoy 2M (LLNR 3130) – Rename Delaware River Lighted Buoy 42.

Marcus Hook Range Buoy 2MA (LLNR 3145) – Rename Delaware River Buoy 44.

Marcus Hook Range Lighted Buoy 1M (LLNR 3150) – Relocate to approximate position 39 47 00.26N, 075 27 43.93W and rename Delaware River Lighted Buoy 45, decrease nominal range to 4NM.

Marcus Hook Range Buoy 4M (LLNR 3155) – Rename Delaware River Buoy 46.

Marcus Hook Range Lighted Buoy 6M (LLNR 3160) – Rename Delaware River Lighted Buoy 48, increase nominal range to 5NM.

Marcus Hook Range Lighted Buoy 9M (LLNR 3210) – Rename Delaware River Lighted Buoy 49, decrease nominal range to 5NM.

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

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

All comments will be carefully considered and are requested prior to 29 April 2017 to be considered in the analysis. Refer to project number 05-17-047(D)

Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or

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

Chart 12312

LNM: 09/17

DE – NJ - DELAWARE RIVER – CHESTER AND EDDYSTONE RANGES – RENAME AND RENUMBERING

As part of the Coast Guard's proposal to change the naming and numbering convention of the lateral Aids to Navigation (buoys and lights) marking the Delaware River Main Channel, and changes to Aids to Navigation to support the 45ft deepening project, the below listed changes are proposed. The new naming and numbering convention will eliminate letter suffixes associated with reaches and ranges, the aids will be numbered sequentially for the entire length of the Delaware River Channel, similar to the naming conventions for the Lower Delaware Bay and Upper Delaware River.

Chester Range Buoy 2C (LLNR 3240) – Rename Delaware River Buoy 50.

Chester Range Lighted Gong Buoy 1C (LLNR 3215) – Rename Delaware River Lighted Buoy 51, remove gong and decrease nominal range to 5NM.

Chester Range Lighted Buoy 4C (LLNR 3245) – Rename Delaware River Lighted Buoy 52, decrease nominal range to 5NM.

Chester Range Lighted Buoy 6C (LLNR 3255) – Relocate to approximate position 39 50 24.36N, 075 20 59.08W and rename Delaware River Lighted Buoy 54.

Eddystone Range Lighted Buoy 1E (LLNR 3260) – Relocate to approximate position 39 50 48.07N, 075 20 28.20W and rename Delaware River Lighted Buoy 55, decrease nominal range to 4NM.

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

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

All comments will be carefully considered and are requested prior to 29 April 2017 to be considered in the analysis. Refer to project number 05-17-048(D)

Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or

U.S. Coast Guard Fifth District

Waterways Management (dpw)

Attn: Mr. Ethan Coble

431 Crawford Street

Portsmouth, VA 23704

Chart 12312

LNM: 09/17

DE – NJ - DELAWARE RIVER – TINICUM ISLAND RANGE – RENAME AND RENUMBERING

As part of the Coast Guard's proposal to change the naming and numbering convention of the lateral Aids to Navigation (buoys and lights) marking the Delaware River Main Channel, and changes to Aids to Navigation to support the 45ft deepening project, the below listed changes are proposed. The new naming and numbering convention will eliminate letter suffixes associated with reaches and ranges, the aids will be numbered sequentially for the entire length of the Delaware River Channel, similar to the naming conventions for the Lower Delaware Bay and Upper Delaware River.

Tinicum Island Range Lighted Buoy 2T (LLNR 3270) – Relocate to approximate position 39 50 51.13N, 075 19 45.69W and rename Delaware River Lighted Buoy 56.

Tinicum Island Spit Buoy TS (LLNR 3295) – Discontinue Aid.

Tinicum Island Spit Buoy 4T (LLNR 3300) – Discontinue Aid.

Tinicum Island Range Buoy 3T (LLNR 3310) – Rename Delaware River Buoy 57.

Tinicum Island Range Lighted Buoy 5T (LLNR 3315) – Rename Delaware River Lighted Buoy 59 and decrease nominal range to 4NM.

Establish Delaware River Lighted Buoy 61 (LLNR xxxx), FIG 4s, 4NM in approximate position 39 51 10.07N, 075 15 10.91W and replaced by LIB of reduced intensity 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/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

All comments will be carefully considered and are requested prior to 29 April 2017 to be considered in the analysis. Refer to project number 05-17-049(D)

Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or

U.S. Coast Guard Fifth District

Waterways Management (dpw)

Attn: Mr. Ethan Coble

431 Crawford Street

Portsmouth, VA 23704

Chart 12312

LNM: 09/17

MD – ST MARYS RIVER – ST GEORGE CREEK – PROPOSED AID TO NAVIGATION CHANGE

The Coast Guard is proposing making the following changes in St George Creek:

St George Creek Junction Light A (LLNR 16665) change to St George Creek Junction Daybeacon A (LLNR 16665).

St George Creek Light 2 (LLNR 16735) change light characteristic to a Quick flash.

St George Creek Light 7 (LLNR 16755) change to St George Creek Daybeacon 7 (LLNR 16755).

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

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 10, 2017 to be considered in the analysis. Please reference project 05-17-061(D).

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Charts: 12233 12285

LNLM: 09/17

MD – WOLF TRAP TO PONGOTEAGUE CREEK – PARKERS CREEK

The Coast Guard is proposing changing the seasonality of the following floating aids. The following buoys are being considered to be maintained from March 15 to December 1.

Parkers Creek Buoy 4A (LL 21987)

Chesconessex Creek Buoy 11 (LL 22165)

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNLM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 4, 2017 to be considered in the analysis. Please reference project 05-17-053(D).

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Chart 12228

LNLM: 09/17

MD – POCOMOKE AND TANGIER SOUNDS – POCOMOKE RIVER

The Coast Guard is proposing changes to the seasonality of the following floating aids to navigation. The following buoys are being considered to be maintained from March 15 to December 1.

Pocomoke River Channel Buoy 2 (LLNR 22510)

Pocomoke River Channel Buoy 4 (LLNR 22520)

Pocomoke River Channel Buoy 5 (LLNR 22525)

Pocomoke River Channel Buoy 7 (LLNR 22530)

Pocomoke River Channel Buoy 10 (LL 22545)

Pocomoke River Channel Buoy 11 (LLNR 22550)

Pocomoke River Channel Buoy 12 (LLNR 22555)

Pocomoke River Channel Buoy 14 (LLNR 22565)

Pocomoke River Channel Buoy 17 (LLNR 22575)

Pocomoke River Channel Buoy 19 (LLNR 22585)

Upper Pocomoke River Buoy 8 (LLNR 22630)

The following buoys are being considered to be converted to daybeacons:

Pocomoke River Channel Buoy 3 (LLNR 22515) to Pocomoke River Channel Daybeacon 3

Pocomoke River Channel Buoy 8 (LLNR 22535) to Pocomoke River Channel Daybeacon 8

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNLM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 4, 2017 to be considered in the analysis. Please reference project 05-17-053(D).

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Charts: 12228 12231

LNLM: 08/17

MD – TANGIER SOUND – GOOSE CREEK CHANNEL

The Coast Guard is proposing changing to the seasonality for Goose Creek Channel Entrance Lighted Buoy 1 (23395) to being maintained from March 15 to December 1. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNLM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 4, 2017 to be considered in the analysis. Please reference project 05-17-053(D).

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Chart 12231

LNLM: 08/17

MD – TANGIER SOUND – NORTHERN PART

The Coast Guard is proposing changing the seasonality of the following floating aids. The following buoys are being considered to be removed when endangered by ice, also decrease the buoy hull size to 6th class which will provide a visual range of 1.0nm and a radar range of 0.4nm.

Rhodes Point Gut Channel Buoy 1 (LL 22990)

Rhodes Point Gut Channel Buoy 3 (LL 23000)

Rhodes Point Gut Channel Buoy 4 (LL 23003)

Rhodes Point Gut Channel Buoy 5 (LL 23005)

Rhodes Point Gut Channel Buoy 7 (LL 23010)

Tyler Creek Buoy 13 (LL 23160)

Big Thorofare West Buoy 3 (LL 23213)

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impact this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

http://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 4, 2017 to be considered in the analysis. Please reference project 05-17-053(D).

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Charts: 12230 12231

LNM: 09/17

MD – LITTLE CHOPTANK RIVER SLAUGHTER CREEK - PROPOSAL TO CHANGE THE AIDS TYPE

Due to significant shoaling, the Coast Guard will attempt to mark Slaughter Creek to a least depth of 6 feet. Due to the shoaling the Coast Guard is proposing the following changes to aids to navigation in Slaughter Creek:

Slaughter Creek Daybeacon 3 (LLNR 24655) Relocate to approximate position: 38 30 08.956N, 76 16 12.391W.

Slaughter Creek Light 4 (LLNR 24660) Remove and Discontinue.

Slaughter Creek Daybeacon 5 (LLNR 24665) Relocate to approximate position: 38 30 03.793N, 76 16 15.085W.

Slaughter Creek Daybeacon 6 (LLNR 24670) Remove and Discontinue.

Slaughter Creek Buoy 6A (LLNR 24673) Remove and Discontinue.

Slaughter Creek Daybeacon 6B (LLNR 24675) Rename to Slaughter Creek Daybeacon 6

Slaughter Creek Warning Daybeacon A (LLNR 24680) Remove and Discontinue.

Slaughter Creek Daybeacon 9 (LLNR 24685) Rename to Slaughter Creek Daybeacon 7.

Slaughter Creek Buoy 8 (LLNR 24683) Maintain from March 15 to December 1.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 17, 2017 to be considered in the analysis. Please reference project 05-17-057(D).

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Charts: 12263 12264 12266

LNM: 140/17

MD – CHESAPEAKE BAY - CHOPTANK RIVER TO HERRING BAY – TILGHMAN HARBOR – PROPOSED AID CHANGE

The Coast Guard is proposing changing Tilghman Island Harbor Lighted Buoy 5 (LLNR 25855) to Tilghman Island Harbor Light 5 (LLNR 25855).

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

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 10, 2017 to be considered in the analysis. Please reference project 05-16-029(D).

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Chart 12266

LNM: 09/17

VA – CHESAPEAKE BAY – THINBLE SHOAL CHANNEL – PROPOSAL TO DISCONTINUE THIMBLE SHOAL LIGHT

The Coast Guard is proposing to discontinue the light signal on Thimble Shoal Light (LLNR 9310). Since Thimble Shoal Light was established in the 1872, the Coast Guard has established an extensive lateral aid system to mark Thimble Shoals Channel for modern classes of commercial and naval vessels. With the proliferation of GPS, charting software, AIS, and other systems, Thimble Shoals Light, while a convenient reference to

some mariners, has become increasingly redundant. The structure is privately maintained and the Coast Guard is working with the owner with regard to future marking options. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to May 9, 2017 to be considered in the analysis. Refer to project number 05-17-058.

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

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

Charts: 12221 12222 12245 12254 12256 12280

LNM: 09/17

VA – HAMPTON ROADS – HAMPTON BAR – AID CHANGE

The Coast Guard is proposing changing Hampton Flats Bar Light 2 (LL 9430) to Hampton Flats Bar Channel Daybeacon 2. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 10, 2017 to be considered in the analysis. Please reference project 05-17-059(D).

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

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

Charts: 12222 12245

LNM: 09/17

VA – JAMES RIVER – NANSEMOND RIVER – AID CHANGES

The Coast Guard is proposing changing two lights to daybeacons.

Nansemond River Channel Light 25 (LLNR 11120) to Nansemond River Channel Daybeacon 25

Nansemond River Channel Light 28 (LLNR 11130) to Nansemond River Channel Daybeacon 28

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 10, 2017 to be considered in the analysis. Please reference project 05-17-059(D).

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

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

Chart 12248

LNM: 09/17

VA – JAMES RIVER – NEWPORT NEWS TO JAMESTOWN ISLAND – DEEP WATER SHOALS LIGHT - PROPOSAL TO REMOVE RED SECTORS

The Coast Guard is soliciting comments on removing the red sectors and replacing the incandescent lighting equipment with a light emitting diode (LED) optic on Deep Water Shoals Light (LLNR 11780). The new LED optic will reduce the nominal range from 8 to 7 nautical miles. 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.federalregister.gov/documents/2017/02/09/2017-02702/safety-zones-ice-covered-waterways-in-the-fifth-coast-guard-district>.

All comments will be carefully considered and are requested prior to April 10, 2017 to be considered in the analysis. Refer to project number 05-17-036(D).

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

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

Chart 12248

LNM: 04/17

******VA – GREAT WICOMICO RIVER – INGRAM BAY – CRANES CREEK – AIDS TO NAVIGATION CHANGES******

The Coast Guard is proposing making the following changes in Cranes Creek:

Cranes Creek Channel Daybeacon 2 (LL 16285) change to Cranes Creek Buoy 2.

Establish Cranes Creek Buoy 3 in approximate position: 37 48 57.290N—76 18 31.510W.

Cranes Creek Channel Daybeacon 4 (LL 16290) discontinue.

Establish Cranes Creek Buoy 5 in approximate position: 37 48 56.960N—76 18 36.050W.

Cranes Creek Channel Daybeacon 6 (LL 16295) discontinue.

Remove the word "Channel" from the aids names.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 17, 2017 to be considered in the analysis. Please reference project 05-17-062(D).

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

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

Chart 12235

LNLM: 10/17

VA – RAPPAHANNOCK RIVER ENTRANCE – PIANKATANK RIVER LIGHT 6

The Coast Guard is proposing to discontinue Piankatank River Light 6 (LLNR 14695).

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

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 17, 2017 to be considered in the analysis. Please reference project 05-17-037(D).

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

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

Charts: 12225 12235

LNLM: 09/17

VA – RAPPAHANNOCK RIVER – HOSKINS CREEK – PROPOASL TO CHANGE AIDS TO NAVIGATION

The Coast Guard is proposing making the following changes to the aids to navigation marking Hoskins Creek:

Relocate Hoskins Creek Light 1 (LLNR 15600) to approximate position: 37 55 31.390N, 76 50 43.320W and change the flash characteristic to a flashing 2.5 second (2.5s) light.

Establish new Hoskins Creek Light 2 in approximate position: 37 55 25.510N, 76 50 56.330W with a flashing 4 second (4s) light.

Establish new Hoskins Creek Light 3 in approximate position: 37 55 18.500N—76 51 07.500W with a Quick (Q) flashing light.

Discontinue Hoskins Creek Range Front Light (LLNR 15605).

Discontinue Hoskins Creek Range Rear Light (LLNR 15610).

Rename and renumber Hoskins Creek Daybeacon 2 (LLNR 15615) to Hoskins Creek Daybeacon 4.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the

U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to May 1, 2017 to be considered in the analysis. Please reference project 05-17-063(D).

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

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

Chart 12237

LNLM: 11/17

NC – BEAUFORT INLET TO CORE SOUND – HARKERS ISLAND EAST CHANNEL

Due to severe shoaling, the Coast Guard discontinued aids to navigation in Harkers Island East Channel in 2013. The Coast Guard has been monitoring the waterway in attempts to gain access to remove the fixed structures since that time, but has not been able to safely access the waterway with a Coast Guard construction tender. The shoaling has worsened and continues to prevent the Coast Guard asset accessing the waterway. Until alternative resources are available that can remove the structures permanently, the following aids will be converted to non-lateral warning daybeacons:

Harkers Island East Channel Daybeacon 1 (LLNR 29275)

Harkers Island East Channel Light 2 (LLNR 29280)

Harkers Island East Channel Daybeacon 4 (LLNR 29285)

Harkers Island East Channel Light 6 (LLNR 29290)

Harkers Island East Channel Daybeacon 8 (LLNR 29295)

Harkers Island East Channel Daybeacon 12 (LLNR 29305)

Harkers Island East Channel Light 14 (LLNR 29310)

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.federalregister.gov/documents/2017/02/09/2017-02702/safety-zones-ice-covered-waterways-in-the-fifth-coast-guard-district>. All comments will be carefully considered and are requested prior to April 15, 2017 to be considered in the analysis. Please reference project 05-17-044(D).

Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or mailed to:

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

Chart 11545

LNM: 08/17

NC – NEW RIVER – PROPOSAL TO DISCONTINUE NEW RIVER CHANNEL DAYBEACON 55

The Coast Guard is proposing to discontinue New River Channel Daybeacon 55 (LLNR 29950). After evaluation of the marine traffic patterns in the New River around New River Channel Daybeacon 55, the Coast Guard concluded the daybeacon is not needed approximately 280 yards south of a fixed bridge. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigation safety. You may provide feedback using the U.S. Coast Guard Fifth District Waterway Data Sheet, available online at: <https://www.federalregister.gov/documents/2017/02/09/2017-02702/safety-zones-ice-covered-waterways-in-the-fifth-coast-guard-district>. All comments will be carefully considered and are requested prior to April 8, 2017, to be considered in the analysis. Refer to project number 05-17-043.

Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or

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

Chart 11542

LNM: 06/17

NC – SEACOAST – CAPE HATTERAS TO LITTLE RIVER INLET - CAPE LOOKOUT LIGHT – PROPOSED CHANGE TO NOMINAL RANGE

The Coast Guard is proposing to reduce the nominal range of Cape Lookout Light (LLNR 670) from 24 nm to 14 nm. The light will maintain the currently advertised light characteristic of FL W 15s and be visible all around. The change in nominal range is required as the light will be upgraded to LED optics and solar power to improve reliability of the light as aging optics and power systems are replaced. In addition to the lighthouse, Cape Lookout Shoals are also marked with four large lighted steel buoys. The 14 nautical mile nominal range of the new optic extends approximately four nautical miles beyond Cape Lookout Shoals and the four lighted buoys marking the area. 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 U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

<https://www.federalregister.gov/documents/2017/02/09/2017-02702/safety-zones-ice-covered-waterways-in-the-fifth-coast-guard-district>.

All comments will be carefully considered and are requested prior to 17 April 2017 to be considered in the analysis. Refer to project Cape Lookout Light modernization.

Send comments to Pablo.A.Ortiz@uscg.mil or CGD5Waterways@uscg.mil, or

U.S. Coast Guard Fifth District
Waterways Management (dpw)
Attn: LTJG Pablo Ortiz
431 Crawford Street
Portsmouth, VA 23704

Charts: 11520 11543 11544 11545

LNM: 07/17

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

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

Charts: 12210 12211

LNM: 04/17

Live firing is conducted continuously in Danger Zone 334.370, the area west of the south end of the Chesapeake Bay Bridge Tunnel, bounded by

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

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

Charts: 12222 12254

LNM: 19/16

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

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

- Willoughby Bay

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

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

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

LNM: 01/16

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

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

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

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

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

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

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

Chart 12200

LNM: 01/16

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

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility.

Scheduled Firing:

06 – 10 Mar 17, 8:00 am until 4:00 pm.

25 – 26 Mar 17, 8:00 am until 4:00 pm.

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

Charts: 12205 12207 12221

LNM: 13/16

NC - NEW RIVER - FIRING EXERCISES

The Commanding General, Marine Corps Installations East-Marine Corps Base Camp Lejeune (MCIE-MCB CamLej), North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10 miles southwest of New River Inlet, North Carolina, within the existing Danger Zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times stated below. Firing will be up to 15 nautical miles seaward. Vessels are urged to avoid the above area during the periods. 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, MCIE-MCB CamLej, North Carolina monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached by phone at 910-451-3064 or 4449.

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

Stone Creek Sector 24 hours a day, daily.

Stone Bay Sector 24 hours a day, daily.

Traps Bay Sector 24 hours a day, daily.

NC - NEW RIVER - FIRING EXERCISES

Courthouse Bay Sector 24 hours a day, daily.
Stone Bay Sector 24 hours a day, daily.
Grey Point Sector 24 hours a day, daily.
Farnell Bay Sector sunrise to sunset – daily.
Morgans Bay Sector sunrise to sunset – daily.
Jacksonville Sector sunrise to sunset – daily.

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

8:00 a.m. - 10:00 p.m. 27 - 30 March 2017 live fire operations (US Army 2-505, G-7)

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

8:00 a.m. - 10:00 p.m. 27 - 30 March 2017 live fire operations (US Army 2-505, G-7)

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

Charts: 11541 11542 11543

LNM: 01/16

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. Please see Enclosure 7 for more information and warnings.

LNM: 01/16

****DE – NJ – OFFSHORE - GEOPHYSICAL SURVEY OPERATIONS****

The M/V Atlantic Surveyor WTR5417 will be conducting geophysical survey operations in the following areas from 15 Apr to 15 May 2017, 7 days a week during daylight hours.

Area 1 will be offshore Brigantine, New Jersey between 3 nautical miles and 5 nautical miles offshore (approximate center coordinate of survey area: 39° 21' 30.26" N, 074° 19' 33.59" W).

Area 2 will be offshore Rehoboth Beach and Bethany Beach, Delaware between 3 nautical miles and 8 nautical miles offshore (approximate center coordinate of survey area: 38° 34' 5.56" N, 074° 55' 8.88" W).

Charts: 12214 12216 12318

LNM: 13/17

****DE – NJ – DELAWARE RIVER – MARCUS HOOK – DREDGING****

The Army Corps of Engineers Dredge McFarland will be conducting dredging in the shoaled area of Marcus Hook Range, in the Delaware River, from Mar 20 through May 31, 2017. The shoaling is reportedly in the main navigation channel beginning on the Pennsylvania side at Marcus Hook Range Lighted Buoy 9M (LLNR 3210), traveling southwest into the channel at centerline and on the New Jersey side for 1500 yards. Mariners are advised to use extreme caution when transiting this portion of the Marcus Hook Range and avoid all dredge and dredge related equipment. Vessel should contact the Dredge McFarland to make safe passing arrangements.

Chart 12312

LNM: 13/17

NJ – SHARK RIVER – BRIDGE MAINTENANCE

The New Jersey Transit will be performing maintenance at the New Jersey Transit Railroad Bridge across Shark River (South Channel), mile 0.9, in Avon, NJ. The maintenance will be performed from 10 p.m. on March 24, through 6 a.m. on March 25, 2017. The maintenance will require the bridge to remain in the closed-to-navigation position. The drawbridge is a single span bascule which has a vertical clearance in the closed-to-navigation position of 9 feet above mean high water. Mariners should use extreme caution when transiting the area.

Chart 12324

LNM: 12/17

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

A construction firm, on behalf of the New Jersey Department of Transportation, will continue marine construction in the vicinity of the existing and new Route 72 Bridges over Manahawkin Bay, at New Jersey Intracoastal Waterway mile 37.4, in Ship Bottom, Ocean County, NJ until May 2019. The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above mean high water and a horizontal clearance of 100 feet between fender systems. In addition to bridge construction, marine construction operations include installation and removal of work trestles, caissons and cofferdams, bridge scaffolding and false work, as well as demolition of portions of the existing bridge not utilized in the new bridges. A containment system will be installed on the old bridge within the navigation span in March 2017, extending 4 feet below low steel, reducing the vertical clearance to approximately 51 feet above mean high water. This containment system will remain in place for approximately 3 months until June 30, 2017, when demolition of the old bridge is complete. Vessels may contact the demolition crew supervisor at (732) 751-2088 or (732) 751-2020. Vessels and barges will be used during marine construction and will monitor VHF-FM channel 13. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should use caution when transiting the area.

Chart 12324

LNM: 11/17

****NJ – INTRACOASTAL WATERWAY – SANDY HOOK TO LITTLE EGG HARBOR – BRIDGE CLOSURE****

******NJ – INTRACOASTAL WATERWAY – SANDY HOOK TO LITTLE EGG HARBOR – BRIDGE CLOSURE******

The New Jersey Transit will be performing maintenance at the New Jersey Coast Line's Brielle Viaduct across Manasquan River, at Point Pleasant, NJ. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 2 a.m. until 7 p.m. from April 1, 2017, through April 9, 2017. During the closure periods, the bridge will open on signal if at least 15 minutes notice is given. Vessels able to pass through the bridge in the closed position may do so at any time. Mariners should adjust their transits accordingly and use caution when transiting the area.

Chart 12324

LNM: 13/17

******NJ – INTRACOASTAL WATERWAY – BARNEGAT BAY - THOMAS MATHIS BRIDGE - MAINTENANCE******

Mariners are advised that repairs, including rehabilitation of the bascule span, on the Thomas Mathis Bridge (SR37), at mile 14.1, across Barnegat Bay, New Jersey Intracoastal Waterway, at Seaside Heights, NJ require the bridge to be maintained in the closed-to-navigation position from 8 p.m. on March 31, 2017, to 8 p.m. on April 21, 2017. The vertical clearance of the bridge in the closed position is 30 feet above mean high water and vessels able to safely pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 12324

LNM: 13/17

******NJ – ABSECON INLET – MOBILIZING EQUIPMENT - DREDGING******

Starting approximately 30 Mar and continuing until approximately 15 Apr 2017, Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Absecon Inlet, Atlantic City, NJ. The staging area will be located between the following approximate positions:

39°22'41.93"N/ 74°24'48.90"W and 39°22'32.03"N/ 74°24'37.66"W

Starting approximately 12 Apr and continuing until approximately 15 May 2017 the hydraulic dredge C.R. McCaskill and attendant plant will be operating in the Absecon Inlet Channel area.

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

39°21'55.52"N/ 74°24'40.76"W

39°22'35.33"N/ 74°22'51.61"W

39°21'13.45"N/ 74°22'3.06"W and 39°20'29.87"N/ 74°23'56.52"W

Pipeline corridors will be bound by the following approximate positions:

PL Corridor #1:

39°21'49.32"N/ 74°24'34.68"W and 39°21'5.49"N/ 74°24'3.82"W

PL Corridor #2:

39°21'49.32"N/ 74°24'34.68"W and 39°21'45.74"N/ 74°24'16.87"W

PL Corridor #3:

39°21'49.32"N/ 74°24'34.68"W and 39°21'47.85"N/ 74°23'43.31"W

Once underway, dredging operations will continue a twenty-four hours a day, seven days

a week basis. Dredge and attendant plan will monitor VHF-FM 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 additional information contact Project Manager(s) on-site: PM, Doug Nelson - (985) 237-9667 (mobile), denelson@weeksmarine.com, East Coast Manager, Mr. Joe Mazzarella - (985) 273-1152 (mobile), jmmazzarella@weeksmarine.com

Charts: 12316 12318

LNM: 13/17

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

An engineering firm, on behalf of the New Jersey Turnpike Authority, will be performing a bridge demolition project at the Garden State Parkway (southbound) Bridge across the Great Egg Harbor Bay, at mile 3.5, between Beesley's Point and Somers Point, NJ, from November 1, 2016 until February 28, 2018, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. The old Garden State Parkway (southbound) Bridge across Great Egg Harbor Bay will be demolished and removed from the waterway. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. A work trestle situated at the southwest end of the Garden State Parkway Bridge erected in 2013 in connection with the construction of the new southbound structures will be used for equipment staging and debris removal. Mariners should use extreme caution when transiting the area.

Chart 12316

LNM: 49/16

NJ – NJICWW – GRAVENS THOROFARE – WHALE HARBOR – DREDGING

Mobile Dredging & Video Pipe Inc will be performing maintenance dredging beginning on or about February 24 and continuing through March 30, 2017. Dredging operations will start in Gravens Thorofare at approximately 39 05 44N, 074 44 40W. Then proceed toward Long Reach South and conclude in Whale Harbor. The dredging will be performed by the cutter suction dredges D-14 and D-40. These dredges will be assisted by the vessels WB-28 and WB-33. All pipelines will be marked with buoys and lighted. The dredge and other associated vessels will monitor VHF-FM channels 6, 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

Chart 12316

LNM: 10/17

******NJ – DELAWARE RIVER – SALEM CANAL – MUNSON DAM******

A Construction Company will be performing repairs on the Munson Dam (60-inch water line) bridge across Salem Canal, in Salem County, NJ. The repairs will be conducted from March 27, 2017, through September 01, 2017; M-F, from 7 a.m. to 3:30 p.m. To facilitate repairs, a crane barge will be on-scene to assist with the demolition and construction of concrete pilings. The Project Foremen and crane barge will be monitoring VHF Channels 13 and 16. Mariners are urged to minimize wake and use caution when transiting the area.

Chart 13003

LNM: 13/17

PA – DELAWARE RIVER – BRISTOL RANGE – DOCK WORK

Simpson and Brown Company is conducting dock work operations in the Delaware River, outside the navigation channel on the west side of the

PA – DELAWARE RIVER – BRISTOL RANGE – DOCK WORK

Bristol Range, at 40 05 38N, 074 51 22W. They will be working in this vicinity until April 30, 2017. Working vessel can be reached onsite until 6pm, daily and can be contacted on VHF-FM radio channel 16 or 13. Mariners are advised to proceed with caution when transiting the area.

Chart 12312

LNM: 10/17

PA – NJ – DELAWARE RIVER - GP GYPSUM CORPORATION – DREDGING

Charter Contracting will be performing mechanical dredging operations in the Delaware River, at GP Gypsum Corporation and will continue through August 31, 2017. A 48ft by 125ft deck barge with secured excavator and clamshell bucket, 2 hopper scows, 1 push boat, and 1 work boat will be in the vicinity of the dock. All marine equipment will be monitoring VHF-FM channel 13 and 16. Work will be conducted from 6 am to 7 pm, Monday through Saturday. Mariners are advised to proceed with caution when transiting the area.

Chart 12313

LNM: 12/17

MD – CHESAPEAKE BAY – PLUM POINT FISH HAVEN

The Maryland Artificial Reef Program will be deploying 500 tons of steel and concrete dock material in the southern portion of the Plum Point artificial reef site off of Calvert County, MD. The material will be placed from a spudded down barge in the 5-acre area with corner points:

38 35.70748 76 29.34347

38 35.70748 76 29.24710

38 35.78563 76 29.24710

38 35.78563 76 29.34347

The deployment will take place over three to four days beginning on or about March 15, weather permitting. The DNR reef coordinator can be reached at Michael.Malpezzi@maryland.gov, or via VHF Channel 16 the day of deployment.

Chart 12266

LNM: 10/17

MD – EASTERN BAY – KENT ISLAND – COVE CREEK CLUB – DREDGING

Dredging will be conducted in Cove Creek Club Marina in Stevensville MD between 15 Mar and 15 Apr 17.

Chart 12270

LNM: 10/17

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY - CAMBRIDGE – BRIDGE INSPECTION

An engineering firm, on behalf of Maryland State Highway Administration will be performing a biennial inspection at the MD 33 Bridge across Knapps Narrows, mile 0.4, in Talbot County, MD. The inspection will be performed between March 20, 2017, and March 31, 2017, from 8 a.m. to 5 p.m. Testing of the movable span will include multiple openings. The underside of the bridge will be accessed from the top of the bridge utilizing a snooper truck. A work boat will assist with the inspection effort; the crew will relocate from the movable span and channel upon request. The bascule span will be opened upon request for passage from waterborne vessels. Mariners should use caution when transiting the area.

Chart 12266

LNM: 11/17

MD – CHESAPEAKE BAY – PATUXENT RIVER AND VICINITY – PIER CONSTRUCTION PROJECT

A pier construction project is continuing in the Chesapeake Bay near Cove Point through April 7, 2017. Work will be conducted 7 days a week for 3 weeks, and is located at the south end of the Dominion Cove Point LNG gas dock at Lusby, MD, in approximate position latitude 38°24'00" N, longitude 076°23'00" W. The work includes heavy lifting to install steel platforms using a derrick barge spudded inside the dock area with a tender vessel. Mariners are urged to use caution while transiting the area, and should operate vessels to minimize wake in the vicinity of the work site. Interested mariners may contact the Smith Shipyard towing vessel "Rising Sun" via marine band radio VHF-FM channel 16 and 13.

Charts: 12263 12264

LNM: 12/17

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – BRIDGE INSPECTION

An engineering firm, on behalf of Maryland State Highway Administration will be performing a biennial inspection at the MD 436 Bridge across Weems Creek, mile 0.7, in Anne Arundel County, MD. The inspection will be performed between March 20, 2017, and March 31, 2017, from 8 a.m. to 5 p.m. Testing of the movable span will include multiple openings. The underside of the bridge will be accessed from the top of the bridge utilizing a snooper truck. A safety boat will also be used throughout this portion of the inspection and relocate from the movable span and navigation channel upon request for passage from waterborne vessels. The bascule span will be opened upon request for passage from waterborne vessels. Mariners should use caution when transiting the area.

Chart 12282

LNM: 11/17

MD – BALTIMORE HARBOR – BRIDGE INSPECTION

An engineering firm, on behalf of Maryland State Highway Administration will be performing a biennial inspection at the MD 157/Peninsula Expressway Bridge across Bear Creek, mile 2.1, in Baltimore County, MD. The inspection will be performed between March 20, 2017, and March 31, 2017, from 8 a.m. to 5 p.m. Testing of the movable span will include multiple openings. The underside of the bridge will be accessed from the top of the bridge utilizing a snooper truck. A safety boat will also be used throughout this portion of the inspection and relocate from the movable span and navigation channel upon request for passage from waterborne vessels. The bascule span will be opened upon request for passage from waterborne vessels. Mariners should use caution when transiting the area.

Chart 12281

LNM: 11/17

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – NORTHWEST HARBOR – MILITARY AMPHIBIOUS VEHICLE TESTING

On water operational testing of approximately 55 of the BAE Systems 27-foot long Assault Amphibious Vehicles (AAV) is scheduled to occur in Baltimore, MD from January 2017 through early September 2017. Testing will be somewhat sporadic and done in intervals. The anticipated scenario is to test 2 to 4 vehicles every two to four weeks, involving an estimated 20 working days total over an 8 to 9 months period. Each AAV test will involve off load and loading of vehicles from a truck, entry to swim area with ramp or crane from the Baltimore Marine Center boat yard at 1800 S. Clinton Street in Canton, tethered leak check and approximately ½-hour swim operational checks for each vehicle. The AAV will be

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – NORTHWEST HARBOR – MILITARY AMPHIBIOUS VEHICLE TESTING

accompanied by a safety support boat with divers to provide recovery and to pull the vehicle back to shore, if necessary. Testing activity is expected to occur in water over 12 feet in depth and in reasonably calm conditions with relatively light boat traffic. Interested mariners may contact the Baltimore Marine Center at Lighthouse Point at 410-675-8888 or via marine band radio VHF-FM Channel 16 for more information.

Chart 12281

LNM: 02/17

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – BALTIMORE INNER HARBOR – ANNUAL WATERFRONT LIGHTS FESTIVAL

The annual "Light City Baltimore" Festival is scheduled to occur in Baltimore's Inner Harbor nightly from March 31 to April 8, 2017. The festival includes light art displays and sculptures on both land and water. Sculptures located between Inner Harbor Piers 3 and 4 include 26 square panels floating tethered together with steel cable and secured on four points to both sides of the dock. Sculpture located between Inner Harbor Piers 5 and 6 include illuminated sailing vessels (24 to 29 feet in length) secured to both sides of the piers. To facilitate the displays of floating art installations located between the pier areas, a line of white floating markers will be installed between the pier heads of Inner Harbor Piers 3 and 4, and Inner Harbor Piers 5 and 6, limiting boating access to on-water display area. Mariners are urged to use extreme caution when transiting the area. Questions regarding the event should be directed to the Festival Coordinator via telephone at (410) 752-8632 or email at AMolese@promotionandarts.org.

Chart 12281

LNM: 10/17

******DC - UPPER POTOMAC RIVER - ANACOSTIA RIVER – SEDIMENT SAMPLING OPERATIONS******

AECOM and CR Environmental, Inc. will be conducting sediment sampling at various locations in the Anacostia River at Washington, DC during April 13, 2017-May 3, 2017. The work involves pneumatic sediment sampling, sediment grab sampling, temporary shallow groundwater well installation and sampling operations upstream of the 11th Street Bridge to the Benning Bridge. During that period, a 26-ft aluminum vessel with a 14-ft support skiff will be anchored or spudded at sampling locations during day light hours only, display dayshapes in accordance with CG regulations, and return to Columbia Island Marina before dark. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed needed to maintain safe course near the sediment sampling site. Interested mariners can contact the R/V "Lophius" via marine band radio VHF channels 16 and 13.

Chart 12289

LNM: 13/17

******VA - ATLANTIC OCEAN – HAZARDOUS OPERATIONS******

Operations hazardous to surface vessels will be conducted from 1200 noon, 30 Mar to 1200 noon, 3 Apr 2017 inside a circle with an 11 nautical mile radius centered around 37-55N and 074-04W, approximately 60 NM off shore of Assateague Island, VA. Mariners should avoid this area and use caution when transiting the surrounding waters.

Chart 12200

LNM: 13/17

******VA - ATLANTIC OCEAN – HAZARDOUS OPERATIONS******

Underwater testing, from the surface to the sea floor, hazardous to vessels will be conducted from 12 midnight 30 Mar to 12 midnight 05 Apr, in an area defined by 35-01.0N/075-00.0W, 36-25.0N/075-00.0W, 36-22.0N/074-45.0W, 35-55.0N/074-45.0W. Mariners should avoid this area and use caution when transiting the surrounding waters.

Chart 12200

LNM: 13/17

VA - SEACOAST - OCEAN CITY INLET TO CAPE HATTERAS – DATA BUOY ESTABLISHED

The following private aid to navigation has been established: Scripps Lighted Data Buoy CDIP 171 (LLNR 552) (NDBC 44088) in approximate position 36-36-14N, 74-50-19W, approximately 56 nm ESE of Virginia Beach, showing a FI (5) Y 20s light in 26 fathoms of water. The buoy is a 3 foot yellow sphere with a whip antenna marked "Wave Buoy 858-534-3032". For more information contact Julie Thomas at 858-534-3032 or jothomas@ucsd.edu. CCGD5 BNM 147-17

Chart 12200

LNM: 11/17

VA – COASTAL – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET –TEMPORARY TEST LOCATIONS

From about February 14 until about April 15, 2017, the US Navy will temporarily deploy submerged test equipment in three locations, approximately 4 nautical miles southerly from the entrance of Chincoteague Inlet and ranging from one to three nautical miles east of the entrance to Assawoman Inlet. The equipment will be marked with 2-foot diameter yellow floats. Mariners are advised to transit these three areas with caution:

- USN Wallops Island Test Location A: 37-48-43.6N, 75-28-34.6W
- USN Wallops Island Test Location B: 37-48-19.6N, 75-28-05.9W
- USN Wallops Island Test Location C: 37-47-03.0N, 75-26-13.1W

Chart 12210

LNM: 07/17

******VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – CHINCOTEAGUE CHANNEL – BRIDGE CLOSURE******

The SR 175 Bridge over Chincoteague Channel, mile 3.5 (physically situated at mile 3.9), near Chincoteague Island, VA will be maintained in the closed-to-navigation position to facilitate the biennial inspection of the bridge. The bridge will be maintained in the closed position from 11 a.m. through 2 p.m. on Thursday, April 6, 2017. The bridge will be able to open for an emergency, if at least 30 minutes notice is given. Vessels requesting an emergency opening may contact the on-site bridge tender at (757) 336-1281. Mariners able to pass under the closed span (15 feet above Mean High Water) may do so, and all others should adjust their transits accordingly. Mariners should use caution when transiting the area.

Chart 12210

LNM: 13/17

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

Military Operations will be conducted in the following areas during the dates and times listed. Operations may consist of swimmers in the water,

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

small boat operations, parachute drops, helicopter air drops and recovery, blank firing:

Naval Anchorage Area A & B, 28 Mar, 9:00 am to 3:00 pm.
Naval Anchorage Area A & B, 28 Mar, 5:00 pm to 9:00 pm.
Naval Anchorage Area A & B, 29 Mar, 10:00 am to 4:00 pm.
Naval Anchorage Area A & B, 30 Mar, 8:00 am to 6:00 pm.
Naval Anchorage Area A & B, 04 Apr, 9:00 am to 4:00 pm.
Naval Anchorage Area A & B, 05 Apr, 5:00 pm until 06 Apr, 1:00 am.
Naval Anchorage Area A & B, 06 Apr, 5:00 pm until 07 Apr, 2:00 am.
Naval Anchorage Area A & B, 07 Apr, 5:00 pm until 08 Apr, 1:00 am.

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

Charts: 12222 12254

LNM: 01/17

VA – CHESAPEAKE BAY – CAPE HENRY TO THIMBLE SHOAL LIGHT – THIMBLE SHOAL CHANNEL – BORING OPERATIONS

North Star Marine liftboat Vision will be conducting boring operation in the vicinity of Thimble Shoals Channel and the Chesapeake Bay Bridge Tunnel in approximate position 36-58-55.880N, 076-06-21.840 between 27 Mar and 5 Apr 2017. The vessel may be contacted on VHF-FM channels 13 and 16. Work will be conducted 24 hours a day, seven days a week. Contact Herman Bechtler at 609-675-5384 with questions or for more information.

Charts: 12222 12254

LNM: 12/17

VA – ELIZABETH RIVER – MILITARY TRAINING

Naval Station Norfolk will conducting waterborne training 27 - 31 March 2017 in the vicinity of piers 5 thru 7 at Naval Station Norfolk in the Elizabeth River in approximate position 36 56' 30" N, 76 20' 05"W and in Willoughby Bay in approximate position 36 57'N, 76 20'W. This training will be machine gun blank fire, force protection training for Harbor Patrol Units; all vessels are asked to stay clear of the training area. Vessels will be monitoring VHF-FM channels 69 and 82. For questions contact Senior Chief Kevin Kubacki, Naval Station HPU at 757-445-5427.

Chart 12245

LNM: 11/17

******VA – HAMPTON ROADS – ELIZABETH RIVER CHANNEL – SHOALING******

Shoaling has been reported in the following approximate position in the Elizabeth River Channel, 36 54 22.0168N, 076 20 22.6188W. The shoal extends 115' into the channel, and is approximately 625 feet North of Elizabeth River Lighted Buoy 18 (LLNR 9600). The shallowest sounding was marked at 27.8' MLLW. Currently a floating pipeline sits almost directly on top of this shoal. For additional information or questions contact Jeremy Baker, Manson Dredging Project Engineer, (904) 557-5092.

Chart 12245

LNM: 13/17

VA – NORFOLK HARBOR AND ELIZABETH RIVER – WESTERN BRANCH – CHURCHLAND BRIDGE - PRELIMINARY PUBLIC NOTICE

The purpose of this notice is to notify mariners, adjacent property owners, and government agencies that the City of Portsmouth has submitted an application to the Commander, Fifth Coast Guard District, to replace the existing (Churchland) bridge on US Route 17 (High) street across the Western Branch of the Elizabeth River in Portsmouth, VA. The new bridge will have a vertical clearance of 37 feet above mean high water, along with a horizontal clearance of 80 feet. The proposed project will replace the north-bound bridge with a multi-span continuous structure with spliced concrete girders. It will provide for two 12 foot travel lanes, 4 foot wide inside shoulder, an 8 foot wide outside shoulder and a 14 foot wide multi-use path separated from the vehicle lanes by a safety barrier. It is requested that the Coast Guard be provided with navigational information such as the sizes and types of vessels presently owned and operated on the Western Branch of the Elizabeth River as they relate to the proposed vertical and horizontal clearances. Comments should be forwarded to the above address attention (dpb) no later than April 22, 2017. Copies of Preliminary Public Notice 5-1371 which describes the proposal in detail can be obtained by calling (757) 398-6227 or by viewing at <http://www.navcen.uscg.gov/?pageName=pnBridges>

Chart 12253

LNM: 12/17

VA – JAMES RIVER - DIASCUND CREEK - BRIDGE MAINTENANCE

An engineering firm, on behalf of Newport News Waterworks, will continue maintenance at the Pipeline Bridge over Diascund Creek, mile 3.8, in Newport News (Lanexa), VA. The maintenance will continue until Apr 30, 2017; Monday-Friday; from 7 a.m. to 4 p.m. A barge and work vessels will continue to be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will continue to relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (757) 436-2897 or (757) 621-4931. Mariners should notify the work foreman no less than 24 hours prior to navigating through the area and should use caution when transiting the area.

Chart 12251

LNM: 10/17

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

Significant shoaling has been identified from USACOE survey dated 07 Sep 2016 in Davis Creek. Shoaling of the channel begins 100 yards south of Davis Creek Channel Light 2 (LLNR 14130) to a depth of 4.9 feet extending across the entire length and width of the channel to 150 yards north of Davis Creek Channel Light 6 (LLNR 14140) with a minimum identified depth of 1.2 feet.

Chart 12238

LNM: 12/17

******VA – VIRGINIA BEACH – CABLE SHIP OPERATIONS - FIBER OPTIC CABLE INSTALLATION - OPERATIONS******

The cable ship TENEO, assisted by three small vessels, will be installing a fiber optic telecommunications cable immediately offshore Virginia Beach, Virginia until 14 Apr 2017. Installation shall include use of towed and tethered equipment operated on the seafloor, limiting both vessel operational

******VA – VIRGINIA BEACH – CABLE SHIP OPERATIONS - FIBER OPTIC CABLE INSTALLATION - OPERATIONS******

speeds and vessel maneuverability. Request all vessels keep fishing gear at least 1 NM from the cable ship to ensure safe operations, and avoid possible damage to cable, fishing gear, and/or vessels. Request all vessels maintain a minimum 1 NM CPA with the Cable Ship "TENEO" call sign V7DI2.

Operations will be generally bounded by points listed below:

- Point 1 36°49'9.89"N 75°57'24.88"W
- Point 2 36°49'6.67"N 75°57'24.63"W
- Point 3 36°49'22.95"N 75°53'58.69"W
- Point 4 36°49'19.55"N 75°53'58.45"W
- Point 5 36°49'22.31"N 75°52'14.59"W
- Point 6 36°49'17.01"N 75°52'14.91"W
- Point 7 36°49'5.50"N 75°49'29.75"W
- Point 8 36°49'0.56"N 75°49'31.09"W
- Point 9 36°48'52.54"N 75°46'37.20"W
- Point 10 36°48'47.11"N 75°46'37.45"W

For additional information contact Trent S. Blazure, Marine Project Coordination, TE SubCom at 732 578 7129, 201 323 0219 or tblazure@subcom.com.

Charts: 12205 12207 12208

LNM: 13/17

******NC – SEACOAST – CURRITUCK BEACH TO WIMBLES SHOALS – HAZARD TO NAVIGATION – OBSTRUCTION******

During trawling operations NOAA Research Vessel Henry B. Bigelow encountered a wreck on the seafloor approximately 7.5nm SSE of Oregon Inlet, NC in approximate position 35-43.117N, 075-24.363W. This wreck presents an entanglement hazard to vessels trawling on or near the bottom in the area. Contact co.henry.bigelow@noaa.gov or nav.henry.bigelow@noaa.gov for additional details.

Charts: 12200 12204

LNM: 12/17

NC – SEACOAST – CAPE HATTERAS TO LITTLE RIVER INLET – TEMPORARY RESEARCH BUOY

EcoH2O Innovations LLC established a research buoy approximately one nautical mile south southwest of the entrance to Masonboro Inlet and about 300 yards off the beach due to be discontinued in December. Instead, the buoy will be discontinued on or about April 1, 2017. The three-foot diameter buoy is white and blue with a slow flashing yellow light and is marked "SAROS."

Masonboro Island Research Buoy A FI Y 4S 34-09-56.2 N, 077-49-21.9 W

Chart 11520

LNM: 51/16

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

Construction activities for the replacement bridge began on March 7, 2016 and are expected to finish on August 30, 2019. Work will be on-going 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. 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. A work trestle/loading dock will be constructed approximately 200 yards south of the southeastern end of the existing Bonner Bridge, on the southwest side of South Point in Pamlico Sound, extending 150 feet southwesterly from the shoreline and terminate at approximately 35.766 N, 75.526 W. Running parallel to the dock will be a 245 foot breast-line comprised of eight 36-inch hollow pipe piles spaced fifty feet apart, to be used for mooring purposes. The breast-line will begin near shore and terminate at approximately 35.765N, 75.527 W. Each pile will be lit by a flashing white light. PCL Civil Constructors tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>.

Chart 12205

LNM: 18/16

NC – MOREHEAD CITY HARBOR – BEAUFORT INLET CHANNEL – DREDGING

Great Lakes Dredge and Dock Company will begin dredging in Beaufort Inlet on 24 Mar 2017. The Dredge Illinois and Auxiliary Equipment will be on site. Dredging is expected to last until the end of April. During this time there is be a heavy influx of operational traffic in the localized area consisting of tug boats, crew boats, anchor barges, and derricks. The Booster Pump Reggie will be placed in Beaufort Inlet during this period, and the booster and pipeline will remain in place until the demobilization of the entire project (approx. May 15th, 2017). Pipeline will be put ashore along Atlantic Beach for beach filling operations. For questions contact David J. Horne Project Manager (630) 640-6438 DJHorne@glld.com or Matt McCarthy Project Engineer (630) 408-0947 MMcCarthy@glld.com.

Charts: 11541 11545 11547

LNM: 12/17

******NC – BOGUE INLET – SHOALING******

Mariners are advised of extensive shoaling throughout the Bogue Inlet area, Emerald Isle, NC. Significant shoaling has been observed in the vicinity of: Bogue Inlet Lighted Buoy 1 (LLNR 29495); between Buoys 6A (LLNR 29525) and Lighted Buoy 8 (LLNR 29535); and between Buoy 14 (LLNR 29559) and Buoy 15 (LLNR 29560), to depths as low as 1 foot at MLLW. Mariners transiting Bogue Inlet do so at their own risk and are advised against transiting this inlet until updated surveys by the U.S Army Corps of Engineers (USACE) and potential buoy repositioning by the U.S Coast Guard (USCG) can be completed to ensure the safety of the mariner. It is anticipated that the USACE will be able to dredge the inlet on or after 18 Apr 2017. If this is delayed, it may be necessary for the USCG to temporarily discontinue the Bogue Inlet aids to navigation. Should the inlet become inaccessible to the USCG's smaller aids to navigation servicing vessels, the remaining buoys relative to the shifting shoal would mislead mariners and be more dangerous than having no aids to navigation at all. Under these conditions, the USCG would remove all buoys if necessary. The USCG continues to work with federal, state, and local partner agencies regarding the viability of marking this waterway in a safe manner. Mariners are highly encouraged to obtain the most recent USACE Wilmington, NC District hydrographic survey information, shoaling conditions and controlling depth at: <http://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys> and consult the Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation at:

****NC – BOGUE INLET – SHOALING****

https://www.navcen.uscg.gov/?pageName=InmDistrict®ion=5

Charts: 11541 11543

LNM: 13/17

NC - NEUSE RIVER TO MYRTLE GROVE SOUND – BOUGE SOUND – SHOALING

Shoaling is present in Bogue Sound between Bogue Sound Daybeacon 11 (LLNR 38880) and Bogue Sound Daybeacon 12 (LLNR 38885) to a depth of MLW on the red side of the channel.

NC BNM 115-17

Chart 11541

LNM: 12/14

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

Southwind Construction Corp. will be conducting dredging operations in the Atlantic Intracoastal Waterway, Carolina Beach Inlet Crossing, Section 4 Tangent 1, New Hanover County NC, in the vicinity of New River – Cape Fear River Buoy 154 (LLNR 39725) with fill placement on Carolina Beach. Dredging will be conducted from March 29 to April 23, 2017. The dredge WILKO and workboats Proud Mary and Miss Leanne David Lynn will be on scene and may be contacted on VHF-FM channels 13 and 16. For more information contact Superintendent at 812-455-1770 or Jim Barton at 812-455-8861.

Chart 11534

LNM: 13/17

NC – INTRACOASTAL WATERWAY – CAPE FEAR RIVER TO LITTLE RIVER - SHALLOTTE INLET – DREDGING

Southwind Construction Corp. will be conducting dredging operations in the Atlantic Intracoastal Waterway, Shallotte Inlet Crossing, Tangent 19, Brunswick County NC in the vicinity of Cape Fear River - Little River Buoys 80A (LLNR 40337) 82 (LLNR 40345) and will be pumping the dredged material to Ocean Isle Beach. Dredging will be conducted from March 20 to April 9, 2017. The dredge WILKO and workboats Proud Mary and Miss Leanne David Lynn will be on scene. For more information contact Superintendent at 812-455-1770 or Jim Barton at 812-455-8861.

Chart 11543

LNM: 11/17

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	
90	Hereford Inlet Light	39-00-23.757N 074-47-28.017W	Fl W 10s	57	24	White square tower with cupola on white dwelling. 57	Structure maintained by entity outside the U.S. Coast Guard.	13/17
							*	
155	Cape May Light	38-55-58.784N 074-57-37.379W	Fl W 15s	165	22	White tower, red cupola, two white dwellings nearby. 165	Structure maintained by entity outside the U.S. Coast Guard.	13/17
							*	
270	<i>Winter Quarter Shoal Lighted Buoy 6</i>	37-59-42.534N 075-01-22.477W	FIR 6s		5	Red.		13/17
		*						
1585	Miah Maul Shoal Light On north end of shoal.	39-07-35.928N 075-12-31.255W	Oc W 4s (R Sector)	59	W 10 R 10	Red conical tower, on gray caisson; red cylindrical watch room and black lantern. 59	RACON: M (- -) Red from 137.5° to 333°, covers Brandywine Shoal and Cross Ledge. HORN: 1 blast ev 10s (1s bl). Maintained from Mar. 15 to Dec. 15. Structure maintained by entity outside the U.S. Coast Guard.	13/17
							*	

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
1640	Ship John Shoal Light On shoal.	39-18-19.077N 075-22-35.944W	Fl W 5s (R sector)	50	W 16 R 12	Brown, octagonal dwelling with pyramidal roof; on cylindrical pier. 50	RACON: O (- - -) Red from 138° to 321.5°, covers shoals on east channel. High intensity beam down Miah Maul Range. Emergency light of lower intensity when main light is extinguished. HORN: 1 blast ev 15s (2s bl 13s si). Maintained from Mar. 15 to Dec. 15. Structure Maintained by entity outside the U.S. Coast Guard.	13/17
1695	EAST POINT LIGHT	39-11-45.190N 075-01-38.309W	Iso W 6s (R sector)	43	W 9 R 7	Black cupola on white two story house with a red roof.	Red from 055° to 017°. Structure maintained by entity outside the U.S. Coast Guard.	13/17
3140	MARCUS HOOK RANGE REAR LIGHT 3,094 yards, 237.5° from front light.	39-45-44.043N 075-30-11.423W	F R	278		Concrete square tower, buttressed corners.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. Structure maintained by entity outside the U.S. Coast Guard.	13/17
5397	<i>Chincoteague Channel Lighted Buoy 28</i>	37-55-45.640N 075-23-29.080W	FIR 4s		4	Red.		13/17
6170	Virginia Inside Passage Warning Daybeacon	37-29-30.897N 075-43-45.913W				NW on pile worded DANGER SHOAL.		13/17
6180	Virginia Inside Passage Daybeacon 169	37-28-59.514N 075-44-06.642W				SG on pile.		13/17
6190	Virginia Inside Passage Daybeacon 173	37-28-21.888N 075-44-26.268W				SG on pile.		13/17
7480	Smith Point Light	37-52-47.545N 076-11-01.496W	Fl W 10s	52	15	White brick, square tower and octagonal dwelling on brown cylindrical pier. 51	Structure maintained by entity outside the U.S. Coast Guard.	13/17
7590	HOOPER ISLAND LIGHT	38-15-22.500N 076-14-59.300W	Fl W 6s	63	9	White conical tower on brown cylinder.	Structure maintained by entity outside the U.S. Coast Guard.	13/17

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
7750	BLOODY POINT BAR LIGHT	38-50-01.500N 076-23-30.000W	Fl W 6s (2 R sectors)	54	W 9 R 7 R 7	Brown tower on cylindrical foundation.	Red from 003° to 022° and 183° to 202°. Structure maintained by entity outside the U.S. Coast Guard	13/17
	*						*	
7760	Thomas Point Shoal Light	38-53-56.300N 076-26-09.200W	Fl W 5s (2 R sectors)	43	W 16 R 11 R 11	White hexagonal tower on piles. 43	Red from 011° to 051.5° and 096.5° to 202°. HORN: 1 blast ev 15s (2s b). Structure maintained by entity outside the U.S. Coast Guard.	13/17
	*						*	
7990	SANDY POINT SHOAL LIGHT	39-00-57.238N 076-23-04.488W	Fl W 6s	51	9	Red brick dwelling, white roof on brown cylindrical foundation.	Structure maintained by entity outside the U.S. Coast Guard.	13/17
	*						*	
8090	CRAIGHILL CHANNEL UPPER RANGE FRONT LIGHT	39-11-49.408N 076-26-53.776W	F R	15		Red octagonal tower, white horizontal bands at middle.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. Structure Maintained by entity outside the U.S. Coast Guard.	13/17
	*						*	
8265	<i>Fort McHenry Channel Lighted Buoy 9</i>	39-13-48.006N 076-32-37.894W	Fl G 4s		5	Green.	Replaced by can when endangered by ice.	13/17
	*						*	
8320	<i>Upper Chesapeake Channel Lighted Buoy LP</i>	39-02-34.800N 076-20-45.645W	Mo (A) W		5	Red and white stripes.	Replaced by LIB of reduced intensity from Dec. 1 to Mar. 15.	13/17
	*						*	
9310	Thimble Shoal Light	37-00-52.149N 076-14-23.472W	Fl W 10s	55	18	Red conical tower on brown cylindrical pier. 65	Structure maintained by entity outside the U.S. Coast Guard.	13/17
	*						*	
10815	NEWPORT NEWS MIDDLE GROUND LIGHT	36-56-42.633N 076-23-29.351W	FIR 10s	52	7	Red conical tower on red cylindrical pier.	Structure maintained by entity outside the U.S. Coast Guard.	13/17
	*						*	
	* Change Heading: Sparrows Point Channel							13/17
20545	SPARROWS POINT CHANNEL RANGE FRONT LIGHT	39-12-42.268N 076-29-03.119W	F G	70		KRW on black pyramidal skeleton tower.	Private Aid.	13/17
	*						*	
20550	SPARROWS POINT CHANNEL RANGE REAR LIGHT	39-12-46.435N 076-29-03.653W	F R	96		KRW on skeleton tower.	Private Aid.	13/17
	250 yards, 354° from front light.							
	*						*	

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
20555	<i>Sparrows Point Channel Lighted Junction Buoy SP</i>	39-11-40.190N 076-28-58.292W	Fl (2+1)R 6s		6	Red and green.	13/17
	*						
20560	Sparrows Point Channel Buoy 2	39-11-40.791N 076-28-51.860W				Red nun.	13/17
	*						
20565	Sparrows Point Channel Buoy 3	39-11-51.390N 076-28-59.961W				Green can.	13/17
	*						
20570	Sparrows Point Channel Buoy 4	39-11-52.491N 076-28-44.160W				Red nun.	13/17
	*						
20575	Sparrows Point Channel Buoy 6	39-12-06.390N 076-28-45.960W				Red nun.	13/17
	*						
20585	Sparrows Point Channel Buoy 7	39-12-22.370N 076-29-03.041W				Green can.	13/17
	*						
20590	<i>Sparrows Point Channel Lighted Buoy 8</i>	39-12-22.040N 076-28-59.061W	FIR 2.5s		4	Red.	13/17
	*						
20595	Sparrows Point Channel Buoy 10	39-12-34.310N 076-28-54.761W				Red nun.	13/17
	*						
23595	Sharkfin Shoal Warning Buoy	38-12-09.385N 075-59-12.674W				White can with orange bands and diamond.	Maintained from Mar. 15 to Dec. 1.
	*						
24577	Tar Bay Warning Buoy A	38-21-06.891N 076-16-20.094W				White can with orange bands and diamond	Removed when endangered by ice.
	*						
33210	PAMLICO RIVER CHANNEL LIGHT 3	35-22-19.408N 076-38-44.343W	FIG 4s	15	5	SG on multi-pile structure.	13/17
	*						
33220	NORTH CREEK ENTRANCE LIGHT 1NC	35-24-46.279N 076-40-05.447W	FIG 4s	15	4	SG on pile.	13/17
	*						

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
33245	GAYLORD BAY FERRY TERMINAL CHANNEL LIGHT 1	35-25-18.585N 076-43-59.315W	FIG 2.5s	15	4	SG on pile.	13/17
38185	GOOSE CREEK LIGHT 11	35-18-00.039N 076-37-02.067W	FIG 2.5s	15	4	SG-SY on pile.	13/17
40223	Cape Fear River - Little River Buoy 46A	33-55-16.891N 078-14-03.544W			*	Red nun with yellow triangle.	13/17
40224	Cape Fear River - Little River Buoy 46B	33-55-16.457N 078-14-08.111W			*	Red nun with yellow triangle.	13/17
40225	Cape Fear River - Little River Buoy 47	33-55-14.952N 078-14-02.364W			*	Green can with yellow square.	13/17
40230	Cape Fear River - Little River Buoy 47A	33-55-12.542N 078-14-19.056W			*	Green can with yellow square.	13/17

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. Summary of Coast Guard Sector Hampton Roads shoaling.
 6. Summary of Coast Guard Sector North Carolina shoaling.
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SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

DELAWARE SHOALING

DE – PA - NJ – DELAWARE RIVER – NEW CASTLE RANGE – SHOALING

There have been reports of shoaling in New Castle Range in the Delaware River. The shoaling is reportedly in the main navigation channel as follows: On the western side of the channel between the north side of the entrance to the Chesapeake and Delaware Canal and the southern end of Pea Patch Island, extending from the western edge of the channel approximately 300 feet into the channel. Mariners are advised to use extreme caution when transiting these portions of New Castle Range as some depths at Mean Low Low Water could be hazardous to navigation, especially during extreme weather events. Vessels drafting over 35 feet should pay particular attention to the tide and proceed with caution in the vicinity of the shoal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807. Ref LNM 08/17
Chart 12311

DE – PA - NJ – DELAWARE RIVER – DEEP WATER POINT RANGE – SHOALING

The Captain of the Port, Delaware Bay, is notifying mariners that there have been reports of shoaling in Deepwater Point Range in the Delaware River. The shoaling is reportedly in the main navigation channel as follows: Beginning on the north western side of the range, approximately 1400 feet south of Lighted Bell Buoy "1C" (LLN 2965), extending south on the western side 2400 feet past Lighted Buoy "5D" (LLN 2950), from the western edge of the channel 200 feet towards centerline. Beginning approximately 2800 feet north of Lighted Buoy "4D" (LLN 2945), extending south along the eastern side of the channel to the end of the range, from the eastern edge of the channel approximately 200 feet into the channel. Mariners are advised to use extreme caution when transiting these portions of Deepwater Range as some depths at Mean Low Low Water could be hazardous to navigation, especially during extreme weather events. Vessels drafting over 35 feet should pay particular attention to the tide and proceed with caution in the vicinity of the shoal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807. Ref LNM 08/17
Chart 12311

DE – PA - NJ – CHERRY ISLAND RANGE – SHOALING

The Captain of the Port, Delaware Bay, is notifying mariners that there have been reports of shoaling in Cherry Island Range. The shoaling is reportedly in the main navigation channel as follows: Beginning on the western side of the channel 1100 feet south of Green Buoy "7C" (LLN 3035) extending approximately 1000 feet past Green Buoy "5C" (LLN 3025), from the western edge of the channel approximately 100 feet into the channel. Mariners are advised to use extreme caution when transiting these portions of Cherry Island Range as some depths at Mean Low Low Water could be hazardous to navigation, especially during extreme weather events. Vessels drafting over 35 feet should pay particular attention to the tide and proceed with caution in the vicinity of the shoal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807. Ref LNM 08/17
Chart 12311, 12312

DE – PA - NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING 1.62

The Captain of the Port, Delaware Bay is notifying mariners that there have been reports of shoaling in Marcus Hook Range. The shoaling is reportedly in the main navigation channel beginning on the Pennsylvania side at Marcus Hook Range Lighted Buoy 9M (LLNR 3210), traveling Southwest into the channel at centerline and on the New Jersey side for 1500 yards. Mariners are advised to use extreme caution when transiting this portion of the Marcus Hook Range as some depths at Mean low low water could be hazardous to navigation, especially during extreme weather events. Vessels drafting over 35 feet should pay particular attention to the tide and proceed with caution in the vicinity of the shoal. You can find the latest Army Corps of Engineers survey data on their website at <http://www.nap.usace.army.mil/Missions/Civil-Works/Surveys/Projects/PhiladelphiatoSea/>. If you have any questions regarding the content of this bulletin, please contact the Waterways Management Staff at (215) 271-4814 or the Command Center at (215) 271-4807. Ref LNM 07/17
Chart 12312

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

NEW JERSEY SHOALING

NJ - INTRACOASTAL WATERWAY- SANDY HOOK TO LITTLE EGG HARBOR - MANASQUAN - ATLANTIC CITY

There has been a report of shoaling in the New Jersey Intracoastal Waterway within the channel boundaries in the vicinity of New Jersey Intracoastal Waterway Light 40 (LLNR 35125), to a depth of less than 4 feet 9 inches at mean low water. Ref LNM 05/16
Chart 12312

NJ - INTRACOASTAL WATERWAY- LITTLE EGG HARBOR – CAPE MAY - MANASQUAN - ATLANTIC CITY

Shoaling has been reported in the NJ Intracoastal Waterway (NJ-ICW) between NJ-ICW Daybeacon 159 (LLNR 35640) and NJ-ICW Buoy 161 (LLNR 35649).
Chart 12316

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

Shoaling has been observed in Little Egg Inlet across the channel between Little Egg Inlet Outer LWB LE (LLNR 1100) and Little Egg Inlet Buoy 10 (LLNR 1131) to an average channel depth of 3 feet at MLW. DB BNM 008-17
CHART 12318

PENNSYLVANIA SHOALING

MARYLAND SHOALING

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

A USACE survey conducted on 18 Oct 16 has identified shoaling to a depth of 7 ft at MLLW between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Ocean City Inlet Lighted Buoy 10 (LLNR 4750) and shoaling to a depth of 6 ft at MLLW between Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and Ocean City Inlet Lighted Buoy 12 (LLNR 4757). Ref LNM 43/16, MD-NCR BNM 364-16
Chart 12211

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

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

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

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

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

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

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

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

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

The shoals on the western portion of Slaughter Creek in the vicinity of Holland Point have slowly encroached easterly for most of the federally marked channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4' in between tide cycles. Shoaling to 5' MLW has been observed on the red side of the channel between Slaughter Creek Daybeacon 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17
Chart 12264, 12266

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

A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Daybeacon 4 (LLNR 24595) and Tar Bay Channel Daybeacon 8 (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4' at high tide. Sec MD-NCR BNM 044-17
Chart 12261

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

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

VIRGINIA SHOALING

VA – NANDUA CREEK

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

VA – VIRGINIA INSIDE PASSAGE (VIP)

VIP Day beacon 107 (LLNR 5950) to VIP Day beacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16
Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785), Shoaling to less than 6 ft MLW. HR BNM 104-16
VIP Day beacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14
Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996) LNM 24-13
Oyster Creek Channel Junction Lighted Buoy OC (LLNR 7002/6447) to Oyster Creek Light 10 (LLNR 7025), Shoaling to less than 6ft MLW.
HR BNM 107-16
Chart 12210, 12224

VA - CHESAPEAKE BAY - LYNNHAVEN RIVER EASTERN BRANCH

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

******VA – HAMPTON ROADS – ELIZABETH RIVER CHANNEL – SHOALING******

Shoaling has been reported in the following approximate position in the Elizabeth River Channel, 36 54 22.0168N, 076 20 22.6188W. The shoal extends 115' into the channel, and is approximately 625 feet North of Elizabeth River Lighted Buoy 18 (LLNR 9600). The shallowest sounding was marked at 27.8' MLLW. Currently, a floating pipeline sits almost directly on top of this shoal. For additional information or questions contact **Jeremy Baker, Manson** Dredging Project Engineer, (904) 557-5092. Ref LNM 13/17
Chart 12245

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

Shoaling has been reported to 3 feet between Milford Haven East Buoy 7 (LLNR 14593.5) and Milford Haven East Daybeacon 11 (LLNR 14605). HR BNM 030-15
Chart 12235

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING

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

VA – HAMPTON ROADS - WILLOUGHBY BAY

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

VA – CHESAPEAKE BAY – LYNNHAVEN INLET – LONG CREEK CHANNEL

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

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

Significant shoaling has been identified from USACOE survey dated 07 Sep 2016 in Davis Creek. Shoaling of the channel begins 100 yards south of Davis Creek Channel Light 2 (LLNR 14130) to a depth of 4.9 feet extending across the entire length and width of the channel to 150 yards north of Davis Creek Channel Light 6 (LLNR 14140) with a minimum identified depth of 1.2 feet. Ref LNM 12/17
Chart 12238

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

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

VA – CHESAPEAKE BAY – BACK RIVER – SHOALING

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

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

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

VA – RAPPAHANNOCK RIVER – SHOALING

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

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

An Army Corps of Engineers Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLLW, across the channel from approximately 250 feet North-Northeast of Greenvale Channel Light 2 (LL 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16
Charts 12237

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

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

VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING

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

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

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

VA – RUDEE INLET – SHOALING

The City of Virginia Beach Survey of Rudee Inlet, dated February 6, 2017 indicates shoaling across the channel beginning approximately at the east ends of the North and South Jetty's and extending out eastward approximately 280 feet. Least depths range to 8.8 feet MLLW. Ref LNM 07/17 Chart 12205, 12207, 12208, 12221

NORTH CAROLINA SHOALING

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

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

NC – PAMLICO SOUND BRANT ISLAND SHOAL – SHOALING

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

******NC - BOGUE INLET – SHOALING******

Mariners are advised of extensive shoaling throughout the Bogue Inlet area, Emerald Isle, NC. Significant shoaling has been observed in the vicinity of: Bogue Inlet Lighted Buoy 1 (LLNR 29495); between Buoys 6A (LLNR 29525) and Lighted Buoy 8 (LLNR 29535); and between Buoy 14 (LLNR 29559) and Buoy 15 (LLNR 29560), to depths as low as 1 foot at MLLW. SEC NC BNM 131-17, Ref LNM 13/17 Chart 11541, 11543

******NC - NEUSE RIVER TO MYRTLE GROVE SOUND – BOUGE SOUND – SHOALING******

Shoaling is present in Bogue Sound between Bogue Sound Daybeacon 11 (LLNR 38880) and Bogue Sound Daybeacon 12 (LLNR 38885) to a depth of MLW on the red side of the channel. NC BNM 115-17 Chart 11541

NC – EMERALD ISLE – SWANSBORO COAST GUARD CHANNEL

Shoaling has been reported to 2.6' in the vicinity of Swansboro Coast Guard Channel Buoy 3A (LLNR 29608) and Swansboro Coast Guard Channel Light 5 (LLNR 29645). NC BNM 219-13 Chart 11541

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

Shoaling to 2.6 feet has been reported in the vicinity of New River- Cape Fear River Buoy 99A (LLNR 39548). NC BNM 048-15 Chart 11541

NC - NEUSE RIVER TO MYRTLE GROVE SOUND – BOGUE INLET

Shoaling to 4.5 feet has been reported in the vicinity of Bogue Inlet Lighted Buoy 1 (LLNR 29495), and Bogue Inlet Buoys 2 and 3 (LLNR 29500 and 29505). NC BNM 255-14 Chart 11541

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

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

NC – CURRITUCK BEACH LIGHT TO WIMBLE SHOALS – OREGON INLET

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

NC – NEUSE RIVER TO MYRTLE GROVE – BANKS SLOUGH CHANNEL

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

NC – HATTERAS INLET – SHOALING 8.2

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

NC – CAPE HATTERAS – HATTERAS INLET

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

NC – CAPE HATTERAS – SOUTH FERRY TERMINAL – SHOALING

Shoaling has been reported to 2.6 feet in South Ferry terminal between South Ferry Terminal Lighted Buoy 1SF (LLNR 28699.1) and South Ferry terminal Light 7 (LLNR 28715). NC BNM 031-16, 069-16 Chart 11555

NC – ICW - NEUSE RIVER TO MYRTLE GROVE SOUND – BOGUE SOUND - NEW RIVER (Chart 11541)

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

NC – CAPE HATTERAS – HATTERAS INLET

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

NC – CAPE HATTERS – BAREY SLOUGH

The Coast Guard has received a report of shoaling in the vicinity of Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Mariners are advised to transit the area with caution. NC BNM 713-16
Chart 11555

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

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

NC – CAPE HATTERAS – HATTERAS INLET – SOUTH FERRY TERMINAL

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

NC - NEW RIVER - SHOALING

The Coast Guard was able to partially reestablish New River Inlet with new aids to navigation, but due to continued shoaling to 4 ft at mean low water in the center of the channel, no further aids will be placed at this time. Mariners are advised to proceed with caution while transiting in the area.
Chart 11542

NC – ATLANTIC INTRACOASTAL WATERWAY – NEW RIVER – CAPE FEAR RIVER – SHOALING

The Coast Guard has received a report of severe shoaling IVO New River/Cape Fear River Buoy 121 (LLNR 39597). New River/Cape Fear River Buoy 121 has been relocated to mark best water. Buoys 121A and 122A have been added to improve safe navigation through Masons Inlet. The Coast Guard recommends no two-way traffic passing IVO Masons Inlet due to reduced channel width. NC BNM 740-16, Ref LNM 51/16,
Chart 11541

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

Shoaling to 2.6 feet has been reported in Carolina Beach Inlet from Carolina Beach Inlet Buoy 1 (LLNR 30265) to Buoy 6 (LLNR 30290). NC BNM 659-15, 206-16
Chart 11541

NC – OCRACOKE INLET AND NORTHERN CORE SOUND – OCRACOKE INLET – BIG FOOT SLOUGH

Shoaling has been reported in Big Foot Slough between Big Foot Slough Day beacon 10A (LLNR 29070) and Buoy 11 (LLNR 29070.3) NC BNM 657-15
Chart 11541

NC - MOREHEAD CITY

Shoaling has been reported to 10 feet between Buoys 16 – 17 and to 17 feet between buoys 13 and 15. NC BNM 036-16
Chart 11547

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

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

NC - AICWW SHALLOTTE CROSSING – SHOALING

An area of shoaling has been reported IVO of Buoy 81 (LLNR 40340) in the AICWW near Shallotte Crossing. There is a reported depth of 1.5ft at MLW. Mariners are urged to use caution when transiting this area. NC BNM 699-16
Chart 11534

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

Shoaling has been reported in the AICWW near the intersection of Howards Creek and the AICWW in the vicinity of New River – Cape Fear River Buoy 99A (LLNR 39548).

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

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

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER

Shoaling to 1 foot has been reported in the vicinity of Lockwoods Folly Inlet at Cape Fear River – Littler River Buoy 47 (LLNR 40225). NC BNM 256-16
Chart 11534

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

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland** –
Potomac River - Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on November 10, 2016; vertical clearance of 106.5 feet above mean high water and a horizontal clearance of 250.
Neale Sound – MD-254 (Cobb Island Road) Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 22, 2017; vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet.
- **Washington DC**
Anacostia River – Frederick Douglass Memorial/South Capitol Street (swing) Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 8, 2015; vertical clearance of 42 feet above mean high water and a horizontal clearance of 150.
- **Virginia (Northern)**
Potomac River - Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on November 10, 2016; vertical clearance of 106.5 feet above mean high water and a horizontal clearance of 250.

SECTOR DELAWARE BAY

- **Delaware**
Christina River - An application has been received by the Commander, Fifth District Coast Guard from Delaware Department of Transportation (DelDOT), for proposing construction of a new bridge across Christina River. The proposed bridge will provide a minimum vertical clearance of 14 feet, above mean high water, with a 150-foot wide navigable channel centered in Christina River.
Raccoon Creek – US 130 (fixed) Bridge - proposed new fixed bridge structure to replace (lift) bridge. Permit 2-15-5 signed December 9, 2015.
- **Pennsylvania**
Schuylkill River – Schuylkill River Grays Ferry Pedestrian Bridge – Replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on February 6, 2017; vertical clearance of 26 feet above mean high water (closed position) for swing drawbridge replacement alternative and vertical clearance of 50 feet above mean high water for fixed bridge replacement alternative; both replacement alternatives will provide a horizontal clearance of 75 feet (west) and 65 feet (east), via the existing swing drawbridge horizontal clearances.

SECTOR HAMPTON ROADS

- **Virginia (Southern)**
AICW – Elizabeth River Southern Branch – I-64/High Rise Bridge – VDOT has proposed to replace the existing drawbridge with a new fixed bridge at essentially the same location. The replacement project will modify the existing vertical clearance of the bridge. The charted vertical clearance of the existing bascule bridge in the closed-to-navigation position is 65 feet above MHW with unlimited vertical clearance in the full open position. The proposed replacement will be a fixed bridge that will provide a vertical clearance of 100 feet above MHW. The current horizontal clearance of 125 feet will be maintained for the new fixed bridge.
Elizabeth River (Western Branch) – US Route 17 (Churchland) Bridge - The purpose of this notice is to notify mariners, adjacent property owners, and government agencies that the City of Portsmouth has submitted an application to the Commander, Fifth Coast Guard District, to replace the existing (Churchland) bridge on US Route 17 (High) street across the Western Branch of the Elizabeth River in Portsmouth, VA. The new bridge will have a vertical clearance of 37 feet above mean high water, along with a horizontal clearance of 80 feet. The proposed project will replace the north-bound bridge with a multi-span continuous structure with spliced concrete girders. It will provide for two 12 foot travel lanes, 4 foot wide inside shoulder, an 8 foot wide outside shoulder and a 14 foot wide multi-use path separated from the vehicle lanes by a safety barrier. It is requested that the Coast Guard be provided with navigational information such as the sizes and types of vessels presently owned and operated on the Western Branch of the Elizabeth River as they relate to the proposed vertical and horizontal clearances. Comments should be forwarded to the above address attention **(dpb)** no later than **April 22, 2017**. Copies of **Preliminary Public Notice 5-1371** which describes the proposal in detail can be obtained by calling (757) 398-6227 or by viewing at <http://www.navcen.uscg.gov/?pageName=pnBridges>.

SECTOR NORTH CAROLINA

- **North Carolina**
Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - proposed new fixed bridge structure to replace (swing) bridge. Permit 2-16-5 signed September 27, 2016.
The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet.

Regulations:

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR DELAWARE BAY

- **Delaware** – None

- **New Jersey (Central & Southern)**
NJICW – Barnegat Bay – SR37 (vertical-lift) Bridge – The CG is temporarily modifying the drawbridge operating schedule between December 1, 2015 and March 31, 2018. Over the span of two and half years, the drawbridge will be closed to navigation for three four-month closure periods in the winter months. Extensive replacement of parts and repairs to the bridge necessitate these closures.

- **Pennsylvania** – None
- SECTOR HAMPTON ROADS**

- **Virginia (Southern)** –
- SECTOR NORTH CAROLINA**

- **North Carolina** – None.

Construction, et al:

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**

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

Kent Island Narrows - SR-18B (Main Street) Bridge - Maintenance will be conducted between Monday, February 27, 2017, and Friday, March 31, 2017; Mon-Sun; from 6 p.m. to 6 a.m. Repair and rehabilitation of the bridge will require up to a 25 foot wide work barge restricting no more than half of the 50 foot navigational channel. Maintenance will be conducted from 6 p.m. to 6 a.m., every evening for the entirety of the maintenance period. A minimum of 25 feet of the navigable channel will be reserved for transit. Maintenance personnel, equipment and vessels can relocate in case of an emergency. The vessel may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 569-2353. Mariners should use caution when transiting the area.

Knapps Narrows - MD 33 Bridge - Inspection will be performed between March 20, 2017, and March 31, 2017, from 8 a.m. to 5 p.m. Testing of the movable span will include multiple openings. The underside of the bridge will be accessed from the top of the bridge utilizing a snooper truck. A work boat will assist with the inspection effort; the crew will relocate from the movable span and channel upon request. The bascule span will be opened upon request for passage from waterborne vessels. Mariners should use caution when transiting the area.

Bear Creek - MD 157/Peninsula Expressway Bridge - Inspection will be performed between March 20, 2017, and March 31, 2017, from 8 a.m. to 5 p.m. Testing of the movable span will include multiple openings. The underside of the bridge will be accessed from the top of the bridge utilizing a snooper truck. A safety boat will also be used throughout this portion of the inspection and relocate from the movable span and navigation channel upon request for passage from waterborne vessels. The bascule span will be opened upon request for passage from waterborne vessels. Mariners should use caution when transiting the area.

Weems Creek - MD 436 Bridge - Inspection will be performed between March 20, 2017, and March 31, 2017, from 8 a.m. to 5 p.m. Testing of the movable span will include multiple openings. The underside of the bridge will be accessed from the top of the bridge utilizing a snooper truck. A safety boat will also be used throughout this portion of the inspection and relocate from the movable span and navigation channel upon request for passage from waterborne vessels. The bascule span will be opened upon request for passage from waterborne vessels. Mariners should use caution when transiting the area.

- **Washington DC** –

Potomac River - Francis Scott Key (fixed) Bridge - DDOT has completed a design for rehabilitation. This work commenced in May 2015 and is scheduled to continue for two years (OOA May 2017). Most of the work has to do with repairing cracks on the concrete arches, floor beams, piers and abutments, and repairing some deterioration of the underside of the bridge deck.

Potomac River – Washington DC Long Bridge – Maintenance will be performed on the bridge between March 10, 2016 and March 28, 2017. There is no pier work or work over the navigational channel. Mariners should use extreme caution when transiting the area.

Anacostia River - 11th Street (Martin Luther King Jr. Avenue SE) Bridge – An underwater inspection will be conducted between February 20, 2017 through March 31, 2017; M-F; from 7 a.m. to 4 p.m. A 25 foot work vessel and dive team will be operating under and in the vicinity of the bridge to provide access for inspection. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request. The vessel may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 243-4067. Mariners are requested to notify the project foreman at least 20 minutes prior to navigation through the bridge and should use caution when transiting the area.

- **Virginia (Northern)** - None

SECTOR DELAWARE BAY

- **Delaware**

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

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

Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution.

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

Great Egg Harbor Bay - Garden State Parkway (southbound) Bridge – Demolition of the old bridge will be performed from November 1, 2016 until February 28, 2018, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. One to three 40-foot wide barges will be placed in the navigation span from November 21, 2016, until January 15, 2017, limiting the approximate horizontal clearance through the navigation span to between 30 feet and 110 feet. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. A work trestle situated at the southwest end of the Garden State Parkway Bridge erected in 2013 in connection with the construction of the new southbound structures will be used for equipment staging and debris removal. Mariners should use extreme caution when transiting the area.

Great Egg Harbor Bay - Garden State Parkway (Northbound) Bridge - Maintenance will be performed from November 1, 2016, until February 28, 2018, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. Bridge work will include superstructure removal and replacement, deck repair and resurfacing, parapet replacement, substructure repairs, and fender replacement. A work platform extending approximately 2 feet below low steel of the bridge will be installed over the middle portion of the bridge, reducing the vertical clearance of the navigation span to approximately 48 feet. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. Mariners should use extreme caution when transiting the area.

Delaware River - Interstate 276/Delaware River Turnpike Bridge - Repainting and miscellaneous improvements will be performed from mid-November 2015 through December 31, 2017. All work on the bridge superstructure will be performed 7 am to 7 pm during the week and 6 am to 6 pm on the weekends. The overhead work will never occupy more than 55% of the channel and will reduce the vertical clearance by 5 ft. The construction company can be contacted at 856-429-3400. Mariners should use extreme caution when transiting the area.

Tuckahoe River - Route 50/State Highway Bridge - Mariners are advised of continued demolition work. The next stage of demolition work will include removal of the bridge superstructure, abutment walls, fender system and the bascule piers from 7:00 a.m. to 3:30 Monday through Friday, from September 2016 through January 2017. Mariners should adjust their transits accordingly. Construction is complete, waterway survey in process.

Delaware River - Burlington-Bristol Bridge - Maintenance will be conducted between Wednesday, December 7, 2016, through Wednesday, April 19, 2017; M-F; from 7 a.m. to 7 p.m. and from 6 a.m. to 6 p.m. on weekends. Repair and rehabilitation of the bridge will require scaffolding to extend roughly five feet below the bridge outside of the navigable channel for the entirety of the maintenance period. Mariners should use caution when transiting the area.

Manahawkin Bay (NJICW) - Route 72 Bridges – Bridge construction continues until May 2019. The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above mean high water and a horizontal clearance of 100 feet between fender systems. In addition to bridge construction, marine construction operations include installation and removal of work trestles, caissons and cofferdams, bridge scaffolding and false work, as well as demolition of portions of the existing bridge not utilized in the new bridges. A containment system will be installed on the old bridge within the navigation span in March 2017, extending 4 feet below low steel, reducing the vertical clearance to approximately 51 feet above mean high water. This containment system will remain in place for approximately 3 months until June 30, 2017, when demolition of the old bridge is complete. Vessels may contact the demolition crew supervisor at (732) 751-2088 or (732) 751-2020. Vessels and barges will be used during marine construction and will monitor VHF-FM channel 13. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should use caution when transiting the area.

Manasquan River - New Jersey Coast Line's Brielle Viaduct –Bridge maintenance will require the bridge to be maintained in the closed-to-navigation position from 2 a.m. until 7 p.m. from April 1, 2017, through April 9, 2017. During the closure periods, the bridge will open on signal if at least 15 minutes notice is given. Vessels able to pass through the bridge in the closed position may do so at any time. Mariners should adjust their transits accordingly and use caution when transiting the area.

Salem Canal - Munson Dam (60-inch water line) Bridge -Repairs will be conducted from March 27, 2017, through September 01, 2017; M-F, from 7 a.m. to 3:30 p.m. To facilitate repairs, a crane barge will be on-scene to assist with the demolition and construction of concrete pilings. The Project Foremen and crane barge will be monitoring VHF Channels 13 and 16. Mariners are urged to minimize wake and use caution when transiting the area.

NJICW - Barnegat Bay - Thomas Mathis Bridge (SR37) – Bridge maintenance will require the bridge to be maintained in the closed-to-navigation position from 8 p.m. on March 31, 2017, to 8 p.m. on April 21, 2017. The vertical clearance of the bridge in the closed position is 30 feet above mean high water and vessels able to safely pass through the bridge in the

closed position may do so at any time. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area.

- **Pennsylvania –**

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

Delaware River - Interstate 276/Delaware River Turnpike Bridge - Repainting and miscellaneous improvements will be performed from mid-November 2015 through December 31, 2017. All work on the bridge superstructure will be performed 7 am to 7 pm during the week and 6 am to 6 pm on the weekends. The overhead work will never occupy more than 55% of the channel and will reduce the vertical clearance by 5 ft. The construction company can be contacted at 856-429-3400. Mariners should use extreme caution when transiting the area.

Delaware River - Burlington-Bristol Bridge - Maintenance will be conducted between Wednesday, December 7, 2016, through Wednesday, April 19, 2017; M-F; from 7 a.m. to 7 p.m. and from 6 a.m. to 6 p.m. on weekends. Repair and rehabilitation of the bridge will require scaffolding to extend roughly five feet below the bridge outside of the navigable channel for the entirety of the maintenance period. Mariners should use caution when transiting the area.

SECTOR HAMPTON ROADS

- **Virginia (Southern)**

AICW – Elizabeth River Southern Branch – Dominion Blvd Replacement (fixed) Bridge Project – Contractors have installed the permanent beam and construction continues through March 2017. The fixed height is at 95 feet above MHW. The old steel (basculer) bridge spans have been completely removed.

Lynnhaven Inlet – US 60/John A. Lesner (fixed) Bridge – Work is in progress through June 2017 for a new replacement bridge at essentially the same location. The new bridge will have a vertical clearance of 45 feet above MHW, along with a horizontal clearance of 150 feet between face of the fenders. A dredge material placement site will be located southwest of the existing bridge, adjacent to the boat ramp facility and used as a staging area. The contractor will access the lay down and staging area via the waterway through a proposed temporary bulkhead.

Carter Creek - SR 3 (Route 200) bridge -Maintenance will be conducted September 19, 2016 through May 3, 2017; 24 hours a day; 7 days a week. The vertical clearance of the bridge will be reduced to approximately 17 feet above mean high water. A work platform will be attached to the underside of the bridge. Quick flashing red lights will be positioned to mark the bottom of the work platform used under the bridge. Legible signs will be erected on the existing fender system for awareness of reduced vertical clearance. Maintenance personnel, equipment will not be able to relocate from the navigable channel, upon request. The project foremen can be reached at (410) 299-0586 or (410) 913-4028 and may be reached on VHF-FM channel 13. Mariners should use caution when transiting the area.

Rappahannock River - US 360 (Downing Bridge) bridge - Maintenance will be conducted September 19, 2016 through May 3, 2017; 24 hours a day; 7 days a week. The vertical clearance of the bridge will be reduced to approximately 47 feet above mean high water. A work platform will be attached to the underside of the bridge. Quick flashing red lights will be positioned to mark the bottom of the work platform used under the bridge. Legible signs will be erected on the existing fender system for awareness of reduced vertical clearance. Maintenance personnel, equipment will not be able to relocate from the navigable channel, upon request. The project foremen can be reached at (410) 299-0586 or (410) 913-4028 and may be reached on VHF-FM channel 13. Mariners should use caution when transiting the area.

Rappahannock River - SR 3 (Robert O. Norris Jr.) bridge - Maintenance will be conducted between October 3, 2016 through November 2017; 24 hours a day; 7 days a week. A containment system will be installed over the entire length of the bridge extending 4 feet below low steel. The vertical clearance of the bridge will be reduced by 4 feet, to approximately 106 feet above mean high water. A work platform will be attached to the bridge. Maintenance personnel, equipment, two barges and work vessels will be in the vicinity of the bridge. Quick flashing red lights will be positioned no more than 10 feet apart and on all corners, to mark the bottom of the work platform used attached to the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (804) 577-0049 or (216) 235-3933. Mariners should use caution when transiting the area.

James River - James River Bridge - Maintenance has already commenced and is scheduled to be completed June 30, 2017. The workers will be on-scene 24 hours; M-F. The project foreman can be reached at (804) 520-9766. The maintenance will not affect operations of the movable span or restrict the height or width of the main navigational channel. Mariners should use caution when transiting the area.

Elizabeth River, Southern Branch - I-64 High Rise Bridge - Maintenance will be conducted from December 30, 2016 to August 17, 2017; Monday through Saturday from 7 a.m. to 5 p.m. Repair and rehabilitation of the bridge will occur. A barge and work boats will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (804) 520-9766. Mariners should notify the work foreman no less than one hour prior to navigating through the area and should use caution when transiting the area.

Diascund Creek – Newport News Waterworks Pipeline Bridge - Maintenance has been conducted from July 1, 2016 and will continue through April 30, 2017; Monday-Friday; from 7 a.m. to 4 p.m. Repair and rehabilitation of the bridge will continue to occur. A barge and work vessels have been and will continue to be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will continue to relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (757) 436-2897 or (757) 621-4931. Mariners should notify the work foreman no less than 24 hours prior to navigating through the area and should use caution when transiting the area.

Chincoteague Channel - SR 175 Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate the biennial inspection of the bridge. The bridge will be maintained in the closed position from 11 a.m. through 2 p.m. on Thursday, April 6, 2017. The bridge will be able to open for an emergency, if at least 30 minutes notice is given. Vessels requesting an emergency opening may contact the on-site bridge tender at (757) 336-1281. Mariners able to pass under

the closed span (15 feet above Mean High Water) may do so, and all others should adjust their transits accordingly. Mariners should use caution when transiting the area.

SECTOR NORTH CAROLINA

- **North Carolina**

Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Work is in progress through May 31, 2017 for construction of a high-level fixed bridge relocated between Radio Island and Michael J Field in Carteret County. When completed, the new high-level fixed bridge will have a vertical clearance of 65 feet above MWH, along with a horizontal clearance of 100 feet between pile bents. The construction operation will include in-water work involving pile driving, concrete placement, girder setting, and concrete deck installation with post tensioning. Tugboats and barges will be used and will monitor VHF channel 13 in the event that mariners need to contact the contractor. Waterway closures are being planned.

Cape Fear River – Wilmington Bypass (fixed) Bridge – Construction of new highway bridge in Brunswick and New Hanover Counties, NC. When completed, the Cape Fear River Bridge will have a vertical clearance of 64 feet at mean high water and a horizontal clearance of 160 feet. Work barges and structures will be located along the sides of the waterway through December 2016. The channel shall remain open to navigation.

Oregon Inlet - Herbert C. Bonner Bridge – Construction activities for the replacement bridge will begin on March 7, 2016 and are expected to finish on August 30, 2019. Work will be on-going 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. A work trestle/loading dock will be constructed approximately 200 yards south of the southeastern end of the existing Bonner Bridge, on the southwest side of South Point in Pamlico Sound, extending 150 feet southwesterly from the shoreline and terminate at approximately 35.766 N, 75.526 W. Running parallel to the dock will be a 245 foot breast-line comprised of eight 36-inch hollow pipe piles spaced fifty feet apart, to be used for mooring purposes. The breast-line will begin near shore and terminate at approximately 35.765N, 75.527 W. Each pile will be lit by a flashing white light. PCL Civil Constructors tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>.

Cape Fear River - US 17/Wilmington Bypass Bridge - Construction activities begun on November 21, 2013 and are expected to be finished May 2017. When completed, the US 17/Wilmington Bypass Bridge will have a vertical clearance of 64 feet above mean water and a horizontal clearance of 160 feet. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety bulletins. Work barges and work boats are operating or stationed in and around the vicinity of the new bridge. Balfour Beatty Infrastructure, Inc.'s vessels will be monitoring VHF-FM channel 13 when work is in progress or when vessels are operating in the area. The NCDOT project engineer may be contacted at (910) 251-2691 or (757) 705-5246 and Balfour Beatty Infrastructure Inc.'s Site Supervisor may be contacted at (910) 231-3447 or (910) 632-2995. Mariners should use extreme caution when transiting the area.

Toomers Creek - US 17/Wilmington Bypass Bridge - Construction activities begun on November 21, 2013 and are expected to be finished November 2017. When completed, the US 17/Wilmington Bypass Bridge will have a vertical clearance of 26 feet above mean water and a horizontal clearance of 48 feet. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety bulletins. Work barges and work boats are operating or stationed in and around the vicinity of the new bridge. Balfour Beatty Infrastructure, Inc.'s vessels will be monitoring VHF-FM channel 13 when work is in progress or when vessels are operating in the area. The NCDOT project engineer may be contacted at (910) 251-2691 or (757) 705-5246 and Balfour Beatty Infrastructure Inc.'s Site Supervisor may be contacted at (910) 231-3447 or (910) 632-2995. Mariners should use extreme caution when transiting the area.

FUTURE PROJECTS:

Permits/Construction:

- **Maryland**

Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge, which will be completed winter of 2015. They'll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).

- **Washington, DC** –

Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge.

- **Virginia (Northern)** - None

- **Delaware** – None

- **New Jersey (Central & Southern)** - None

- **Pennsylvania** – None

- **Virginia (Southern)** – None

- **North Carolina**

Mid-Currituck Sound (fixed) Bridge – Proposed new fixed structure in final review of the design.

Perquimans River – US 17 business (fixed) Bridge – Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package.

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.

Regulations:

- **Maryland** – None
- **Washington, DC** – None
- **Virginia (Northern)** – None
- **Delaware** – None
- **New Jersey (Central & Southern)** – None
- **Pennsylvania** –
Delaware River – Conrail Railroad Bridge (Delair, NJ) – Remote Operation Test Deviation.
Coast Guard currently evaluating incorporation of AIS into the bridge remote operations system.
- **Virginia (Southern)** - None
- **North Carolina** – None

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

****DE – NJ – DELAWARE RIVER – MARCUS HOOK – DREDGING****

The Army Corps of Engineers Dredge McFarland will be conducting dredging in the shoaled area of Marcus Hook Range, in the Delaware River, from Mar 20 through **May 31, 2017**. The shoaling is reportedly in the main navigation channel beginning on the Pennsylvania side at Marcus Hook Range Lighted Buoy 9M (LLNR 3210), traveling southwest into the channel at centerline and on the New Jersey side for 1500 yards. Ref LNM 13/17 Chart 12312

PA – DELAWARE RIVER – FORT MIFFLIN TANK FARM TERMINAL – CONSTRUCTION

Commerce Construction Corporation will be performing dock construction work on the Sunoco Logistics Dock B in the Delaware River at the Fort Mifflin Tank Farm Terminal, Fort Mifflin, PA on the North side of the Mifflin Range of the Delaware River, in approximate position 39 52 1, 75 13 00. The work will be complete by **Jun 30, 2017**. Contact Jon Wall at 856-241-0300 or jonwall@commerceconstruction.com for questions. Ref LNM 09/17 Chart 12312

PA – DELAWARE RIVER – MARCUS HOOK, PA – DOCK CONSTRUCTION

Commerce Construction Corporation crane barge SAMSON will be performing dock construction work on the Sunoco logistics dock #1A in the Delaware River at the Marcus Hook industrial complex, Marcus Hook, PA. Work is expected to be completed on or about **30 June, 2017**. Ref LNM 05/16 Chart 12312

PA – DELAWARE RIVER – CRITICAL LIFT OPERATIONS

Mariners are advised that the crane barge SAMSON will be conducting critical lift operations in the Delaware River, in Marcus Hook, PA from February until **30 June, 2017**. Ref LNM 08/16 Chart 12312

****NJ – ABSECON INLET – MOBILIZING EQUIPMENT - DREDGING****

Starting approximately 30 Mar and continuing until approximately 15 Apr 2017, Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Absecon Inlet, Atlantic City, NJ. Starting approximately 12 Apr and continuing until approximately **15 May 2017** the hydraulic dredge C.R. McCaskill and attendant plant will be operating in the Absecon Inlet Channel area. For additional information contact Project Manager(s) on-site: PM, Doug Nelson - (985) 237-9667 (mobile), denelson@weeksmarine.com, East Coast Manager, Mr. Joe Mazzarella - (985) 273-1152 (mobile), jmazzarella@weeksmarine.com. Ref LNM 13/17 Chart 12318, 12316

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

Mariners are advised that marine work consisting of several activities including but not limited to temporary cofferdam construction, superstructure erection and demolition are in progress through **Dec 2018** for the replacement of the existing southbound bridges carrying the Garden State Parkway, and rehabilitation of the northbound bridges carrying the Garden State Parkway. Ref LNM 03/16 Chart 12316

NJ – GREAT CHANNEL - STONE HARBOR – DREDGING

Stevenson Environmental Services will be conducting dredging operations in the Great Channel, in Stone Harbor, NJ from Sep 20, 2016 through **Mar 30, 2017**. Dredging will be located in the South Basin, Snug Harbor, Stone Harbor, Pleasure Bay, Carnival Bay, Sanctuary Bay, Paradise Bay, Stone Harbor Hole, and access channels. Dredging is being completed with a mechanical dredge, 24 hours a day, 7 days a week. Ref LNM 37/16 Chart 12316

NJ – SEACOAST – TOWNSENDS INLET TO HEREFORD INLET – BEACH NOURISHMENT

Great Lakes Dredge and Dock Company will be conducting beach nourishment operations between Townsends Inlet and Hereford Inlet between Feb and **May 2017**. Material will be dredged from two borrow areas less than 1 Nm offshore located in Hereford Inlet and Townsends Inlet. Dredge Texas, Derrick "64", GL110 Anchor Barge, Tug Brangus, and tending tug Gulf Dawn will be on scene. Operations will be conducted 24hr/day, 7 day/week. Contact Stuart Hilgendorf (443) 831-0785, SHilgendorf@gldd.com for questions. LNM 04/17 Chart 12316

NJ – NJICWW – GRAVENS THOROFARE – WHALE HARBOR – DREDGING

Mobile Dredging & Video Pipe Inc will be performing maintenance dredging beginning on or about Feb 24 and continuing through **Mar 30, 2017**. Dredging operations will start in Gravens Thorofare at approximately 39 05 44N, 074 44 40W. Then proceed toward Long Reach South and conclude in Whale Harbor. The dredging will be performed by the cutter suction dredges D-14 and D-40 assisted by the vessels WB-28 and WB-33. The dredge and other associated vessels will monitor VHF-FM channels 6, 13 and 16. Ref LNM 11/17 Chart 12316

NJ – CAPE MAY - CAPE MAY INLET – DREDGING AND BEACH NURISHMENT

Great Lakes Dredge & Dock Company will be conducting dredging and beach nourishment operations in the area off Cape May Point and Cape May Inlet. The hopper dredges DODGE ISLAND and PADRE ISLAND will be on scene and will be pumping sand from borrow areas off shore to the beach via floating and submerged pipelines which will be marked with floating yellow can buoys with flashing yellow lights. Work will continue through **Mar 2017**. For more information contact Cameron Whitmore 630-819-9371. Ref LNM 04/17 Chart 12317

NJ – DELAWARE BAY – FORTESCUE CREEK – DREDGING

Wickberg Marine Contracting (WMC), Inc. is currently in the process of mobilizing to commence maintenance dredging of Fortescue Creek in Downe Township, Cumberland County, New Jersey, and intends on commencing dredging operations on or about 07 Jan until **15 Apr 2017**. WMC's personnel will monitor VHF Channels 16 and 13 and requests a minimum of forty-five (45) minutes of advanced notice if the channel is blocked so that there is sufficient time to safely relocate the anchors and move the dredge off of station. The dredge may also be contacted by calling 732-558-1479. For question contact Mr. Richard Wickberg at 732-558-1479 or Mr. Rioux at 908-295-6507 or triaux@riouxengineering.com. Chart 12304

MD – CHOPTANK RIVER ROUTE 331 DOVER ROAD – BRIDGE REPLACEMENT

McLean Contracting Corporation will commence construction a new bridge just south of the existing Dover Road Route 331 Bridge until **Nov 2017**.
Ref LNM 39/14
Chart 12268

MD – CHESAPEAKE BAY - APPROACHES TO BALTIMORE HARBOR – MIDDLE RIVER - COWPEN CREEK & DARK HEAD COVE – DREDGING AND MARINE CONSTRUCTION PROJECT

Dredging and bulkhead installation operations are scheduled to continue in Cowpen Creek and Dark Head Cove (Martin Lagoon) until Feb 2017. A turbidity curtain is located within the navigable channel that will impede vessel access to Dark Head Creek. Contact McLean Contracting Company vessel WB 29 on VHF-FM Channel 78. Tetra Tech, Inc. has established three yellow lighted data buoys to monitor water quality during the project in Dark Head Cove & Cowpen Creek, which directly open into Dark Head Creek. Completion is estimated to be **Apr 2018**, Ref LNM 49/16
Chart 12278

MD – BALTIMORE HARBOR – FERRY BAR, BREWERTON ANGLE AND CRAIGHILL CHANNELS – DREDGING

Great Lakes Dredge and Dock Company will be conducting dredging operations in Baltimore Harbor and Ferry Bar Channel, Brewerton Angle Channel, Craighill Angle Channels from Feb 1 thru **20 Apr 2017**. Work will be conducted 24 hours a day, seven days a week. The dredges and support vessels may be contacted on VHF-FM channels 5, 13 and 14. Contact Rafael Castillo at 630-842-7009 or rmcastillo@gldd.com. Ref LNM 05/17
Chart 12280

MD – CHESAPEAKE BAY – ESTERN BAY – POPLAR ISLAND NARROWS – DREDGING

Cottrell Contracting Corporation of Chesapeake, VA Dredge *Marion* will be conducting dredging operations on the Lateral Expansion Project of Poplar Island, Maryland. Operations will be conducted between Poplar Island Narrows Daybeacon 6 (LLNR 25975), Eastern Bay Entrance Buoy 2 (LLNR 26005) and the north point of Poplar Island. Operations will begin on 1 Mar and run until approximately **15 Jun 17**. Ref LNM 09/17
Chart 12270, 12266

MD – CHESAPEAKE BAY – EASTERN BAY – POPLAR ISLAND NARROWS – DREDGING

Cottrell Contracting Corporation of Chesapeake, VA Dredges *Marion* and *Lexington* will be conducting dredging operations on the Lateral Expansion Project of Poplar Island, MD. Operations will be conducted between Poplar Island Narrows Daybeacon 6 (LLNR 25975), Eastern Bay Entrance Buoy 2 (LLNR 26005) and the north point of Poplar Island. 1 Mar and **15 Jun 2017**. Ref LNM 11/17
Chart 12270, 12266

MD – POPLAR ISLAND – DREDGING

Norfolk Dredging Company dredges Chesapeake and Charleston will be conducting dredging operations in the vicinity of the north east corner of Poplar Island MD from 31 Jan to **1 Jun 2017**. Work will be conducted 7 days a week, 24 hours a day. The dredges operators will be standing by on channels 13 and 16. Contact the dredges 30 minutes prior to passage. Ref LNM 05/17
Chart 12270, 12266

MD – CHESAPEAKE BAY – HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY – WICOMICO RIVER – DREDGING

Dredging and surveying operations lower section of the Wicomico River federal navigation project, from Feb 2017 to **15 Apr 2017**. Dredging will take place within the Wicomico River Channel, between Webster Cove, Mount Vernon, MD and the Chesapeake Bay. Material will be transported by pipeline to a site at Ellis Bay Wildlife Refuge. Marine Construction dredge VORACIOUS via marine band radio VHF-FM channels 13 and 16. Ref LNM 05/17
Chart 12261

DC – UPPER POTOMAC RIVER - WASHINGTON CHANNEL

Dockside demolition/bulkhead repair until **Dec, 2020**. Ref: LNM 12/14
Chart 12289

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

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

******VA – HAMPTON ROADS – CRANEY ISLAND – ATLANTIC OCEAN CHANNEL DREDGING******

Manson Construction Co will be constructing dikes extending eastward off Craney Island Dredged Material Management Area. The Glenn Edwards will be dredging in the Thimble Shoals Channel to provide material that will be pumped to the site from approximate position 36°54'19.80"N 76°20'32.19"W, along side of the Norfolk Harbor Channel. Operations will be conducted 24 hours a day, 7 days a week until **31 Mar 2017**. Ref LNM 52/16
Chart 12245, 12222

VA – CHESAPEAKE BAY ENTRANCE – LYNNHAVEN INLET – BRIDGE DEMOLITION

McLean Contracting will begin demolition of the existing John A. Lesner Bridge on US 60 over the Lynnhaven Inlet in Virginia Beach. Periodically barge mounted cranes and / or barges will be blocking a portion of the channel. Short term channel closures (two hours maximum) may be utilized if it is deemed unsafe to have marine traffic passing under the bridge during certain activities. This work is expected to last until early **Mar 2017**.
Charts 12254, 12222

VA – HAMPTON ROADS – WILLOUGHBY SPIT BEACH NOURISHMENT – THIMBLE SHOAL AUXILIARY CHANNEL DREDGING

Great Lakes Dredge & Dock Company will commence mobilization activities on or around Feb 13, 2017 for Willoughby Spit Beach Nourishment. The rafts of pipeline will be assembled at Craney Island. Mooring of Derrick barge, Anchor Barge, pipeline and additional auxiliary equipment will be staged offshore of East Ocean View, VA. Submerged pipeline will be placed in several areas extending from offshore Chesapeake Bay to the beach, from Little Creek Inlet to Willoughby Spit. The hopper dredges M/V DODGE ISLAND and M/V PADRE ISLAND will commence dredging operations in the north Thimble Shoal Auxiliary Channel the south Thimble Shoals Auxiliary Channel late Feb 2017 until **May 2017**. Dredged material will be pumped to the beach through various submerged pipelines landing on the beach from Little Creek to Willoughby Spit. Ref. LNM 07/17
Chart 12245, 12254

VA – YORK RIVER – CHEATHAM ANNEX – DIVING AND CRANE OPERATIONS

Precon Marine Inc. will be performing Diving and Crane operations from work boats, work platforms and a 60' by 120' barge at the "CAD A" pier located at the US Navy Base, Cheatham Annex from 31 October 2016 until **1 Nov 2017**. The onsite barge superintendent will monitor and answer VHF-FM channels 13 and 16, and can be reached at 757-754-0767. Ref LNM 43/16 Chart 12241

VA – CHESAPEAKE BAY – ELIZABETH RIVER – MIDTOWN TUNNEL CONSTRUCTION

SKW Constructors construction operations of new Midtown Tunnel, channel restrictions, temporary buoys established, barge traffic. **Until further notice.** Ref LNM 33/14, 33/15 Chart 12253

VA – YORK RIVER – CHEATHAM ANNEX – DIVING AND CRANE OPERATIONS

Precon Marine Inc. will be performing Diving and Crane operations at the "CAD A" pier located at the US Navy Base, Cheatham Annex until **1 Nov 2017**. The work will consist of installing concrete pile jackets with divers and pile driving operations with a floating crane. Make contact with Naval Station Yorktown prior to approaching the pier. The onsite superintendent will monitor VHF-FM channels 13 and 16, and can be reached at 757-754-0767. Chart 12243, 12238

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

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

NC – GALLANTS CHANNEL – BRIDGE CONSTRUCTION

Take caution and proceed slowly when approaching the construction site of the New Gallant's Channel Fixed Bridge, over the Gallants Channel in Beaufort, NC. All vessel traffic can expect delays and should adjust voyage plans accordingly. The Orion Marine Construction onsite work supervisor can be contacted on VHF channel 13 and telephone at (813) 334-0208. Ref LNM 12/16 Chart 11545

NC – MOREHEAD CITY INNER HARBOR – DREDGING

Dredge Rockbridge will be dredging in Morehead City Inner Harbor, NC. Work will consist of dredging north of Morehead City Channel Lighted Buoys 23, 24, 25, 27, Bogue Sound DBN 1B, Morehead City Harbor Channel Junction Light MC, Morehead City Harbor Channel DBN 3, within Range C, the East, West & Northwest Legs adjacent to the NC State Port Authority. Work will continue until **Apr 15, 2017**. Chart 11547

NC – MOREHEAD CITY HARBOR – BEAUFORT INLET CHANNEL – DREDGING

Great Lakes Dredge and Dock Company will begin dredging in Beaufort Inlet on 24 Mar and continue until the end of **Apr 2017**. The Dredge Illinois and Auxiliary Equipment will be on site. The Booster Pump Reggie will be placed in Beaufort Inlet during this period, and the booster and pipeline will remain in place until the demobilization of the entire project (approx. May 15th, 2017). Pipeline will be put ashore along Atlantic Beach for beach filling operations. For questions contact David J. Horne Project Manager (630) 640-6438 DJHorne@gldd.com or Matt McCarthy Project Engineer (630) 408-0947 MMcCarthy@gldd.com. LNM 12/17 Chart 11547, 11545, 11541

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

Southwind Construction Corp. will be conducting dredging operations in the Atlantic Intracoastal Waterway, Carolina Beach Inlet Crossing, New Hanover County NC, in the vicinity of New River – Cape Fear River Buoy 154 (LLNR 39725) with fill placement on Carolina Beach. Dredging will be conducted from Mar 29 to **Apr 23, 2017**. The dredge WILKO and workboats Proud Mary and Miss Leanne David Lynn will be on scene and may be contacted on VHF-FM channels 13 and 16. For more information contact Jim Barton at 812-455-8861. Ref LNM 13/17 Chart 11534

NC – CAPE FEAR RIVER – ENTRANCE CHANNEL – DREDGING

Manson Construction Company Hopper dredge Newport will be conducting dredging operations in Baldhead Shoal Channel (Reach 3), Cape Fear River Entrance Channel from approximately Cape Fear River Buoy 10 (LLNR 30360) to approximately 2,000 feet outbound of Cape Fear River Buoy 8 (LLNR 30350) from 3 Mar to **31 Mar 2017**. Disposal of dredged sediments will be at the Ocean Dredged Material Disposal Site Disposal Zone. Contact Jay Mays/Paul Rubin – Dredge Captains (Newport) 206-696-2008 or Juan Valdez – Assistant Operations Manager, 904-697-6099. Ref LNM 09/17 Chart 11537

NC – CAPE FEAR RIVER-CAPE FEAR TO WILMINGTON – BRIDGE CONSTRUCTION

Balfour Beatty Infrastructure Inc, on behalf of NC DOT, is constructing a new bridge, US 17/Wilmington Bypass Bridge, over Cape Fear River, mile 35.5, in between Brunswick and New Hanover Counties near Wilmington. Construction activities are expected to be finished **May, 2017**. Work barges and work boats are operating or stationed in the vicinity may be contacted on VHF-FM channel 13. For questions contact the NC DOT project engineer at (910) 251-2691 or (757) 705-5246 and Balfour Beatty Site Supervisor at (910) 231-3447 or (910) 632-2995. Ref LNM 09/17 Chart 11537

NC – CAPE FEAR RIVER – BALD HEAD CHANNEL REACH 3 – BATTERY ISLAND AND SOUTHPORT CHANNELS – DREDGING

Weeks Marine Inc. Dredging Operations have been completed at Holden Beach project. Demobilization activities will occur until approximately **28 March 2017**. The dredges 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. If you have any question or require additional information contact Miguel Cruz at (985) 875- 2564, macruz@weeksmarine.com or contact Project Manager Dave McNeill (985) 237-5069, dcmcneill@weeksmarine.com.

NC – INTRACOASTAL WATERWAY – CAPE FEAR RIVER TO LITTLE RIVER - SHALLOTTE INLET – DREDGING

Southwind Construction Corp. will be conducting dredging operations in the Atlantic Intracoastal Waterway, Shallotte Inlet Crossing, Tangent 19, Brunswick County NC in the vicinity of Cape Fear River - Little River Buoys 80A (LLNR 40337) 82 (LLNR 40345) and will be pumping the dredged material to Ocean Isle Beach. Dredging will be conducted from March 20 to **April 9, 2017**. The dredge WILKO and workboats Proud Mary and Miss Leanne will be on scene. For more information contact David Lynn at 812-455-1770 or Jim Barton at 812-455-8861. Ref LNM 11/17 Chart 11534

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

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

The U.S. Naval Academy will sponsor its annual Safety-at-Sea Seminar on the Severn River adjacent to the U. S. Naval Academy on Saturday, **April 1, 2017**, from 11:45 a.m. to 1:30 p.m. The event includes on-water activities involving small boats and other vessels, a low-flying helicopter and pyrotechnics demonstrations. As described in 33 CFR Section 100.501, a Regulated Area is established for all waters of the Severn River, from shoreline to shoreline, bounded to the northwest by the Naval Academy (SR-450) Bridge and bounded to the southeast by a line drawn from Triton Light (LLN-19780) at latitude 38°58'53.0" N, longitude 076°28'34.4" W thence easterly to Carr Point, MD at latitude 38°58'58.7" N, longitude 076°27'38.9" W. The regulated area will be enforced from 11 a.m. to 2 p.m. on April 1, 2017. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. The marine event patrol and Patrol Commander may be contacted on marine band radio VHF-FM channel 16. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. Mariners are urged to schedule their transits on this waterway beyond the enforcement times. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12282, 12283

MD – CHESAPEAKE BAY – SEVERN RIVER - ROWING COMPETITION

An annual intercollegiate rowing competition is scheduled to occur on the Severn River at Annapolis, MD on Saturday, **April 8, 2017**, from 6:25 a.m. to 9:15 a.m. The 2,000-meter marked rowing course is located between Severn River Light 2 (LLNR 19945) and the entrance to College Creek; an alternate course, if necessary, is located between Severn River Light 2A (LLNR 19950) and Severn River Light 2 (LLNR 19945). Mariners are urged to use caution and remain alert for other watercraft when transiting the area, proceed at the minimum speed necessary to maintain a safe course that minimizes wake while operating near the race course, and heed the directions of official patrol vessels, which can be contacted on marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2674 or (410) 576-2693. Charts 12282, 12283

VA – CHESAPEAKE BAY – ELIZABETH RIVER

Mariners are advised that the Portsmouth Boat Club Barnacle series races will occur in the Elizabeth River from Lambert Bend to Town Point Reach. These events will take place on April 14, 21 and 28, 2017; may 5, and 12, 2017; June 30, 2017; July 4, 14, 21, 28, 2017; august 4, 2017; September 1, 8, 15, 22 and 29, 2017, beginning at 5:45 p.m. and ending at 8:30 p.m. Races that are scheduled for May 20 and **October 7, 2016** will begin at 9:30 a.m. and end at 12:30 p.m. Mariners are requested to use caution when transiting the area.

VA - CHESAPEAKE BAY - HAMPTON BAR - HAMPTON FLATS

The Hampton Yacht Club will be hosting the Wednesday Night Races in Hampton Roads and Hampton Bar in Hampton Roads, VA. The sailboat regattas will begin at 5:30 p.m. and end at 8 p.m., every Wednesday night, beginning April 5, 2017 through **September 27, 2017**. Mariners are requested to use caution and bare steerage when transiting the area.
Chart 12245, 12222, 12221

VA – CHESAPEAKE BAY – HAMPTON FLATS

The CCV racing tune-up races will be held in the Hampton Roads Harbor, in the vicinity of Hampton Flats in Hampton, VA. This event will be between 10 am through 4:30 pm on **April 09, 2017**. Mariners are advised to use caution when transiting the area.

****VA - HAMPTON ROADS HARBOR - HAMPTON FLATS****

Mariners are advised that the CCV Racing 2017 Spring Series will be held in Hampton Roads Harbor and Hampton Flats in Hampton, VA. This event will be held from 10 am through 5 pm on April 23, April 30, and **May 7, 2017**. Mariners are advised to use caution when transiting the area.

****VA - JAMES RIVER - ANCARROW'S LANDING – RICHMOND****

Mariners are advised that the Rocketts Landing Collegiate Regatta will occur on the James River in the vicinity of Ancarrow's Landing. This event will take place beginning at 10 a.m. and ending at 2 p.m. on **April 22, 2017**. Mariners are requested to use caution when transiting the area.

****VA - CHESAPEAKE BAY - PIANKATANK RIVER – DELTAVILLE****

Mariners are advised that the Fishing Bay Yacht Club's Offshore Opening Day 2017 will occur in the Chesapeake Bay at the mouth of the Piankatank River, beginning at 9 a.m. and ending at 5 p.m. on **April 22, 2017**. Mariners are requested to use caution when transiting the area.

****VA - CHESAPEAKE BAY - PIANKATANK RIVER – DELTAVILLE****

Mariners are advised that the Fishing Bay Yacht Club's Offshore Spring Series #1 2017, will occur in the Chesapeake Bay at the mouth of the Piankatank River. This event will take place beginning at 9 a.m. and ending at 5 p.m. on **April 23, 2017**. Mariners are requested to use caution when transiting the area.

VA – JOHN H. KERR RESERVOIR – CLARKSVILLE

The Clarksville Wine Festival Seaplane Splash-in will be held on John H. Kerr Reservoir/Buggs Island Lake in the vicinity of Clarksville, VA. This event will last from 10 am through 4 pm on **April 8, 2017**. Mariners are advised to use caution when transiting the area.



WWW VIP SHOALING

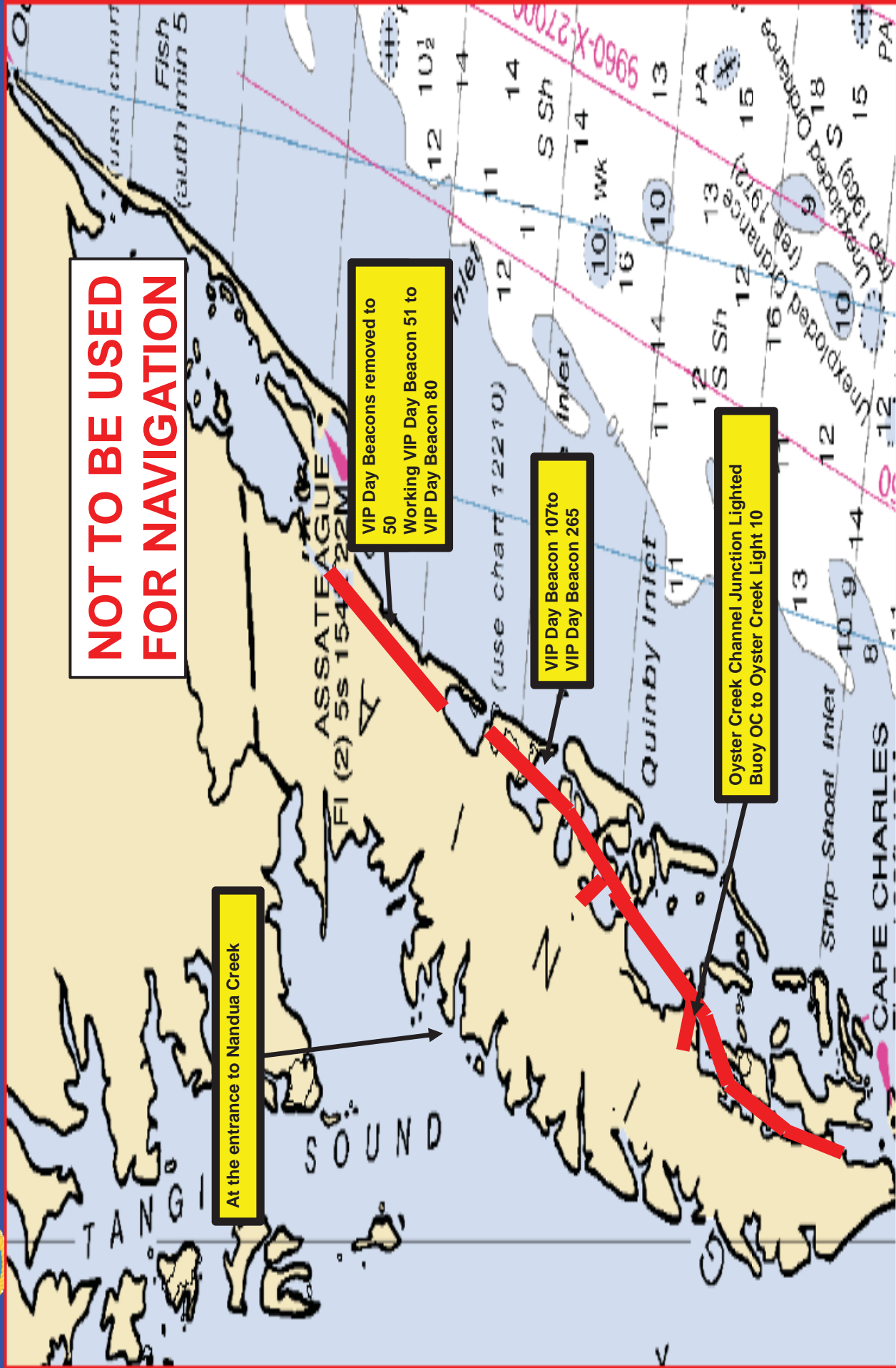
**NOT TO BE USED
FOR NAVIGATION**

At the entrance to Nandua Creek

VIP Day Beacons removed to
50
Working VIP Day Beacon 51 to
VIP Day Beacon 80

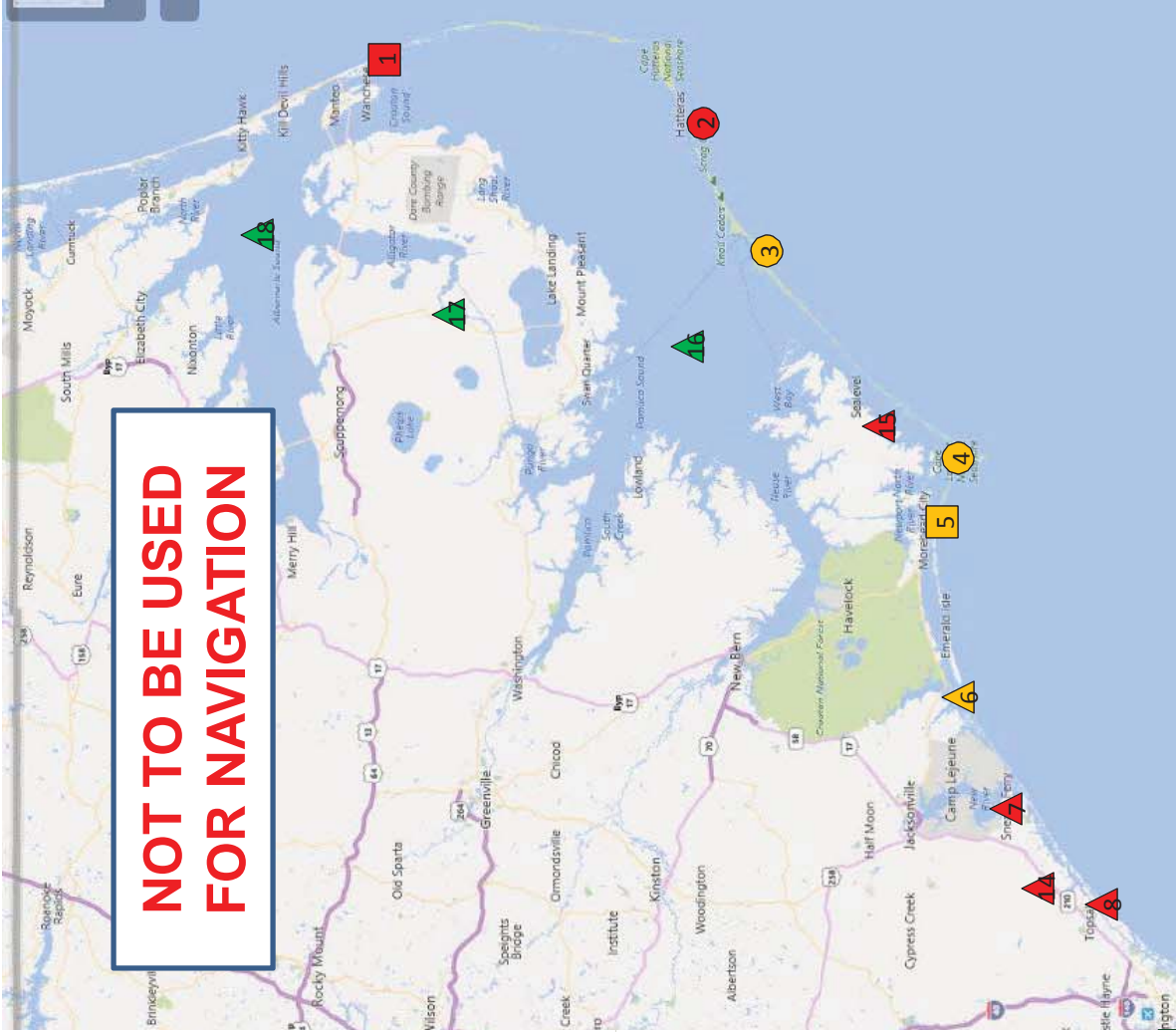
VIP Day Beacon 107 to
VIP Day Beacon 265

Oyster Creek Channel Junction Lighted
Buoy OC to Oyster Creek Light 10



Waterway	Depth	Notes
1 Oregon Inlet	< 10'	Significant shoaling, dredged often
2 Hatteras Inlet	< 8'	Significant shoaling
3 Ocracoke Inlet	< 12'	Shifting shoals
4 Barden Inlet	< 12'	Shifting shoals - ferry route (Parts of Barden <3')
5 Beaufort Inlet	>25'	shoaling, dredging sked for Mar-Apr 17
6 Bogue Inlet	< 10'	Shifting shoals
7 New River Entrance	< 10'	Shifting shoals
8 New Topsail Inlet	<12'	Shifting shoals
9 Masonboro Inlet	<12'	Stable
10 Carolina Beach Inlet	<12'	Shifting shoals
11 Cape Fear River Ent & Channel	>25'	Stable –Port Auth proposal to deepen basin to 49'. Dredging in northern section as of late Feb 2017
12 Lockwoods Folly Inlet	<10'	Shifting shoals
13 AICWW CFR - Little R'	<12'	Unstable/shoaling in numerous areas
14 AICWW Beaufort - CFR	<12'	Unstable/shoaling in numerous areas
15 Core Sound	<12'	Significant shoaling – ferry route (Parts of Barden <3')
16 Pamlico Sound	<12'	Minimal shoaling – ferry routes
17 AICWW VA - Beaufort	<12'	Stable
18 Albemarle & Currituck Sounds	<12'	Minimal shoaling - ferry

Waterways Conditions



Waterway Maintenance	Stable	Moderate	Severe
Federal Project Maintained	■	■	■
Federal Project Not Maintained	▲	▲	▲
Non Federal	●	●	●

