



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

---

## LOCAL NOTICE TO MARINERS

**District: 5**

**Week: 17/17**

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&region=5>.

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

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

or for correspondence and article requests:

ward.b.posey@uscg.mil, (757) 398-6229 or matthew.e.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&region=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 OR UPDATED INFORMATION IN THE LOCAL NOTICE TO MARINERS \*\*\*\***

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

LNM: 25/16

**\*\*\*\*VA – MD – DE - NJ – TOW AND SINKING OF THE FORMER USCGC TAMAROA\*\*\*\***

On or about 20 to 24 Apr 2017, depending on weather, the former USCGC Tamaroa will be towed from the Elizabeth River out through Hampton Roads off shore to approximate position 38-31.200N, 074-30.700W, 26 NM due east of Indian River DE. The ship will then be scuttled to become part of the Delaware Reef system. The former Tamaroa is 205' in length, with a 39' beam and 9 foot draft and will be towed by the 73 foot tug Justin. Mariners and spectator boats are requested to remain 500' away from the Tamaroa and towing vessel.

LNM: 16/17

**\*\*\*\*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](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](mailto: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&region=5>

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

LNM: 17/16

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

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision'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/boatinged/class\\_finder/index.php](http://www.cgaux.org/boatinged/class_finder/index.php)

LNM: 20/14

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

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

LNM: 45/09

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

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

LNM: 04/11

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

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: 703-313-5900, Email: [webmaster@navcen.uscg.mil](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <https://www.navcen.uscg.gov>.

### **BROADCAST NOTICES TO MARINERS**

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) - 227 THRU 231, 234, 236 THRU 244, 246, 247-17.

Sector Delaware Bay (DB) - 090, 094, 096, 097, 098, 099, 100 AND 101-17.

Sector Maryland National Capital Region (MD) - 108, 107, 106, 105, 104, 103, 102, 101, 100-17

Sector Hampton Roads (HR) - 114-17, 113-17, 112-17, 111-17, 109-17.

Sector North Carolina (NC) - 632, 633, 654-16, 154, 155, 159, 170, 177, 178, 180, 186, 187, 188, 189, 190, 191-17.

## 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	
455	Chesapeake Bay Southern Approach Lighted Buoy 9	LT EXT	12200	107HR	16/17	
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	
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	
<b>2835</b>	<b>Delaware River Lighted Gong Buoy 17</b>	<b>LT EXT</b>	<b>12311</b>	<b>094DB</b>	<b>17/17</b>	
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	
<b>3740</b>	<b>Torresdale Lower Range Front Light</b>	<b>LT IMCH</b>	<b>12314</b>	<b>100DB</b>	<b>17/17</b>	
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	
<b>4757</b>	<b>Ocean City Inlet Lighted Buoy 12</b>	<b>LT EXT</b>	<b>12211</b>	<b>100MD</b>	<b>17/17</b>	
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
7065	Tail of The Horseshoe Shoal Lighted Buoy 2T	LT EXT	12254	101HR	15/17
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
10136	Lynnhaven Inlet Lighted Buoy 3	OFF STA	12254	108HR	16/17
<b>13030</b>	<b>Back River Channel Light 13</b>	<b>STRUCT DEST/TRLB</b>	<b>12222</b>	<b>NONEMD</b>	<b>17/17</b>
<b>13497</b>	<b>York River East Range Rear Light</b>	<b>LT EXT</b>	<b>12241</b>	<b>112HR</b>	<b>17/17</b>
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
23590	Sharkfin Shoal Light	DAYMK MISSING	12231	092MD	15/17
<b>23700</b>	<b>Great Shoals Light</b>	<b>DAYMK MISSING</b>	<b>12231</b>	<b>107MD</b>	<b>17/17</b>
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
27140	Frog Mortar Creek Daybeacon 4	DAYMK MISSING	12278	088MD	14/17
<b>27850</b>	<b>Northeast River Lighted Buoy 6</b>	<b>BUOY DMGD/LT EXT</b>	<b>12274</b>	<b>108MD</b>	<b>17/17</b>
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
<b>28732.1</b>	<b>Hatteras Inlet Channel Lighted Buoy 12A</b>	<b>OFF STA</b>	<b>11555</b>	<b>189NC</b>	<b>17/17</b>
<b>28735.3</b>	<b>Hatteras Inlet Channel Lighted Buoy 13A</b>	<b>OFF STA</b>	<b>11555</b>	<b>191NC</b>	<b>17/17</b>
28817	Rollinson Channel Daybeacon 31	STRUCT DEST/TRUB	11555	064NC	09/17
29388	Beaufort Inlet Channel Lighted Buoy 16A	OFF STA	11547	155NC	15/17
<b>29393</b>	<b>Beaufort Inlet Channel Lighted Buoy 17B</b>	<b>OFF STA</b>	<b>11547</b>	<b>187NC</b>	<b>17/17</b>
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
29505	Bogue Inlet Buoy 3	MISSING	11541	141NC	14/17
29510	Bogue Inlet Buoy 4	MISSING	11541	142NC	14/17
29515	Bogue Inlet Lighted Buoy 5	MISSING	11541	082NC	09/17



29516	Bogue Inlet Buoy 5A	MISSING	11541	732NC	36/16
29525	Bogue Inlet Buoy 6A	OFF STA	11541	143NC	14/17
29535	Bogue Inlet Lighted Buoy 8	OFF STA	11541	144NC	14/17
29540	Bogue Inlet Lighted Buoy 10	OFF STA	11541	145NC	14/17
29605	Swansboro Coast Guard Channel Buoy 2	OFF STA	11541	123NC	13/17
29607	Swansboro Coast Guard Channel Buoy 3	OFF STA	11541	140NC	14/17
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
30970	Northeast Cape Fear River Turning Basin Light	STRUCT DEST	11537	068NC	09/17
31010	Lockwoods Folly Inlet Buoy 1	OFF STA/MSLD SIG	11534	160NC	15/17
31015	Lockwoods Folly Inlet Buoy 2	OFF STA	11534	697NC	47/16
31020	Lockwoods Folly Inlet Buoy 3	OFF STA/MSLD SIG	11534	161NC	15/17
31027	Lockwoods Folly Inlet Buoy 5	OFF STA/MSLD SIG	11534	162NC	15/17
31035	Lockwoods Folly Inlet Buoy 7	OFF STA/MSLD SIG	11534	164NC	15/17
31040	Lockwoods Folly Inlet Buoy 8	OFF STA/MSLD SIG	11534	165NC	15/17
31045	Lockwoods Folly Inlet Buoy 10	OFF STA/MSLD SIG	11534	166NC	15/17
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
31393	Pasquotank River Warning Daybeacon A	STRUCT DEST/TRUB	11553	177NC	16/17
31530	Perquimans River Light 8	LT IMCH	12205	154NC	15/17
32250	Avon Channel Light 1AV	STRUCT DEST/TRUB	11555	180NC	16/17
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
34810	Beaufort Harbor Channel Lighted Buoy 1BH	TRLB	11547	159NC	15/17
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
35395	New Jersey Intracoastal Waterway Daybeacon 101	STRUCT DEST/TRLB	12316	085DB	15/17
35400	New Jersey Intracoastal Waterway Daybeacon 102	STRUCT DEST/TRLB	12316	005DB	18/15
35885	New Jersey Intracoastal Waterway Light 226	LT EXT	12316	090DB	16/17
<b>36280</b>	<b>New Jersey Intracoastal Waterway Daybeacon 342</b>	<b>STRUCT DEST/TRLB</b>	<b>12316</b>	<b>096DB</b>	<b>17/17</b>
36745	Cape May Harbor Light 8	STRUCT DEST/DAYMK MISSING	12317	303DB	31/16
37047	Pasquotank River Warning Daybeacon A	STRUCT DEST/TRUB	11553	177NC	16/17
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/TRLB	11541	178NC	13/17
38415	Core Creek Daybeacon 25	STRUCT DEST/TRUB	11541	176NC	11/17
38430	Core Creek Daybeacon 28	STRUCT DEST/TRUB	11541	139NC	14/17
38850	Bogue Sound Light 9	STRUCT DEST/TRLB	11541	091NC	10/17
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
7760	Thomas Point Shoal Light	RELIGHTED	12270	097MD	16/17	17/17
8055	Craighill Channel Lighted Buoy 8	RELIGHTED	12278	099MD	16/17	17/17
8990	Elk River Channel North Range Front Light	RELIGHTED	12277	098MD	16/17	17/17
13555	York River West Range Rear Light	RELIGHTED	12238	110HR	16/17	17/17
19460	West River Lighted Buoy 1	RELIGHTED	12270	NONEMD	17/17	17/17
23213	Big Thorofare West Buoy 3	RESET ON STATION	12228	NONEMD	17/17	17/17
29263	Barden Inlet Buoy 33	RESET ON STATION	11545	181NC	16/17	17/17
30320	Cape Fear River Entrance Channel Lighted Buoy 4	RESET ON STATION	11536	136NC	14/17	17/17
31025	Lockwoods Folly Inlet Buoy 4	DISCONTINUED	11534	240D5	46/16	17/17
31030	Lockwoods Folly Inlet Buoy 6	DISCONTINUED	11534	240D5	15/17	17/17
31047	Lockwoods Folly Inlet Buoy 12	DISCONTINUED	11534	121D5	15/17	17/17
33835	Neuse River Channel Light 9	RELIGHTED	11552	185NC	16/17	17/17
35480	New Jersey Intracoastal Waterway Lighted Buoy 120	RELIGHTED	12316	092DB	16/17	17/17
36285	New Jersey Intracoastal Waterway Daybeacon 344	WATCHING PROPERLY	12316	093DB	16/17	17/17

**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	
<b>803.2</b>	<b>UNCW/CORMP Lighted Data Buoy C</b>	<b>LT IMCH</b>	<b>11539</b>	<b>186NC</b>	<b>17/17</b>	
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
<b>7671</b>	<b>Flag Harbor Light 1</b>	<b>LT EXT</b>	<b>12264</b>	<b>105MD</b>	<b>17/17</b>
<b>7672</b>	<b>Flag Harbor Entrance Light 2</b>	<b>LT EXT</b>	<b>12264</b>	<b>106MD</b>	<b>17/17</b>
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
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17
10332.8	Lynnhaven River Eastern Branch Daybeacon 12	DAYMK MISSING	12222	432HR	51/16
10334	Lynnhaven River Eastern Branch Daybeacon 27	DAYMK MISSING	12222	162HR	23/16
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14
10762.1	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
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13045	Harris River Approach Daybeacon 2	DAYMK IMCH/STRUCT DMGD	12238	087HR	14/17
13050	Harris River Approach Daybeacon 3	DAYMK MISSING	12238	036HR	06/12
13055	Harris River Approach Daybeacon 4	DAYMK IMCH	12238	088HR	14/17
13065	Harris River Approach Daybeacon 6	OFF STA/DAYMK DMGD	12238	037HR	06/12
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
<b>13583</b>	<b>VIMS Gloucester Point Lighted Data Buoy A</b>	<b>MISSING</b>	<b>12241</b>	<b>113HR</b>	<b>17/17</b>
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
	Crab Creek Buoy 1	OFF STA	12270	089MD	15/17
	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

<b>VIMS Outfall Pipe Warning Buoy A</b>	<b>MISSING</b>	<b>12241</b>	<b>114HR</b>	<b>17/17</b>
Vims Water Qual Monitor Device (3)	MISSING		NONEHR	14/14
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05
Warehouse Creek Buoy 1 (South River)	MISSING	12270	244MD	28/16

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

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

None

**PLATFORM DISCREPANCIES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**PLATFORM DISCREPANCIES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

**SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED**

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

**TEMPORARY CHANGES**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	DISCONTINUED	12316	169D5	13/17	
1095	Oyster Creek Channel Buoy 40	RELOCATED DUE TO SHOALING	12324	234D5	16/17	
1095	Oyster Creek Channel Buoy 40	TRUB	12324	234D5	16/17	
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	
<b>3395</b>	<b>Mantua Creek Anchorage Buoy B</b>	<b>RELOCATED</b>	<b>12313</b>	<b>242D5</b>	<b>17/17</b>	
5477	Chincoteague Bay Daybeacon 16A	DISCONTINUED	12211	218D5	15/17	
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	
21510	Mud Creek Channel Daybeacon 1	DISCONTINUED FOR DREDGING	12224	271HR	17/15	

21515	Mud Creek Channel Daybeacon 2	TRUB	12224	221D5	18/15
<b>23220</b>	<b>Big Thorofare West Light 4</b>	<b>TRLT</b>	<b>12228</b>	241D5	<b>17/17</b>
23510	Lower Thorofare Channel Light 6	TRDBN	12231	096D5	11/16
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
<b>28700</b>	<b>South Ferry Terminal Buoy 2SF</b>	<b>DISCONTINUED</b>	<b>11555</b>	NONED5	<b>17/17</b>
<b>28701</b>	<b>South Ferry Terminal Buoy 3SF</b>	<b>DISCONTINUED</b>	<b>11555</b>	NONED5	<b>17/17</b>
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
<b>28732.1</b>	<b>Hatteras Inlet Channel Lighted Buoy 12A</b>	<b>RELOCATED DUE TO SHOALING</b>	<b>11555</b>	243D5	<b>17/17</b>
<b>28735.3</b>	<b>Hatteras Inlet Channel Lighted Buoy 13A</b>	<b>RELOCATED DUE TO SHOALING</b>	<b>11555</b>	243D5	<b>17/17</b>
<b>28757</b>	<b>Hatteras Inlet Channel Buoy 17B</b>	<b>RELOCATED DUE TO SHOALING</b>	<b>11555</b>	243D5	<b>17/17</b>
28955	Teaches Hole Channel Lighted Buoy 20	DISCONTINUED	11550	173D5	14/15
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
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
<b>31025</b>	<b>Lockwoods Folly Inlet Buoy 4</b>	<b>DISCONTINUED</b>	<b>11534</b>	240D5	<b>17/17</b>
<b>31030</b>	<b>Lockwoods Folly Inlet Buoy 6</b>	<b>DISCONTINUED</b>	<b>11534</b>	240D5	<b>17/17</b>
31047	Lockwoods Folly Inlet Buoy 12	DISCONTINUED FOR DREDGING	11534	121D5	09/17
34760	Lenoxville Point Buoy 2	DISCONTINUED FOR DREDGING	11545	195D5	14/17
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
39725	New River - Cape Fear River Buoy 154	DISCONTINUED FOR DREDGING	11534	197D5	14/17

39726	New River - Cape Fear River Buoy 154A	DISCONTINUED FOR DREDGING	11534	197D5	14/17
	<b>Big Thorofare West Buoy 4</b>	<b>ESTABLISHED</b>	<b>12228</b>	241D5	<b>17/17</b>

**TEMPORARY CHANGES CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
635	NOAA Lighted Data Buoy 41001 (ODAS)	LWP	12200	228D5	16/17	17/17
1080	Oyster Creek Channel Buoy 37	LWP	12324	234D5	16/17	17/17
1090	Oyster Creek Channel Buoy 38	LWP	12324	234D5	16/17	17/17
1099	Oyster Creek Channel Lighted Buoy 42	LWP	12324	17/17	16/17	17/17
29387	Beaufort Inlet Channel Lighted Buoy 16	LWP	11547	174D5	13/17	17/17

**PLATFORM TEMPORARY CHANGES**

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

**PLATFORM TEMPORARY CHANGES CORRECTED**

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

**SECTION IV - CHART CORRECTIONS**

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

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

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

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

<b>11009</b>	<b>39th Ed.</b>	<b>01-APR-11</b>	<b>Last LNM: 45/16</b>	<b>NAD 83</b>	<b>17/17</b>
<i>Chart Title: Cape Hatteras to Straits of Florida</i>					
<b>Main Panel 378 CAPE HATTERAS TO STRAITS OF FLORIDA. Page/Side: N/A</b>					
RELOCATE	NOAA Lighted Data Buoy 41001 (ODAS)			CGD05 from 34-38-08.676N to 34-38-48.000N	072-41-30.697W 072-37-18.000W

<b>11520</b>	<b>45th Ed.</b>	<b>01-SEP-13</b>	<b>Last LNM: 14/17</b>	<b>NAD 83</b>	<b>17/17</b>
<i>Chart Title: Cape Hatteras to Charleston</i>					
<b>Main Panel 377 CAPE HATTERAS TO CHARLESTON. Page/Side: N/A</b>					
RELOCATE	Frying Pan Shoals Slough Buoy 2			CGD05 from 33-39-16.818N to 33-39-16.210N	077-52-58.400W 077-52-56.893W



11536	20th Ed.	01-JAN-15	Last LNM: 14/17	NAD 83	17/17
<i>ChartTitle: Approaches to Cape Fear River</i>					
<b>Main Panel 211 APPROACHES TO CAPE FEAR RIVER. Page/Side: A</b>					
RELOCATE	Frying Pan Shoals Slough Buoy 2			CGD05 from 33-39-16.818N to 33-39-16.210N	077-52-58.400W 077-52-56.893W
11537	40th Ed.	01-FEB-15	Last LNM: 14/17	NAD 83	17/17
<i>ChartTitle: Cape Fear River Cape Fear to Wilmington</i>					
<b>Extension 201 CAPE FEAR RIVER - CAPE FEAR TO WILMINGTON. Page/Side: A</b>					
CHANGE	Tabulation - WILMINGTON HARBOR CHANNEL DEPTHS <a href="http://ocsddata.ncd.noaa.gov/ntm/SupportImage.aspx?ItemID=272500">http://ocsddata.ncd.noaa.gov/ntm/SupportImage.aspx?ItemID=272500</a> ; Tabulation - WILMINGTON HARBOR CHANNEL DEPTHS (NOS NW-26275)			NOS 34-14-23.000N	077-54-45.000W
<b>Main Panel 200 CAPE FEAR RIVER - CAPE FEAR TO WILMINGTON. Page/Side: A</b>					
CHANGE	Tabulation - CAPE FEAR RIVER CHANNEL DEPTHS <a href="http://ocsddata.ncd.noaa.gov/ntm/SupportImage.aspx?ItemID=272499">http://ocsddata.ncd.noaa.gov/ntm/SupportImage.aspx?ItemID=272499</a> ; Tabulation - CAPE FEAR RIVER CHANNEL DEPTHS (NOS NW-26275)			NOS 33-59-50.000N	078-05-18.000W
11541	41st Ed.	01-NOV-15	Last LNM: 16/17	NAD 83	17/17
<i>ChartTitle: Intracoastal Waterway Neuse River to Myrtle Grove Sound</i>					
<b>CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A</b>					
RELOCATE	Beaufort Inlet Channel Lighted Buoy 16 (Supercedes LNM 14/17)			CGD05 from 34-41-18.360N to 34-41-05.413N	076-40-01.110W 076-39-59.464W
RELOCATE	New River - Cape Fear River Buoy 121			CGD05 from 34-15-02.559N to 34-15-00.349N	077-46-54.785W 077-46-54.447W
RELOCATE	New River - Cape Fear River Buoy 121A			CGD05 from 34-14-58.324N to 34-14-54.847N	077-46-58.236W 077-46-59.195W
RELOCATE	New River - Cape Fear River Buoy 122A			CGD05 from 34-15-02.668N to 34-14-58.034N	077-46-55.799W 077-46-58.644W
<b>Extension 505 HUMPHREY POINT TO STUMP SOUND. Page/Side: A</b>					
CHANGE	Depth Legend - New River to::; 8 1/2 FT MAY 2016 (NOS NW-26271)			NOS 34-33-37.880N	077-21-30.700W
11542	19th Ed.	01-AUG-14	Last LNM: 14/17	NAD 83	17/17
<i>ChartTitle: New River;Jacksonville</i>					
<b>CHART NC- NEW RIVER. Page/Side: N/A</b>					
RELOCATE	New River Channel Lighted Wreck Buoy WR47			CGD05 from 34-41-10.860N to 34-41-10.911N	077-23-53.376W 077-23-53.046W
<b>Main Panel 506 NEW RIVER. Page/Side: A</b>					
CHANGE	Depth Legend - New River to::; 7 FT MAY 2016 (NOS NW-26271)			NOS 34-34-22.190N	077-22-45.920W
CHANGE	Depth Legend - New River to::; 8 1/2 FT MAY 2016 (NOS NW-26271)			NOS 34-33-37.880N	077-21-30.700W
11543	25th Ed.	01-APR-15	Last LNM: 16/17	NAD 83	17/17
<i>ChartTitle: Cape Lookout to New River</i>					
<b>Main Panel 507 CAPE LOOKOUT TO NEW RIVER. Page/Side: A</b>					
DELETE	Lookout Bight Lighted Wreck Buoy WR4A at			CGD05 34-38-05.377N	076-32-51.791W
RELOCATE	Beaufort Inlet Channel Lighted Buoy 16 (Supercedes LNM 14/17)			CGD05 from 34-41-18.360N to 34-41-05.413N	076-40-01.110W 076-39-59.464W
11544	41st Ed.	01-DEC-13	Last LNM: 16/17	NAD 83	17/17
<i>ChartTitle: Portsmouth Island to Beaufort, Including Cape Lookout Shoals</i>					

**Main Panel 508 PORTSMOUTH ISL TO BEAUFORT INCL CAPE LOOKOUT SHOALS. Page/Side: N/A**

DELETE	Lookout Bight Lighted Wreck Buoy WR4A at	CGD05 34-38-05.377N	076-32-51.791W
RELOCATE	Beaufort Inlet Channel Lighted Buoy 16 (Supercedes LNM 14/17)	CGD05 from 34-41-18.360N to 34-41-05.413N	076-40-01.110W 076-39-59.464W
RELOCATE	Cedar Island Ferry Slip Breakwater Buoy 2	CGD05 from 35-01-13.218N to 35-01-12.556N	076-18-34.085W 076-18-29.984W

**11545 66th Ed. 01-JUN-15 Last LNM: 16/17 NAD 83 17/17**

*ChartTitle: Beaufort Inlet and Part of Core Sound; Lookout Bight*

**CHART NC- BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A**

RELOCATE	Beaufort Inlet Channel Lighted Buoy 16 (Supercedes LNM 14/17)	CGD05 from 34-41-18.360N to 34-41-05.413N	076-40-01.110W 076-39-59.464W
----------	--	---	----------------------------------

**Inset 510 LOOKOUT BIGHT. Page/Side: A**

DELETE	Lookout Bight Lighted Wreck Buoy WR4A at	CGD05 34-38-05.377N	076-32-51.791W
--------	--	------------------------	----------------

**11547 40th Ed. 01-JUL-15 Last LNM: 16/17 NAD 83 17/17**

*ChartTitle: Morehead City Harbor*

**Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: A**

RELOCATE	Beaufort Inlet Channel Lighted Buoy 16 (Supercedes LNM 14/17)	CGD05 from 34-41-18.360N to 34-41-05.413N	076-40-01.110W 076-39-59.464W
----------	--	---	----------------------------------

**11548 42nd Ed. 01-JAN-17 Last LNM: 16/17 NAD 83 17/17**

*ChartTitle: Pamlico Sound Western Part*

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

RELOCATE	Cedar Island Ferry Slip Breakwater Buoy 2	CGD05 from 35-01-13.218N to 35-01-12.556N	076-18-34.085W 076-18-29.984W
----------	---	---	----------------------------------

**11550 31st Ed. 01-JUL-15 Last LNM: 16/17 NAD 83 17/17**

*ChartTitle: Ocracoke Inlet and Part of Core Sound*

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

RELOCATE	Cedar Island Ferry Slip Breakwater Buoy 2	CGD05 from 35-01-13.218N to 35-01-12.556N	076-18-34.085W 076-18-29.984W
----------	---	---	----------------------------------

**12200 51st Ed. 01-MAY-14 Last LNM: 14/17 NAD 83 17/17**

*ChartTitle: Cape May to Cape Hatteras*

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

RELOCATE	NOAA Lighted Data Buoy 41001 (ODAS)	CGD05 from 34-38-08.676N to 34-38-48.000N	072-41-30.697W 072-37-18.000W
----------	-------------------------------------	---	----------------------------------

**12210 42nd Ed. 01-JAN-17 Last LNM: 15/17 NAD 83 17/17**

*ChartTitle: Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet*

**Inset 551 INSET CHINCOTEAGUE INLET AND CHANNEL. Page/Side: A**

CHANGE	Depth Legend - Chincoteague Harbor of Refuge Basin to:; 3 FT 2016 (NOS NW-26286)	NOS 37-54-09.830N	075-24-22.730W
--------	---	----------------------	----------------

CHANGE	Depth Legend - Chincoteague Harbor of Refuge Channel to:; 3 1/2 FT 2016 (NOS NW-26286)	NOS 37-54-08.830N	075-24-29.090W
--------	---	----------------------	----------------

**Main Panel 550 CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET. Page/Side: A**

CHANGE	Depth Legend - Quinby Creek Entrance Channel to:; 6 FT 2017 (NOS NW-26284)	NOS 37-32-24.000N	075-43-36.100W
--------	---	----------------------	----------------

CHANGE	Depth Legend - Quinby Creek Turning Basin to:; Shl to bare 2017 (NOS	NOS 37-32-56.200N	075-43-55.700W
--------	--	----------------------	----------------

<b>12211</b>	<b>47th Ed.</b>	<b>01-FEB-17</b>	<b>Last LNM: 16/17</b>	<b>NAD 83</b>	<b>17/17</b>
<i>ChartTitle: Fenwick Island to Chincoteague Inlet; Ocean City Inlet</i>					
<b>Inset 553 OCEAN CITY INLET. Page/Side: A</b>					
CHANGE	Depth Legend - Commercial Fish Harbor to:: 7 FT MAR 2016 (NOS NW-26280)			NOS 38-19-38.120N	075-06-10.260W
<b>Main Panel 552 FENWICK ISLAND TO CHINCOTEAGUE INLET. Page/Side: A</b>					
CHANGE	Depth Legend - Chincoteague Harbor of Refuge Channel to:: 3 1/2 FT 2016 (NOS NW-26286)			NOS 37-54-08.830N	075-24-29.090W
CHANGE	Depth Legend - Lewis Creek and Chincoteague Bay to:: 4 1/2 FT SEP 2016 (NOS NW-26285)			NOS 37-56-53.000N	075-21-53.000W
<b>12225</b>	<b>61st Ed.</b>	<b>01-FEB-17</b>	<b>Last LNM: 16/17</b>	<b>NAD 83</b>	<b>17/17</b>
<i>ChartTitle: Chesapeake Bay Wolf Trap to Smith Point</i>					
<b>Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT. Page/Side: A</b>					
RELOCATE	Carter Creek Daybeacon 3			CGD05 from 37-39-00.308N to 37-39-00.354N	076-26-34.142W 076-26-34.275W
RELOCATE	Carter Creek Daybeacon 4			CGD05 from 37-39-08.876N to 37-39-08.806N	076-26-27.116W 076-26-26.946W
RELOCATE	Carter Creek Eastern Branch Light 1			CGD05 from 37-39-12.975N to 37-39-12.749N	076-25-51.726W 076-25-51.806W
RELOCATE	Carter Creek Light 7			CGD05 from 37-39-12.824N to 37-39-12.945N	076-26-27.662W 076-26-27.716W
<b>12235</b>	<b>35th Ed.</b>	<b>01-JAN-17</b>	<b>Last LNM: 16/17</b>	<b>NAD 83</b>	<b>17/17</b>
<i>ChartTitle: Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers</i>					
<b>CHART VA -CHESAPEAKE BAY: RAPPAHANNOCK RIVER ENTRANCE (PIANK &amp; GRT WIC RV). Page/Side: N/A</b>					
RELOCATE	Carter Creek Daybeacon 3			CGD05 from 37-39-00.308N to 37-39-00.354N	076-26-34.142W 076-26-34.275W
RELOCATE	Carter Creek Daybeacon 4			CGD05 from 37-39-08.876N to 37-39-08.806N	076-26-27.116W 076-26-26.946W
RELOCATE	Carter Creek Eastern Branch Light 1			CGD05 from 37-39-12.975N to 37-39-12.749N	076-25-51.726W 076-25-51.806W
RELOCATE	Carter Creek Light 7			CGD05 from 37-39-12.824N to 37-39-12.945N	076-26-27.662W 076-26-27.716W
<b>12237</b>	<b>28th Ed.</b>	<b>01-NOV-13</b>	<b>Last LNM: 15/17</b>	<b>NAD 83</b>	<b>17/17</b>
<i>ChartTitle: Rappahannock River Corrotoman River to Fredericksburg</i>					
<b>CHART VA- RAPPAHANNOCK RIVER- CORROTOMAN RIVER TO FREDRICKSBURG. Page/Side: N/A</b>					
RELOCATE	Carter Creek Daybeacon 3			CGD05 from 37-39-00.308N to 37-39-00.354N	076-26-34.142W 076-26-34.275W
RELOCATE	Carter Creek Daybeacon 4			CGD05 from 37-39-08.876N to 37-39-08.806N	076-26-27.116W 076-26-26.946W
RELOCATE	Carter Creek Eastern Branch Light 1			CGD05 from 37-39-12.975N to 37-39-12.749N	076-25-51.726W 076-25-51.806W
RELOCATE	Carter Creek Light 7			CGD05 from 37-39-12.824N to 37-39-12.945N	076-26-27.662W 076-26-27.716W
<b>12316</b>	<b>36th Ed.</b>	<b>01-MAR-17</b>	<b>Last LNM: 16/17</b>	<b>NAD 83</b>	<b>17/17</b>

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

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

CHANGE	New Jersey Intracoastal Waterway Light 322 to F I R 2.5s, 15FT, 4M	CGD05 at 39-12-14.491N	074-40-18.393W
CHANGE	New Jersey Intracoastal Waterway Light 362 to Q R, 15FT, 4M	CGD05 at 39-08-39.960N	074-42-20.760W
CHANGE	New Jersey Intracoastal Waterway Light 365 to F I G 2.5s, 15FT, 4M	CGD05 at 39-08-13.740N	074-42-52.680W
CHANGE	New Jersey Intracoastal Waterway Light 386 to F I R 4s, 15FT, 4M	CGD05 at 39-05-32.547N	074-46-01.128W

12324 36th Ed. 01-MAR-17 Last LNM: 16/17 NAD 83 17/17

ChartTitle: Intracoastal Waterway Sandy Hook to Little Egg Harbor

CHART NY-NJ-SANDY HOOK TO LITTLE EGG HARBOR. Page/Side: N/A

RELOCATE	Oyster Creek Channel Buoy 37	CGD05 from 39-47-30.663N to 39-47-30.238N	074-09-07.131W 074-09-08.653W
RELOCATE	Oyster Creek Channel Buoy 38	CGD05 from 39-47-32.026N to 39-47-31.165N	074-09-09.716W 074-09-06.308W
RELOCATE	Oyster Creek Channel Buoy 40	CGD05 from 39-47-29.777N to 39-47-29.365N	074-09-30.485W 074-09-30.520W
CHANGE	Oyster Creek Channel Lighted Buoy 40 to Oyster Creek Channel Buoy 40, Red nun	CGD05 39-47-29.280N	074-09-30.540W
ADD	Oyster Creek Channel Lighted Buoy 42 Red Q R	CGD05 at 39-47-28.468N	074-09-38.183W

13003 52nd Ed. 01-OCT-15 Last LNM: 15/17 NAD 83 17/17

ChartTitle: Cape Sable to Cape Hatteras

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

RELOCATE	NOAA Lighted Data Buoy 41001 (ODAS)	CGD05 from 34-38-08.676N to 34-38-48.000N	072-41-30.697W 072-37-18.000W
----------	-------------------------------------	---	----------------------------------

**SECTION V - ADVANCE NOTICES**

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

**SUMMARY OF ADVANCED APPROVED PROJECTS**

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

Advance Notice(s)

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

On or about the end of May 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

\*\*\*\*VA – CHINCOTEAGUE INLET TO GREAT MACIPONGO INLET - CHANGES TO AIDS TO NAVIGATION MARKING THE VIRGINIA INSIDE PASSAGE-METOMPKIN\*\*\*\*

On or about the week of April 17, 2017, the Coast Guard will make the following changes to the aids to navigation in the Virginia Inside Passage and Metompkin area. The following changes will occur:

Establish Metompkin Buoy 2M (LLNR 58\*\*) at position 37-42-36.440N--75-36-05.280W  
Virginia Inside Passage Daybeacon 82 (LLNR 5870)- Discontinue.  
Virginia Inside Passage Daybeacon 84 (LLNR 5875)-Discontinue.  
Establish Metompkin Buoy 4 (LLNR 58\*\*) at position 37-42-17.140N—75-36-21.010W.  
Virginia Inside Passage Daybeacon 85 (LLNR 5880) to Metompkin Daybeacon 5.  
Virginia Inside Passage Light 87 (LLNR 5885)- Discontinue.  
Establish Metompkin Buoy 7 (LLNR 58\*\*) at position 37-41-20.780N—75-36-55.570W.  
Virginia Inside Passage Daybeacon 89 (LLNR 5890) to Metompkin Daybeacon 9.  
Virginia Inside Passage Light 91 (LLNR 5895) to Metompkin Light 11.  
Virginia Inside Passage Daybeacon 92 (LLNR5900) to Metompkin Daybeacon 12.  
Establish Metompkin Buoy 13 (LLNR 59\*\*) at position 37-40-33.190N—75-36-19.800W.  
Virginia Inside Passage Light 94 (LLNR5905) to Metompkin Warning Daybeacon B.  
Establish Metompkin Buoy 15 (LLNR59\*\*) at position 37-40-24.240N—75-36-56.620W.  
Virginia Inside Passage Daybeacon 95 (LLNR 5910) to Metompkin Warning Daybeacon C.  
Virginia Inside Passage Lighted Buoy 97 (LLNR 5915) to Metompkin Lighted Buoy 17.  
Virginia Inside Passage Daybeacon 98 (LLNR5920) to Metompkin Daybeacon 18.  
Virginia Inside Passage Daybeacon 101 (LLNR 5925) to Metompkin Daybeacon 19.  
Virginia Inside Passage Daybeacon 102 (LLNR 5930) to Metompkin Waring Daybeacon D.  
Establish Metompkin Buoy 20 (LLNR59\*\*) at position 37-39-19.920N—75-37-21.280W.  
Virginia Inside Passage Lighted Wreck Buoy WR104 to Metompkin Lighted Wreck Buoy WR22.  
Virginia Inside Passage Daybeacon 105 (LLNR 5940)- Discontinue.  
Establish Metompkin Buoy 23 (LLNR 59\*\*) at position 37-39-13.640N—75-37-40.720W.  
Virginia Inside Passage Buoy 106 (LLNR 5945) to Metompkin Buoy 24.  
Metompkin Warning Daybeacon D (LLNR 5950) to Metompkin Warning Daybeacon E.

Chart 12210

LNM: 15/17

**\*\*\*\*VA – HAMPTON ROADS – SEWELLS POINT SPIT – WILLOUGHBY BAY – TEMPORARY AIDS TO NAVIGATION\*\*\*\***

During this year's NATO Festival temporary buoys will be established to meet FAA requirements and assist the aerial demonstration team with an acrobatic air show performed by the French Air Force on Wednesday, 26 April 2017.

The following temporary buoys will be established from 24 April through 28 April 2017, seven yellow and one white (eight total) unlighted buoys in the below positions to mark the 1500 ft centerline and 500 ft line of the approved demonstration zone.

"A" 36° 57' 35.81" N 076° 18' 06.66" W -yellow unlit 6CFR buoy

"B" 36° 57' 45.07" N 076° 18' 32.11" W - yellow unlit 6CFR buoy

"C" 36° 57' 53.70" N 076° 18' 57.33" W -white unlit 5CFR buoy

"D" 36° 58' 04.00" N 076° 19' 27.50" W -yellow unlit 6CFR buoy

"E" 36° 58' 08.90" N 076° 19' 43.06" W - yellow unlit 6CFR buoy

"F" 36° 57' 31.78" N 076° 18' 25.12" W -yellow unlit 6CFR buoy

"G" 36° 57' 43.84" N 076° 18' 59.54" W -yellow unlit 6CFR buoy

"H" 36° 57' 58.82" N 076° 19' 41.37" W -yellow unlit 6CFR buoy

In addition temporary buoys; "A", "C", and "E" will have flotation balloons attached on Wednesday 26 April 2017 only from 1700-1900. All temporary buoys will be removed from Willoughby Bay at the earliest opportunity following the 26 April Air show.

Chart 12245

LNM: 14/17

**\*\*\*\*VA – THIMBLE SHOAL CHANNEL - TEMPORARY AID RELOCATION DUE TO DREDGING\*\*\*\***

On or about May 6, 2017 the Coast Guard will temporarily relocate the following aids to navigation in association with the Dredging of Thimble Shoal Channel. All aids will be located 200 feet outside the channel limits.

Thimble Shoal Channel Lighted Buoy 6 (LLNR 9230) to 36 58 02.080N—76 04 37.460W

Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235) to 36 58 13.920N—76 06 19.390W

Thimble Shoal Channel Lighted Gong Buoy 8 (LLNR 9240) to 36 58 26.830N—76 06 13.220W

Thimble Shoal Channel Lighted Bell Buoy 9 (LLNR 9255) to 36 58 38.900N—76 07 56.190W

Thimble Shoal Channel Lighted Buoy 10 (LLNR 9260) to 36 58 51.870N—76 07 50.350W

Thimble Shoal Channel Lighted Buoy 11 (LLNR 9265) to 36 59 04.070N—76 09 33.730W

Thimble Shoal Channel Lighted Buoy 12 (LLNR 9270) to 36 59 17.150N—76 09 28.040W

Thimble Shoal Channel Lighted Buoy 13 (LLNR 9275) to 36 59 29.320N—76 11 11.290W

Thimble Shoal Channel Lighted Buoy 14 (LLNR 9280) to 36 59 42.340N—76 11 05.570W

Thimble Shoal Channel Lighted Buoy 15 (LLNR 9285) to 36 59 54.420N—76 12 48.600W

Thimble Shoal Channel Lighted Buoy 16 (LLNR 9290) to 37 00 07.460N—76 12 42.880W

Thimble Shoal Channel Lighted Buoy 17 (LLNR 9295) to 37 00 18.960N—76 12 23.240W.

Chart 12254

LNM: 17/17

**\*\*\*\*VA – YORK RIVER – TIMBERNECK CREEK – CEDARBUSH CREEK - DISCONTINUE AIDS TO NAVIGATION\*\*\*\***

On or about April 25, 2017 the Coast Guard will discontinue and remove the following non-lateral aids to navigation.

Timberneck Creek Warning Daybeacon A (LLNR 13765).

Timberneck Creek Warning Daybeacon B (LLNR 13770).

Cedarbush Creek Warning Daybeacon A (LLNR 13870).

Charts: 12238 12241

LNM: 17/17

**\*\*\*VA – CHESAPEAKE BAY INGRAM BAY – CRANES CREEK – CHANGES TO AIDS TO NAVIGATION\*\*\*\***

On or about May 2, 2017 The Coast Guard will make following changes in Cranes Creek:  
 Change Cranes Creek Channel Daybeacon 2 (LLNR 16285) to Cranes Creek Buoy 2 (LLNR 16285).  
 Establish Cranes Creek Buoy 3 (LLNR 16289) in approximate position: 37 48 57.290N, 76 18 31.510W.  
 Establish Cranes Creek Buoy 5 (LLNR 16299) in approximate position: 37 48 56.960N, 76 18 36.050W.  
 Discontinue and remove Cranes Creek Channel Daybeacon 4 (LLNR 16290).  
 Discontinue and remove Cranes Creek Channel Daybeacon 6 (LLNR 16295).

Chart 12235

LNM: 17/17

**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

**\*\*\*\*NC – MYRTLE GROVE SOUND TO CASINO CREEK – LOCKWOODS FOLLY INLET – SHOALING – DISCONTINUING OF AIDS TO NAVIGATION\*\*\*\***

The Coast Guard is scheduled to temporarily discontinue 11 aids to navigation in Lockwoods Folly Inlet near Oak Island and Holden Beach, on or about the middle of May 2017, due to extensive shoaling that is causing navigational safety issues. Under current condition, the aids to navigation system can no longer be configured to safely mark a passable channel in the inlet. Mariners transiting through Lockwoods Folly Inlet do so at their own risk. Heavy shoaling in the vicinity of Lockwoods Folly Inlet has progressed over the past few months making the waterway inaccessible to vessels with a draft greater than three feet. Aids to navigation are unable to accurately mark the waterway as they once did. The markers are misleading to mariners, which can be more dangerous than having no aids to navigation.

- The buoys scheduled to be temporarily discontinued are:
- Lockwoods Folly Inlet Lighted Whistle Buoy LW (LLNR 865/31005)
  - Lockwoods Folly Inlet Buoy 1 (LLNR 31010)
  - Lockwoods Folly Inlet Buoy 2 (LLNR 31015)
  - Lockwoods Folly Inlet Buoy 3 (LLNR 31020)
  - Lockwoods Folly Inlet Buoy 4 (LLNR 31025)
  - Lockwoods Folly Inlet Buoy 5 (LLNR 31027)
  - Lockwoods Folly Inlet Buoy 6 (LLNR 31030)
  - Lockwoods Folly Inlet Buoy 7 (LLNR 31035)
  - Lockwoods Folly Inlet Buoy 8 (LLNR 31040)
  - Lockwoods Folly Inlet Buoy 10 (LLNR 31045)
  - Lockwoods Folly Inlet Buoy 12 (LLNR 31047)

The Coast Guard is responsible for providing navigational systems, information and services that enable safe navigation. The Coast Guard continues to work with federal, state and local partner agencies regarding the viability of marking waterways; however, waterways must be reasonably stable and of sufficient depth for the Coast Guard to safely service an area.

Chart 11543

LNM: 17/17

**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](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



### 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%20LNLM%202015%20Special%20Notice\\_Waterway\\_Proposal%20Feedback%20Form.pdf](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 21, 2017 to be considered in the analysis. Refer to project number 05-16-025.

Send comments: [CGD5Waterways@uscg.mil](mailto: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

LNLM: 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%20LNLM%202015%20Special%20Notice\\_Waterway\\_Proposal%20Feedback%20Form.pdf](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 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](mailto:ethan.j.coble@uscg.mil) or [CGD5Waterways@uscg.mil](mailto: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

LNLM: 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%20LNLM%202015%20Special%20Notice\\_Waterway\\_Proposal%20Feedback%20Form.pdf](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 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](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), Fl G 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](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

#### **VA – CHESAPEAKE BAY – THIMBLE 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](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](mailto: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 - POTOMAC RIVER - ST CATHERINE SOUND LOWER AND HERON ISLAND BAR CHANNEL AIDS TO NAVIGATION  
CHANGE PROPOSAL\*\*\*\***

The Coast Guard is proposing changing two lights to lighted buoys, five daybeacons to unlighted buoys, discontinuing one warning Daybeacon and changing some of the names. Due to the known ice conditions in this section of the river these seven buoys; as well as, three additional buoys will be maintained from March 15 to December 1, ICE-CON 4. All buoys will have a visual range of 1.2 nm and 0.5nm radar range. The following are the proposed changes.

Heron Island Bar Channel Light 3 (LLNR 17180) to Heron Island Bar Lighted Buoy 3 (LLNR 17180). Maintained from Mar 15 to Dec 1.

Heron Island Bar Channel Buoy 4 (LLNR 17185) to Heron Island Bar Buoy 4 (LLNR 17185). Maintained from Mar 15 to Dec 1.

Heron Island Bar Channel Buoy 5 (LLNR 17190) to Heron Island Bar Buoy 5 (LLNR 17190). Maintained from Mar 15 to Dec 1.

St. Catherine Sound Lower Entrance Light 1L (LL 17215) to St. Catherine Sound Lighted Buoy 1 (LLNR 17215). Maintained from Mar 15 to Dec 1.

St. Catherine Sound Lower Entrance Daybeacon 2L (LLNR 17220) to St. Catherine Sound Buoy 2 (LLNR 17220). Maintained from Mar 15 to Dec 1.

St. Catherine Sound Lower Entrance Daybeacon 3L (LLNR 17225) to St. Catherine Sound Buoy 3 (LLNR 17225). Maintained from Mar. 15 to Dec. 1.

St. Catherine Sound Lower Entrance Daybeacon 5L (LLNR 17230) to St. Catherine Sound Buoy 5 (LLNR 17230). Maintained from Mar. 15 to Dec. 1.

St. Catherine Sound Lower Entrance Daybeacon 6L (LLNR 17235) to St. Catherine Sound Buoy 6 (LLNR 17235) Maintained from Mar. 15 to Dec. 1.

St. Catherine Sound Lower Entrance Warning Daybeacon (LLNR 17240) discontinue.

St. Catherine Sound Lower Entrance Buoy 7L (LLNR 17243) to St. Catherine Sound Buoy 7 (LLNR 17243). Maintained from Mar 15 to Dec 1.

St. Catherine Sound Lower Entrance Daybeacon 9L (LLNR 17245) to St. Catherine Sound Buoy 9 (LLNR 17245). Maintained from Mar. 15 to Dec. 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](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 4, 2017 to be considered in the analysis. Please reference project 05-17-055(D).

Send comments to [CGD5Waterways@uscg.mil](mailto:CGD5Waterways@uscg.mil) or [Albert.L.Grimes@uscg.mil](mailto:Albert.L.Grimes@uscg.mil) or mail to:

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

Charts: 12285 12286

LNM: 14/17

**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](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](mailto:CGD5Waterways@uscg.mil) or mailed to:

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

---

## SECTION VII - GENERAL

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

---

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

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

Charts: 12210 12211

LNM: 04/17

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

Live firing is conducted continuously in Danger Zone 334.370, the area west of the south end of the Chesapeake Bay Bridge Tunnel, bounded by the following positions 36-55-24N 76-08-43W, 36-55-50N 76-08-37W, 36-57-16N 76-08-14W, 36-57-16N 76-08-14W, 36-56-58.5N 76-07-11W, 36-57-07N 76-07-44W. Firing is conducted Monday through Friday from 7:00 am to 8:00 pm. For questions 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 pickup truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

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

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

Charts: 12200 12205 12221 12222 12245 12254

LNM: 01/16

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

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

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

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

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

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

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

Chart 12200

LNM: 01/16

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

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore

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

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:

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

During the following periods:

12:01 A.M. - 11:59 P.M. 26 - 27 APR 17, Ship Operations

Vessels are urged to avoid the above area during these 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.

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:

08:00 A.M.-10:00 P.M. 25 APR 17, Live Fire Operations, (DIV-HQ 10TH MAR, G-7)

08:00 A.M.- 5:00 P.M. 26 APR 17, Live Fire Operations, (DIV-HQ 10TH MAR, NSFS)

08:00 A.M.- 5:00 P.M. 27 APR 17, Live Fire Operations, (DIV-HQ 10TH MAR, NSFS)

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:

08:00 A.M.-10:00 P.M. 25 APR 17, Live Fire Operations, (DIV-HQ 10TH MAR, G-7)

08:00 A.M.- 5:00 P.M. 26 APR 17, Live Fire Operations, (DIV-HQ 10TH MAR, NSFS)

08:00 A.M.- 5:00 P.M. 27 APR 17, Live Fire Operations, (DIV-HQ 10TH MAR, NSFS)

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

**\*\*\*\*PA – NJ – DELAWARE RIVER – DELAIR MEMORIAL RAILROAD BRIDGE - DRAWBRIDGE TEMPORARY (TEST) DEVIATION\*\*\*\***

The Coast Guard has issued a temporary deviation authorizing the DELAIR Memorial Railroad Bridge over the Delaware River, mile 104.6, in Delair, NJ, to be remotely operated from the Conrail South Jersey dispatch center in Mount Laurel, NJ, from 8 a.m. on April 24, 2017, to 7:59 a.m. on October 21, 2017. This deviation will test the remote operation capability of the drawbridge to determine whether the bridge can be safely



**\*\*\*\*PA – NJ – DELAWARE RIVER – DELAIR MEMORIAL RAILROAD BRIDGE - DRAWBRIDGE TEMPORARY (TEST) DEVIATION\*\*\*\***

operated from a remote location. During the temporary deviation, a bridge tender will be stationed on-site at the bridge and will be able to immediately take local control of the bridge, as required. The remote operation system of the bridge incorporates a dedicated telephone line (856) 231-2301 for bridge operations, a push-to-talk (PTT) opening signal of 5 clicks on VHF-FM channel 13, and an automated identification system (AIS) transmitter to provide real-time bridge status. AIS bridge status is provided via the name transmitted by the private aids to navigation as: DELAIR BRG-OPEN (fully open and locked position, channel light green), DELAIR BRG-CLOSED (other than fully open, not inoperative), or DELAIR BRG-INOP (other than fully open, inoperative). The AIS transmitter is assigned maritime mobile service identity (MMSI) number 993663001 and has been installed on the New Jersey side of the bridge at the bridge and land intersection in approximate position 39-58-50.52N, 75-03-58.75W. The Coast Guard is encouraging public participation and requesting comments concerning this temporary (test) deviation. Comments and related material must reach the Coast Guard on or before August 18, 2017. Please access the Federal eRulemaking Portal at <http://www.regulations.gov> to view docket number USCG-2016-0257 for additional details and to provide comments concerning this temporary (test) deviation.

Chart 12314

LNLM: 15/17

**\*\*\*\*PA - DE – NJ – DELAWARE RIVER – MARCUS HOOK – DREDGING\*\*\*\***

Great Lakes Dredge and Dock will be conducting maintenance dredging in the Delaware River in Marcus Hook Range, Deepwater Range and New Castle Range beginning 12 May continuing until 31 Jul 2017. Maintenance dredging will be conducted with cutter suction dredge Illinois and associated pipelines. Pipelines will be a combination of floating hose immediately behind the dredge and submerged pipeline leading to upland disposal area. Equipment and pipelines will be located outside the channel limits. Vessels transiting are requested to contact the Dredge Illinois to make safe passing arrangements and use caution when transiting the area. Safety Zone information will be broadcasted closer to the commencement date and contain additional requirements for vessels transiting during this time, please look for future notices.

Charts: 12311 12312

LNLM: 15/17

**\*\*\*\*NJ & PA – DELAWARE RIVER – DEVLIN CHANNEL – BRIDGE CLOSURE\*\*\*\***

The Burlington County Bridge Commission, who owns and operates the SR 413, Burlington-Bristol Bridge, mile 117.8 across the Delaware River, between Burlington, NJ, and Bristol, PA, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.716, to tension all of the moveable lift span's sixty-four (64) counterweight ropes. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 9 p.m. to 5 a.m., Sunday through Friday, from April 30, 2017, through July 14, 2017. During closure periods, the bridge will open on signal if at least one hour notice is given. At all other times the bridge will operate per 33 CFR 117.716. The bridge is vertical lift, and has a vertical clearance in the closed-to-navigation position of 61 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at anytime. Mariners should use caution when transiting the area.

Chart 12314

LNLM: 17/17

**DE - NJ – DELAWARE RIVER – SMYRNA RIVER TO WILMINGTON – PEA PATCH ISLAND – PRIVATE LIGHTED DATA BUOY**

The Woods Hole Group, Inc, established a lighted data buoy approximately 200 yards west of the Delaware River main channel and on the north side of the overhead power line crossing at Pea Patch Island. The buoy is located about 750 yards east of Pea Patch Island RACON (on overhead power cable tower 97), and 150 yards northwest of the cable tower east of the channel. The 18-inch diameter yellow buoy is lit with a slow flashing yellow light and will mark scientific equipment.

Pea Patch Island Lighted Data Buoy P: approximate position 39-36-48.0N, 75-34-25.9W.

Chart 12311

LNLM: 15/17

**NJ – SEACOAST – SEA GIRT TO LITTLE EGG INLET – TEMPORARY PRIVATE WARNING BUOY**

On or about April 5, 2017, the Stockton University Coastal Research Center will temporarily establish a warning buoy in the Atlantic Ocean approximately 3 nautical miles north of the entrance of Little Egg Inlet and about 500 yards off the beach near Beach Haven Heights. The buoy will be white with an orange diamond, marked "HAZARD", and will be marking submerged equipment. The buoy and equipment will be removed on or about May 31, 2017.

Beach Haven Heights Warning Buoy, approximate position, 39 47 31.9N 075 26 21.4W, marked "HAZARD".

Chart 12323

LNLM: 14/17

**\*\*\*\*NJ – INTRACOASTAL WATERWAY – BARNEGAT BAY - THOMAS MATHIS BRIDGE – CLOSURE\*\*\*\***

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 28, 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

LNLM: 17/17

**\*\*\*\*NJ – MANASQUAN INLET TO BARNEGAT INLET – DREDGING\*\*\*\***

Starting approximately 12 May 2017 and continuing until approximately 30 May 2017 the hopper dredges R.N. Weeks and B.E. Lindholm will be operating in the vicinity of Barnegat Bay, NJ.

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

39°51'52.39"N/ 74° 1'39.46"W

39°53'32.76"N/ 74° 1'30.13"W

39°53'32.37"N/ 74° 3'1.06"W

39°51'55.44"N/ 74° 3'4.68"W

Pipeline corridor will be bound by the following approximate positions:

39°57'16.48"N/ 74° 4'4.12"W

39°57'13.92"N/ 74° 3'32.73"W

39°57'20.79"N/ 74° 3'32.19"W



**\*\*\*\*NJ – MANASQUAN INLET TO BARNEGAT INLET – DREDGING\*\*\*\***

39°57'23.85"N/ 74° 4'3.48"W

Once underway, dredging operations will continue a twenty-four (24) hours per day, seven days per week basis. Dredge and attendant plan will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. For more information or questions contact Matt Henry - (985) 237-5050 (mobile), mthentry@weeksmarine.com, David McNeil - (985) 237-5069 (mobile), dcmcneill@weeksmarine.com.

Charts: 12323 12324

LNM: 17/17

**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 - INTRACOASTAL WATERWAY - ATLANTIC CITY - STONE HARBOR BLVD BRIDGE – MAINTENANCE\*\*\*\***

An engineering firm, on behalf of Cape May County, will be using a snooper truck to perform maintenance at the CR 657 (Stone Harbor Blvd) Bridge across the New Jersey Intracoastal Waterway – Great Channel, mile 102.0, in Cape May County, NJ. The maintenance will be conducted from April 24, 2017, to June 9, 2017; Monday through Friday from 5 a.m. to 1 p.m. and Sunday through Thursday from 10 p.m. to 5 a.m. The snooper truck and maintenance personnel will relocate from the moveable span, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (609) 952-3831. Mariners should use caution when transiting the area.

Chart 12316

LNM: 17/17

**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 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

**MD – PATUXENT RIVER – OYSTER SEEDING**

Maryland Department of Natural Resources will be conducting oyster seeding operations on 15 Apr just south of the Route 4 Bridge in the Patuxent River in an area enclosed by the following approximate positions.

38-19-42.80, 76-28-07.79

38-19-38.22, 76-28-13.40

38-19-23.21, 76-27-54.02

38-19-26.57, 76-27-49.53

Contact Eric Campbell Maryland Department of Natural Resources at 410-260-8261 for more information.

Charts: 12264 12284

LNM: 15/17

**MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – TRED AVON RIVER – TEMPORARY MOORING BUOY**

On or about April 15, 2017, Corman Marine will establish a temporary mooring buoy approximately 300 yards east, northeast of Bellevue Landing in the Tred Avon River, to be discontinued on or about June 15, 2017. The mooring buoy will support work barges used for shoreline protection projects. The buoy will be white with a blue band and lit with a slow flashing white light when no vessel is moored to it. Corman Marine Tred Avon River Mooring Buoy A, 38-42-20N, 076-10-26W, FI W 4S.

Chart 12266

LNM: 15/17

**\*\*\*\*MD – CHESAPEAKE BAY– SOUTH RIVER - BRIDGE MAINTENANCE\*\*\*\***

The Anne Arundel County, Maryland Department of Public Works will be performing underwater maintenance at Riva Road Bridge over South River, mile 6.8, in Riva, MD. The maintenance will be conducted from 7 a.m. to 5 p.m.; Monday- Friday; on May 1, 2017 through November 17, 2017. A 50 foot barge, a 19 foot skiff, several work floats and several work vessels will be in the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 603-8311. Mariners should notify the work foreman no less than thirty minutes prior to navigating through the bridge and should use caution when transiting the area.

Charts: 12263 12270

LNM: 17/17

**\*\*\*\*MD - CHESAPEAKE BAY, BETWEEN SANDY POINT AND KENT ISLAND - SPECIAL LOCAL REGULATION\*\*\*\***

The Coast Guard is establishing Special Local Regulations for certain waters of the Chesapeake Bay. This action is necessary to provide for the safety of life on the navigable waters located between Sandy Point, Anne Arundel County, MD and Kent Island, Queen Anne's County, MD, during a paddling event on April 29, 2017. This rulemaking will prohibit persons and vessels from entering the regulated area unless authorized by the Captain of the Port Maryland-National Capital Region or Coast Guard Patrol Commander. This rule is effective from 7 a.m. on April 29, 2017 through 1 p.m. on April 30, 2017. Please see Enclosure 7 for the entire Special Regulation.

Chart 12270

LNM: 15/17

**MD – CHESAPEAKE BAY – SEVERN RIVER – SPA CREEK – ANNAPOLIS HARBOR – MARINE CONSTRUCTION OPERATIONS**

**MD – CHESAPEAKE BAY – SEVERN RIVER – SPA CREEK – ANNAPOLIS HARBOR – MARINE CONSTRUCTION OPERATIONS**

Annapolis Boat Shows, Inc. will conduct in-water operations in support of the Annapolis Spring Sailboat Show in Annapolis Harbor at Annapolis, MD during April 25-May 2, 2017. Temporary pilings, floating docks and submerged electrical cables extending channelward from Ego Alley will be placed in Annapolis Harbor. To support the in-water operations in Annapolis Harbor, two long tows will occur across the Severn River, between Spa Creek and Carr Creek, during April 11-May 3, 2017. During these two tows, mariners are urged to use extreme caution when transiting the area, and to operate at reduced speed to minimize wake near the towing operations. Information regarding special anchoring restrictions in Annapolis Harbor in the event of severe weather during this period should be directed to the Annapolis City Harbormaster's Office on marine band radio VHF-FM channel 71 or telephone (410) 263-7973.

Chart 12283

LNM: 15/17

**\*\*\*\*MD – CHESAPEAKE BAY – POPLAR ISLAND – HAZARD TO NAVIGATION - DIKE CONSTRUCTION\*\*\*\***

Precom Marine is constructing a 4000 foot dike on the north end of Poplar Island, MD. The dike, which is in 9 feet of water, may not be visible during construction and is a hazard to navigation. Mariners are requested to avoid this area or if in the area, operate at a reduced speed. For additional information contact Precon Marine at 757-503-6205.

Charts: 12266 12270

LNM: 16/17

**MD – BALTIMORE HARBOR – BEAR CREEK – I-165 BRIDGE – MAINTENANCE**

An engineering firm, on behalf of the Maryland Transportation Authority (MDTA) will be performing maintenance at the I-695 Bridge over the Bear Creek, at river mile 1.5 at Sparrows Point, MD. The maintenance will be conducted between Wednesday, April 19, 2017, and Thursday, May 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to 30 foot wide construction barges, and various construction craft to be working outside the navigable channel. This maintenance project is in conjunction with the Francis Scott Key Bridge project. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the area.

Chart 12281

LNM: 16/17

**MD – BALTIMORE HARBOR – FRANCIS SCOTT KEY BRIDGE – MAINTENANCE**

An engineering firm, on behalf of the Maryland Transportation Authority (MDTA) will be performing maintenance at the Francis Scott Key Bridge over the Patapsco River, at river mile 6.0 at Baltimore, MD. The maintenance will be conducted between Wednesday, April 19, 2017, and Thursday, May 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to four, 30 foot wide construction barges, and various construction craft to be working outside the navigable channel. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessel may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the area.

Chart 12281

LNM: 16/17

**\*\*\*\*MD – BALTIMORE HARBOR – CURTIS CREEK – BRIDGE CLOSURE\*\*\*\***

The Maryland Transportation Authority, who owns and operates the I-695 Bridge across Curtis Creek, mile 1.0, at Baltimore, MD, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.557, to remove, repair, and replace the inner and outer loop locking bar and couplings. Under this temporary deviation, the bridge will be maintained in the closed-to-navigation position from 6 a.m. to 7 p.m. from May 1, 2017, through May 5, 2017, however; from 7 p.m. to 6 a.m., the drawbridge will open with a 24 hour advance notice. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed-to-navigation position of 58 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at anytime. Mariners should use caution while transiting through the area.

Chart 12281

LNM: 17/17

**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 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 – BALTIMORE HARBOR – PATAPSCO RIVER (MIDDLE BRANCH) - PUBLIC NOTICE**

All interested parties are notified that the Commander, Fifth Coast Guard District has received notice that KCI Technologies, Inc., on behalf of Sagamore Development Company, is conducting a feasibility study for a bridge replacement across navigable waters of the United States. Sagamore Development Company proposes to replace a railroad swing bridge with a fixed pedestrian bridge within the existing footprint over Patapsco River (Middle Branch), mile 12.5, in Baltimore, Maryland. Sagamore Development Company is also requesting a waiver of a bridge permit under Title 33 Code of Federal Regulations, Section 115.70; advance approval for bridges. Advance approval waterways are those that are navigable in law, but not actually navigated by other than small boats. The Commandant of the Coast Guard has given advance approval to the construction or repair of bridges across such waterways. Comments on this proposal should be forwarded to 431 Crawford Street, Portsmouth, VA 23704-5004 (dpb), no later than 01 May, 2017. A copy of Public Notice 5-1372, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at <http://www.navcen.uscg.gov/?pageName=pnBridges>

Chart 12281

LNM: 14/17

**\*\*\*\*MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SEDIMENT BORING OPERATIONS\*\*\*\***

**\*\*\*\*MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SEDIMENT BORING OPERATIONS\*\*\*\***

J.D. Hynes and Associates will be conducting sediment borings in the Patapsco River at Baltimore, MD from on or about May 15 until on or about June 15, 2017. The work will occur at various locations between Hawkins Point and Sollers Point, in the vicinity of the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge. All activities should remain clear of the federal navigation channel and will include use of a spud barge "151" (85' x 40' x 5.5'). A Smith Marine tug will be onsite at all times when the barge is on location. The barge will be moved to the northwestern shoreline by the foot of the bridge at night and lighted in accordance with CG regulations. 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 boring site. Interested mariners can contact the tug "Miss Dee" via marine band radio VHF channels 16 and 13.

Chart 12281

LNM: 17/17

**\*\*\*\*MD – HEAD OF CHESAPEAKE BAY – BUSH RIVER – SPECIAL LOCAL REGULATION\*\*\*\***

The Coast Guard is establishing special local regulations for certain waters of the Bush River, including Otter Point Creek. This action is necessary to provide for the safety of life on these navigable waters located near Flying Point Park in Harford County, MD, during a high-speed power boat racing event on May 6, 2017, and May 7, 2017. This rulemaking would prohibit persons and vessels from being in the regulated area unless authorized by the Captain of the Port Maryland-National Capital Region or Coast Guard Patrol Commander. This rule is effective from 11 a.m. on May 6, 2017, until 7 p.m. on May 7, 2017. Please see Enclosure 8 for the entire Special Regulation.

Chart 12274

LNM: 17/17

**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 between April 12 and 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 – OFFSHORE – CHINCOTEAGUE – UNMANNED MARITIME VEHICLE OPERATIONS\*\*\*\***

Liquid Robotics will conduct continuous autonomous, unmanned maritime vehicle operations from April 21 through April 30 2017. The vehicle will operate within the polygon created by coordinates (37° 51' 2.52" N, 75° 28' 10.1994" W), (37° 51' 7.92" N, 75° 9' 57.5994" W), (37° 37' 13.4394" N, 75° 9' 28.0794" W) and (37° 37' 7.3194" N, 75° 27' 50.3994" W), south east of Wallops Island. Operations consist of scientific ocean data collection. The Wave Glider is wave powered, remotely attended from the Wave Glider Operations Center, moving at speeds of typically 1kt, and designed to give way or part if encountered by a vessel. It is surfboard size, black in color, with a contact plaque and mast extending 1 meter above the surface supporting a flag. Mariners are urged to transit the area with caution. For up-to-date information, mariners can contact Liquid Robotics Operations Center at 408-636-4205, or by email at support@liquid-robotics.com.

Charts: 12210 12211

LNM: 16/17

**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 replacement of hydraulic fluid of the bridge. The bridge will be maintained in the closed position from 7 a.m. on Monday, April 24, 2017 through 7 p.m. on Friday, April 28, 2017; Monday-Friday; 24 hours a day. The bridge will not be able to open for an emergency. 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: 15/17

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

Naval Anchorage Area A, 27 Apr, 9:00 am to 3:00 pm.

Naval Anchorage Area A, 17 Apr to 12 May, 7:00 am to 6:00 pm each day.

Naval Anchorage Area B, 17 Apr to 12 May, 7:00 am to 6:00 pm each day.

Naval Anchorage Area A, 1 to 12 May, 6:00 pm to midnight.

Naval Anchorage Area A, 3 May, 5:00 pm to midnight.

Naval Anchorage Area A, 4 May, 5:00 pm through 5 May 2:00 am.

Naval Anchorage Area A, 5 May, 7:00 am to noon.

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

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

7103/7101.

Charts: 12222 12254

LNM: 01/17

**\*\*\*\*VA – CHESAPEAKE BAY – CAPE HENRY TO THIMBLE SHOAL LIGHT – LOST ANCHORS\*\*\*\***

Four anchors have been lost in Naval Anchorage Area D, in Restricted Area 334.310 off Little Creek, VA, in an area bounded by the following coordinates.

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.

Chart 12254

LNM: 15/17

**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 May 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 - CHESAPEAKE BAY - WILLOUGHBY BAY - MILITARY EXERCISE\*\*\*\***

A live blank fire exercise for NSA-Norfolk Naval Shipyard (NSA-NNSY) Harbor Patrol Unit will be conducted in Willoughby Bay in approximate position 36-57N, 76-17.5W, 23 through 25 May 2016, during the hours of 8:00 am to 4:00pm. Vessels from NSA-NNSY Harbor Patrol Unit, Atlantic Targeting 8M Rigid Hulled Inflatable Boat and Harbor Security Boats will take part in the exercise. VHF-FM channels 82 primary and 69 secondary will be monitored on scene and you may contact Erik Wagner at 757-483-3821 for question or concerns.

Chart 12245

LNM: 17/17

**VA – ELIZABETH RIVER – CRANEY ISLAND – DREDGING**

Cottrell Contracting Corporation Dredge Rockbridge will be conducting dredging operations in the vicinity of Craney Island Rehandling Basin and Access Channels in the Elizabeth River in Norfolk Harbor, VA. Dredging operations will be from April 15 through October 5, 2017.

Charts: 12243 12245

LNM: 15/17

**VA – JAMES RIVER – NEWPORT NEWS SHIPBUILDING – DREDGING**

The Norfolk Dredging Company, Dredge ATLANTIC will be conducting dredging operations at Newport News Shipbuilding, Southside of Pier 2 Newport News, VA until approximately 15 May 2017. Additional locations at Newport News Shipbuilding may follow. Scows will transport material to the unloader Vicksburg which will pump the dredge material into Craney Island. The unloader Vicksburg will be setup several hundred feet outside the channel between Elizabeth River Channel Lighted Buoy 14 (LLNR 9540) and Elizabeth River Channel Lighted Buoy 18 (LLNR 9600) of Craney Island Reach. A 24" submerged pipeline will be placed from the unloader Vicksburg to Craney Island. The Dredge Operator will standby on channels 13 and 16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For further information contact Norfolk Dredging Company and 757-547-9391.

Charts: 12245 12248

LNM: 16/17

**VA - ATLANTIC INTRACOASTAL WATERWAY - DISMAL SWAMP CANAL - TEMPORARY CLOSURE**

The Dismal Swamp Canal (Route 2) of the Atlantic Intracoastal Waterway is temporarily closed due to damage caused by storms from Hurricane Matthew. The locks at Deep Creek, Virginia, and South Mills, North Carolina, and the drawbridges on US Route 17 will return to their normal operating schedule as soon as the locks can be repaired, the canal can be checked for obstructions and shoaling is removed. Those planning to use this route are advised to contact the lock operator at 757-547-3311, or call the Norfolk District office at 757-201-7642.

Chart 12206

LNM: 14/17

**VA – JAMES RIVER – NANSEMOND RIVER – POWER LINE TOWER CONSTRUCTION**

Dominion Power is currently constructing new towers to replace the Dominion Virginia Power Project, Nansemond River Crossing in Suffolk Virginia. Once completed, Virginia Power West Tower Light (LLNR 11060) and Virginia Power East Tower Light (LLNR 11065) will relocate approximately 100 yards south of their current locations. Construction barges on site will be lit at night, marking the location of the new towers until the new towers are lit. Once the new towers are lit, the old towers will be marked by temporary aids to navigation until demolished. Mariners are advised to transit the area with caution. The new towers will be built and PATON relocated on or about April 20, 2017 to the following locations: Virginia Power West Tower Light, (LLNR 11065), 36-52-36.54N, 076-30-17.62W, FL Y 4s, On tower. Private Aid. Virginia Power East Tower Light, (LLNR 11070), 36-52-32.65N, 076-30-03.85W, FL Y 4s, On tower. Private Aid

Chart 12248

LNM: 15/17

**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 – YORK RIVER – PAMUMKEY RIVER - SR 33 (ELTHAM) BRIDGE**

An engineering firm, on behalf of the Virginia Department of Transportation, will be performing an inspection at the over Pamunkey River, mile 1.0, in West Point, VA. The inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Friday on Monday, April 24, 2017 through Friday, April 28, 2017. A snooper truck, work vessel will be operating under and in the vicinity of the bridge to provide access for inspection. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. The work vessel may be reached on VHF-FM channel 13. The project foreman can be reached at (570) 573-3441. Emergency vessels or vessels in an emergency state are requested to notify the project foreman at least fifteen minutes prior to safely navigate through the bridge, if possible. All mariners should use caution when transiting the area.

Chart 12243

LNLM: 16/17

**\*\*\*\*VA –YORK RIVER - COLEMAN MEMORIAL BRIDGE - CLOSURE\*\*\*\***

The Coleman Memorial (US 17) Bridge over York River, mile 7.0, at Yorktown, VA will be maintained in the closed-to-navigation position to facilitate bridge maintenance. The bridge will remain in the closed position from 5:30 a.m. to 8 a.m. on Sunday, May 7, 2017; with an alternative date on Sunday, May 14, 2017. The bridge will open for an emergency, if 30 minute notice is given. Mariners able to pass under the closed span (60 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 12241

LNLM: 17/17

**VA- RAPPAHANNOCK RIVER – BRIDGE INSPECTION**

An engineering firm, on behalf of the Virginia Department of Transportation, will be performing an inspection at the US 360 (Downing Bridge) bridge, over Rappahannock River, mile 42.5, in Tappahannock, VA. The inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Friday on Monday, April 24, 2017 through Friday, May 5, 2017. A snooper truck, work vessel will be operating under and in the vicinity of the bridge to provide access for inspection. Inspection personnel, equipment and vessels 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 (570) 573-3441. Mariners are requested to notify the project foreman at least fifteen minutes prior to navigation through the bridge and should use caution when transiting the area.

Chart 12237

LNLM: 16/17

**VA – POTOMAC RIVER – PINEY POINT TO LOWER CEDAR POINT – MARINE CONSTRUCTION**

Marine construction consisting of removal of an existing open pile pier with 15 slips and construction of a replacement open pile and floating pier with 29 slips will be conducted offshore of 829 Robin Grove Lane in Colonial Beach, VA at the Boat House Marina until 30 Jun 2017. For more information contact Bill Bowman at 804-761-6620 or 804-224-7644.

Chart 12286

LNLM: 14/17

**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 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

LNLM: 13/17

**\*\*\*\*NC - ATLANTIC OCEAN – HAZARDOUS OPERATIONS\*\*\*\***

Underwater testing, from the surface to the sea floor, hazardous to vessels will be conducted from 12 midnight, 26 Apr to 12 midnight, 01 May 2017, in an area defined by 36-01.0N/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

LNLM: 14/17

**\*\*\*\*NC – ATLANTIC OCEAN – SUBSURFACE CURRENT SENSOR\*\*\*\***

NOAA's Center for Operational Oceanographic Products and Services is deploying a subsurface moored current profiling sensor off the coast of North Carolina's Outer Banks in approximate position 35-08-15N, 75-05-39W, 22 NM of east of Cape Hatteras. The sensor will be approximately 150 feet below the surface of the water.

Charts: 11009 12200

LNLM: 16/17

**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



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

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 – CAPE FEAR RIVER – DREDGING\*\*\*\***

The Dredge VIRGINIAN will complete dredging operations inside the Middle Entrance of the Motsu Facility on or about April 28, 2017. Upon completion of the Motsu work, the VIRGINIAN will commence dredging operations inside Horseshoe Shoal Channel on the Cape Fear River adjacent to Cape Fear River Channel Lighted Buoy 27 (LLNR 30550) on or about April 29, 2017. Work inside Horseshoe Shoal Channel is expected to continue until approximately May 4, 2017. Upon completion of the work at Horseshoe Shoal Channel, the VIRGINIAN will move up river to Reaves Point Channel and operate in the area until approximately May 27, 2017. The dredge will be loading Mud Scows at both locations which will then be towed to the Ocean Dredged Material Disposal Site (ODMDS) located 3.5 miles South East of Cape Fear River Entrance Lighted Buoy 2 (LLNR 30318). The Dredge Operator will standby on Channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. Norfolk Dredging Company 757-547-9391.

Chart 11537

LNM: 17/17

**NC – COAST GUARD STATION OAK ISLAND - ENTRANCE CHANNEL AND BASIN – DREDGING**

Southwind Construction Corp. will be conducting dredging operations in Coast Guard Station Oak Island Entrance Channel and Basin, Range 1 and Range 2, Brunswick County North Carolina, with fill placement in the Upland Disposal Area 277. Dredging will be conducted from 17 Apr to 17 May, 2017, work will be conducted 24 hours a day, 7 days a week. 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 David Lynn at 812-455-1770 or Jim Barton at 812-455-8861.

Chart 11534

LNM: 15/17

**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	
635	<i>NOAA Lighted Data Buoy 41001 (ODAS)</i>	34-38-48.000N 072-37-18.000W	Fl (4)Y 20s		5	Yellow boat-shaped hull.	Aid maintained by National Oceanic and Atmospheric Administration.	17/17
		*						
830	Frying Pan Shoals Slough Buoy 2	33-39-16.210N 077-52-56.893W				Red nun.		17/17
		*						
1080	Oyster Creek Channel Buoy 37	39-47-30.238N 074-09-08.653W				Green can.		17/17
		*						
1090	Oyster Creek Channel Buoy 38	39-47-31.165N 074-09-06.308W				Red nun.		17/17
		*						
1095	Oyster Creek Channel Buoy 40	39-47-29.365N 074-09-30.520W				Red nun.		17/17
		*						
1099	<i>Oyster Creek Channel Lighted Buoy 42</i>	39-47-28.468N 074-09-38.183W	Q R		4	Red.		17/17
		*						
*	*	*	*	*	*	*	*	*



## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
4255	BORDENTOWN RANGE FRONT LIGHT	40-09-55.685N 074-43-19.675W	Q G	23		On skeleton tower with small house on concrete base.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline.	17/17
						*	*	
4260	BORDENTOWN RANGE REAR LIGHT  266.5 yards, 359° from front light.	40-10-03.585N 074-43-19.874W	Iso G 6s	43		On skeleton tower with small house on concrete base.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline.	17/17
14883	PIANKATANK RIVER LIGHT 13	37-31-57.838N 076-22-27.186W	FIG 2.5s		4	SG on pile.	*	17/17
15130	Carter Creek Daybeacon 3	37-39-00.354N 076-26-34.275W				SG on pile.		17/17
15135	Carter Creek Daybeacon 4	* 37-39-08.806N 076-26-26.946W				TR on pile.		17/17
15145	CARTER CREEK LIGHT 7	* 37-39-12.945N 076-26-27.716W	FIG 2.5s	15	4	SG on pile.		17/17
15150	CARTER CREEK EASTERN BRANCH LIGHT 1	* 37-39-12.749N 076-25-51.806W	FIG 4s	15	4	SG on pile.		17/17
29133	<i>Lookout Bight Lighted Wreck Buoy WR4A</i>	*					Remove from list.	17/17
29387	<i>Beaufort Inlet Channel Lighted Buoy 16</i>	34-41-05.413N 076-39-59.464W	FIR 2.5s		4	Red.	*	17/17
29910	<i>New River Channel Lighted Wreck Buoy WR47</i>	* 34-41-10.911N 077-23-53.046W	Q G		3	Green.		17/17
33483	Cedar Island Ferry Slip Breakwater Buoy 2	* 35-01-12.556N 076-18-29.984W				Red nun.		17/17
36210	NEW JERSEY INTRACOASTAL WATERWAY LIGHT 322	* 39-12-14.491N 074-40-18.393W	FIR 2.5s	15	4	TR-TY on pile.		17/17

\*

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
36345	NEW JERSEY INTRACOASTAL WATERWAY LIGHT 362	39-08-39.960N 074-42-20.760W	Q R	15	4	TR-TY on pile.	17/17
36360	NEW JERSEY INTRACOASTAL WATERWAY LIGHT 365	39-08-13.740N 074-42-52.680W	FIG 2.5s	15	4	SG-SY on pile.	17/17
36430	NEW JERSEY INTRACOASTAL WATERWAY LIGHT 386	39-05-32.547N 074-46-01.128W	FIR 4s	15	4	TR-TY on pile.	17/17
39597	New River - Cape Fear River Buoy 121	34-15-00.349N 077-46-54.447W				Green can with yellow square.	17/17
39598	New River - Cape Fear River Buoy 121A	34-14-54.847N 077-46-59.195W				Green can with yellow square.	17/17
39601	New River - Cape Fear River Buoy 122A	34-14-58.034N 077-46-58.644W				Red nun with yellow square.	17/17

---



---

**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.
  7. Special Local Regulation, Chesapeake Bay between Sandy Point and Kent Island, MD.
  8. Special Local Regulation, Head of Chesapeake Bay, Bush River, MD.
- 
-

# **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**

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 to an average channel depth of 3 feet at MLW. As a result, the aids to navigation have been removed because they did not accurately mark safe water. DB BNM 008-17  
Chart 12318

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

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

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

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

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 – 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 Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16  
Charts 12237

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

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

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

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

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

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

**VA – RUDEE INLET – SHOALING**

The City of Virginia Beach Survey of Rudee Inlet, dated 14 April 2017 indicates shoaling across the channel beginning at the east end of the North and South Jetty's and extending out eastward approximately 280 feet. The shoal is encroaching the channel mainly from the south. Least depths range to 8.4 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 – CURRITUCK BEACH LIGHT TO WIMBLE SHOALS – OREGON INLET**

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

### **NC – HATTERAS INLET – SHOALING 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 – 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 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 – CAPE HATTERS – BARNEY 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 – 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 – 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 – 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 - 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 – 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 – 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 – 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 - 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 - NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET**

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

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

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

**NC - NEUSE RIVER TO MYRTLE GROVE SOUND – 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

**NC – MYRTLE GROVE SOUND TO CASINO CREEK - LOCKWOODS FOLLY INLET**

Severe shoaling has been reported in Lockwoods Folly Inlet to depths of 1 ft to 3 ft MLLW between Lockwoods Folly Inlet Buoy 1 (LLNR 31010) and Lockwoods Folly Inlet Buoy 8 (LLNR 31040). Mariners are advised to use caution when transiting the area. SEC NC BNM 150-17  
Chart 11534

**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

# 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.  
Patapsco River (Middle Branch) – Fixed Pedestrian Bridge - Sagamore Development Company is conducting a feasibility study for a bridge replacement across navigable waters of the United States. Sagamore Development Company proposes to replace a railroad swing bridge with a fixed pedestrian bridge within the existing footprint over Patapsco River (Middle Branch), mile 12.5, in Baltimore, Maryland. Sagamore Development Company is also requesting a waiver of a bridge permit under Title 33 Code of Federal Regulations, Section 115.70; advance approval for bridges. Advance approval waterways are those that are navigable in law, but not actually navigated by other than small boats. The Commandant of the Coast Guard has given advance approval to the construction or repair of bridges across such waterways. Comments on this proposal should be forwarded to 431 Crawford Street, Portsmouth, VA 23704-5004 (dpb), no later than **01 May, 2017**. A copy of **Public Notice 5-1372**, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at <http://www.navcen.uscg.gov/?pageName=pnBridges>.
- **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 – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel.  
Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit 2-15-5 signed December 9, 2015.
- **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.  
Delaware River - DELAIR Memorial Railroad Bridge - The Coast Guard has issued a temporary deviation authorizing the bridge to be remotely operated from the Conrail South Jersey dispatch center in Mount Laurel, NJ, from 8 a.m. on April 24, 2017, to 7:59 a.m. on October 21, 2017. This deviation will test the remote operation capability of the drawbridge to determine whether the bridge can be safely operated from a remote location. During the temporary deviation, a bridge tender will be stationed on-site at the bridge and will be able to immediately take local control of the bridge, as required. The remote operation system of the bridge incorporates a dedicated telephone line (856) 231-2301 for bridge operations, a push-to-talk (PTT) opening signal of 5 clicks on VHF-FM channel 13, and an automated identification system (AIS) transmitter to provide real-time bridge status. AIS bridge status is provided via the name transmitted by the private aids to navigation as: DELAIR BRG-OPEN (fully open and locked position, channel light green), DELAIR BRG-CLOSED (other than fully open, not inoperative), or DELAIR BRG-INOP (other than fully open, inoperative). The AIS transmitter is assigned maritime mobile service identity (MMSI) number 993663001 and has been installed on the New Jersey side of the bridge at the bridge and land intersection in approximate position 39 degrees, 58 minutes, 50.52 seconds North (39.9807 N), 75 degrees, 03 minutes, 58.75 seconds West (-75.06632 W). The Coast Guard is encouraging public participation and requesting comments concerning this temporary (test) deviation. Comments and related material must reach the Coast Guard on or before August 18, 2017. Please access the Federal eRulemaking Portal at <http://www.regulations.gov> to view docket number USCG-2016-0257 for additional details and to provide comments concerning this temporary (test) deviation.

- **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>  
Curtis Creek – I-695 Bridge - Bridge maintenance to remove, repair, and replace the inner loop locking bar and couplings. Bridge will be maintained in the closed-to-navigation position from 6 a.m. to 7 p.m. from April 10, 2017, through **May 5, 2017**, however; from 7 p.m. to 6 a.m. April 10, 2017, through **May 5, 2017**, the drawbridge will open with a 24 hour advance notice. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed-to-navigation position of 58 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at anytime. Mariners should use caution while transiting through the area.  
Bear Creek - I-695 Bridge - Maintenance will be conducted between Wednesday, April 19, 2017, and Thursday, May 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to 30 foot wide construction barges, and various construction craft to be working outside the navigable channel. This maintenance project is in conjunction with the Francis Scott Key Bridge project. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the area.  
Patapsco River - Francis Scott Key Bridge - Maintenance will be conducted between Wednesday, April 19, 2017, and Thursday, May 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to four, 30 foot wide construction barges, and various construction craft to be working outside the navigable channel. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessel may be reached on VHF-FM channel 13 and 16. The project superintendent can be reached at (571) 422-7954. Mariners should use caution when transiting the area.  
South River - Riva Road Bridge - Underwater maintenance will be conducted from 7 a.m. to 5 p.m.; Monday- Friday; on **May 1, 2017 through November 17, 2017**. A 50 foot barge, a 19 foot skiff, several work floats and several work vessels will be in the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 603-8311. Mariners should notify the work foreman no less than thirty minutes prior to navigating through the bridge and 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.

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

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.

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.

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 Foreman 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 28, 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.

NJICW – Great Channel - CR 657 (Stone Harbor Blvd) Bridge - Maintenance will be conducted from April 24, 2017, to June 9, 2017; Monday through Friday from 5 a.m. to 1 p.m. and Sunday through Thursday from 10 p.m. to 5 a.m. The snooper truck and maintenance personnel will relocate from the moveable span, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (609) 952-3831. Mariners should use caution when transiting the area.

Delaware River - SR 413, Burlington-Bristol Bridge – Bridge is under a temporary deviation from the current operating regulation set out in 33 CFR 117.716, to tension all of the moveable lift span's sixty-four (64) counterweight ropes. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 9 p.m. to 5 a.m., Sunday through Friday, from April 30, 2017, through July 14, 2017. During closure periods, the bridge will open on signal if at least one hour notice is given. At all other times the bridge will operate per 33 CFR 117.716. The bridge is vertical lift, and has a vertical clearance in the closed-to-navigation position of 61 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at anytime. 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 - SR 413, Burlington-Bristol Bridge – Bridge is under a temporary deviation from the current operating regulation set out in 33 CFR 117.716, to tension all of the moveable lift span's sixty-four (64) counterweight ropes. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 9 p.m. to 5 a.m., Sunday through Friday, from April 30, 2017, through July 14, 2017. During closure periods, the bridge will open on signal if at least one hour notice is given. At all other times the bridge will operate per 33 CFR 117.716. The bridge is vertical lift, and has a vertical clearance in the closed-to-navigation position of 61 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at anytime. 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.

Rappahannock River - US 360 (Downing Bridge) - Inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Friday on Monday, April 24, 2017 through Friday, May 5, 2017. A snooper truck, work vessel will be operating under and in the vicinity of the bridge to provide access for inspection. Inspection personnel, equipment and vessels 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 (570) 573-3441. Mariners are requested to notify the project foreman at least fifteen minutes prior to navigation through the bridge and 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 - To facilitate the replacement of hydraulic fluid of the bridge, the bridge will be maintained in the closed position from 7 a.m. on Monday, April 24, 2017 through 7 p.m. on Friday, April 28, 2017; Monday-Friday; 24 hours a day. The bridge will not be able to open for an emergency. 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.

Pamunkey River - SR 33 (Eltham) Bridge - Inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Friday on Monday, April 24, 2017 through Friday, April 28, 2017. A snooper truck, work vessel will be operating under and in the vicinity of the bridge to provide access for inspection. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. The work vessel may be reached on VHF-FM channel 13. The project foreman can be reached at (570) 573-3441. Emergency vessels or vessels in an emergency state are requested to notify the project foreman at least fifteen minutes prior to safely navigate through the bridge, if possible. All mariners should use caution when transiting the area.

York River - Coleman Memorial (US 17) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate bridge maintenance. The bridge will remain in the closed position from 5:30 a.m. to 8 a.m. on Sunday, May 7, 2017; with an alternative date on Sunday, May 14, 2017. The bridge will open for an emergency, if 30 minute notice is given. Mariners able to pass under the closed span (60 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.

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 11<sup>th</sup> 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 - DE – NJ – DELAWARE RIVER – DREDGING

Great Lakes Dredge and Dock will be conducting maintenance dredging in the Delaware River in Marcus Hook Range, Deepwater Range and New Castle Range beginning May 12 and continuing until **July 31, 2017**. Maintenance dredging will be conducted with cutter suction dredge Illinois and associated pipelines. Pipelines will be a combination of floating hose immediately behind the dredge and submerged pipeline leading to upland disposal area. Vessels transiting are requested to contact the Dredge Illinois to make safe passing arrangements and use caution when transiting the area. Chart 12311, 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](mailto: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 – MANASQUAN INLET TO BARNEGAT INLET – DREDGING\*\*\*\* 3.35

Starting approximately 12 May 2017 and continuing until approximately 30 May 2017 the hopper dredges R.N. Weeks and B.E. Lindholm will be operating in the vicinity of Barnegat Bay, NJ. For more information or questions contact Matt Henry - (985) 237-5050 (mobile), [mthentry@weeksmarine.com](mailto:mthentry@weeksmarine.com), David McNeil - (985) 237-5069 (mobile), [dcmcneill@weeksmarine.com](mailto:dcmcneill@weeksmarine.com) LNM 17/17 Chart 12323, 12324

## NJ – ABSECON INLET – MOBILIZING EQUIPMENT – DREDGING

Weeks Marine Inc. is mobilizing pipeline and equipment in the vicinity of Absecon Inlet, Atlantic City, NJ. Starting approximately 20 Apr and continuing until approximately **25 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](mailto:denelson@weeksmarine.com), East Coast Manager, Mr. Joe Mazzarella - (985) 273-1152 (mobile), [jmmazzarella@weeksmarine.com](mailto:jmmazzarella@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 – 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](mailto:SHilgendorf@gldd.com) for questions. LNM 04/17 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 **Apr 2017**. For more information contact Cameron Whitmore 630-819-9371. Ref LNM 04/17 Chart 12317

## 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 **May 2017**, Ref LNM 49/16 Chart 12278

**MD – CHESAPEAKE BAY – POPLAR ISLAND – HAZARD TO NAVIGATION - DIKE CONSTRUCTION**

Precom Marine is constructing a 4000 foot dike on the north end of Poplar Island, MD. The dike, which is in 9 feet of water, may not be visible during construction and is a hazard to navigation. Mariners are requested to avoid this area or if in the area, operate at a reduced speed. For additional information contact Precon Marine at 757-503-6205. Chart 12266, 12270

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

A construction firm, on behalf of the City of Virginia Beach, will continue construction of a new bridge to replace the John A. Lesner (US 60) Bridge across the Lynnhaven Inlet, at mile 0.0, in Virginia Beach, VA. Construction activities expected to finish on **August 30, 2019**. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be lighted with fixed white lights until they are removed from the waterway. The new bridge will have a vertical clearance of 45 feet above mean high water and a horizontal clearance of 150 feet between the fenders. Ref LNM 14/17 Chart: 12254

**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 – ELIZABETH RIVER – CRANEY ISLAND – DREDGING**

Cottrell Contracting Corporation Dredge *Rockbridge* will be conducting dredging operations in the vicinity of Craney Island Rehandling Basin and Access Channels in the Elizabeth River in Norfolk Harbor, VA. Dredging operations will be from April 15 through **October 5, 2017**. Ref LNM 15/17 Chart 12245, 12243

**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 – JAMES RIVER – NEWPORT NEWS SHIPBUILDING – DREDGING**

The Norfolk Dredging Company, Dredge ATLANTIC will be conducting dredging operations at Newport News Shipbuilding, Southside of Pier 2 until approximately **15 May 2017**. Additional locations at Newport News Shipbuilding may follow. Scows will transport material to the unloader Vicksburg which will pump the dredge material into Craney Island. The Vicksburg will be setup several hundred feet outside the channel between Elizabeth River Channel Lighted Buoy 14 (LLNR 9540) and Elizabeth River Channel Lighted Buoy 18 (LLNR 9600) of Craney Island Reach. Ref LNM 16/17 Chart 12248, 12245

**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 – 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 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](mailto:DJHorne@gldd.com) or Matt McCarthy Project Engineer (630) 408-0947 [MMcCarthy@gldd.com](mailto: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-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 – DREDGING\*\*\*\***

The Dredge VIRGINIAN will complete dredging operations inside the Middle Entrance of the Motts Facility on or about April 28, 2017. Upon completion of the Motts work, the VIRGINIAN will commence dredging operations inside Horseshoe Shoal Channel on the Cape Fear River adjacent to Cape Fear River Channel Lighted Buoy 27 (LLNR 30550) on or about April 29, 2017. Work inside Horseshoe Shoal Channel is expected to continue until approximately **May 4, 2017**. Upon completion of the work at Horseshoe Shoal Channel, the VIRGINIAN will move up river to Reaves Point Channel and operate in the area until approximately May 27, 2017. Ref LNM 17/17 Chart 11537

**NC – COAST GUARD STATION OAK ISLAND - ENTRANCE CHANNEL AND BASIN – DREDGING**

Southwind Construction Corp. will be conducting dredging operations in Coast Guard Station Oak Island Entrance Channel and Basin, Range 1 and Range 2, Brunswick County North Carolina, with fill placement in the Upland Disposal Area 277. Dredging will be conducted from 17 Apr to **17 May, 2017**. For more information contact David Lynn at 812-455-1770 or Jim Barton at 812-455-8861. Ref LNM 15/17 Chart 11534

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

### \*\*\*\*MD – CHESAPEAKE BAY - CHOPTANK RIVER – REGULATED AREA\*\*\*\*

The annual "Cambridge Classic Power Boat Regatta" is scheduled to occur in the Choptank River during **May 13-14, 2017**, between 10 a.m. and 6 p.m. both days. The Coast Guard will establish a Regulated area for all waters within Hambrooks Bay and Choptank River west and south of a line commencing at Great Marsh Point, latitude 38°35'06" N., longitude 076°04'40.5" W., thence northeast to latitude 38°35'22.7" N., longitude 076°04'23.7" W., thence northwest to latitude 38°35'42.2" N., longitude 076°04'51.1" W. at Hambrooks Bar Light LLNR 24995, thence southwest to latitude 38°35'34.2" N., longitude 076°05'12.3" W., terminating at the Hambrooks Bay breakwall as it intersects the shoreline. Within the regulated area are the following described areas. Race area: All waters of Hambrooks Bay and Choptank River, in an area bound to the north by the Hambrooks Bay breakwall and bounded to the east by a line drawn along longitude 076°04'42" W. The actual placement of the Race Area will be determined by the marine event sponsor within the designated boundaries described. Buffer area: All waters within Hambrooks Bay and Choptank River (with the exception of the Race Area designated by the marine event sponsor) bound to the north by the breakwall and continuing along a line drawn from the east end of breakwall located at latitude 38°35'27.6" N., longitude 076°04'50.1" W., thence east to latitude 38°35'22.7" N., longitude 076°04'23.7" W., thence southwest to Great Marsh Point located at latitude 38°35'06" N., longitude 076°04'40.6" W.. Spectator area: All waters of the Choptank River, eastward and outside of Hambrooks Bay breakwall, thence bound by line that commences at latitude 38°35'25" N., longitude 076°04'51" W., thence east to latitude 38°35'22" N., longitude 076°04'36" W., thence southeast to latitude 38°35'19" N. longitude 076°04'33" W., thence northeast to latitude 38°35'22.7" N. longitude 076°04'23.7" W. **The regulated area will be enforced from 9:30 a.m. through 6:30 p.m. both days on May 13, 2017 and May 14, 2017.** The Coast Guard Patrol Commander (PATCOM) or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel in this 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. The operator of any vessel in the regulated area shall (i) stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed, (ii) all persons and vessels shall comply with the instructions of the Official Patrol, and (iii) when authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course. The marine event patrol and PATCOM may be contacted on VHF-FM Channel 16. The Coast Guard PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. Only designated marine event participants and their vessels and official patrol vessels are authorized to enter the regulated area. Spectators are only allowed inside the regulated area if they remain within a designated spectator area. Spectators may contact the Coast Guard PATCOM to request permission to either enter the Spectator Area or pass through the regulated area. If permission is granted, spectators may enter the Spectator Area or must pass directly through the regulated area as instructed by PATCOM at safe speed and without loitering. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693. Charts 12266, 12268

### \*\*\*\*MD – CHESAPEAKE BAY – NANTICOKE RIVER – BIVALVE HARBOR - REGULATED AREA\*\*\*\*

The annual open water swim event will be held on the Nanticoke River on **May 7, 2017**, from 10 a.m. to 2 p.m. The event includes approximately 400 swimmers competing on marked 1.8-mile triangular course on the Nanticoke River adjacent to the Cedar Hill Marina and a 1/2-mile sprint course located along the north jetty, at Bivalve, MD. As described in Title 33 CFR Section 100.501, a regulated area is established for all waters of the Nanticoke River, including Bivalve Channel and Bivalve Harbor, bounded by a line drawn from a point on the shoreline at latitude 38°18'38.8" N, longitude 075°53'31.8" W, thence westerly to latitude 38°18'39.8" N, longitude 075°55'00" W, thence northeasterly to latitude 38°19'57.7" N, longitude 075°53'47.7" W, thence easterly to latitude 38°19'42.3" N, longitude 075°52'59.4" W. The regulated area will be enforced from 9 a.m. through 3 p.m. on May 7, 2017. The effect will be to restrict vessel traffic on certain waters of the Nanticoke River, including Bivalve Channel and Bivalve Harbor. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. 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. The marine event patrol and Patrol Commander can be contacted on marine band radio VHF-FM channel 16. Mariners are urged to schedule their transits on this portion of the 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. Chart 12261

### \*\*\*\*MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – EASTERN BAY – SEVERN AND MILES RIVERS – SAILING REGATTAS\*\*\*\*

The Eastport Yacht Club's (EYC) annual sailing regattas are scheduled to occur in the Severn River and the Chesapeake Bay, near the mouth of the Severn River. Three individual events, with competing sailing vessels 24 to 45 feet in length, are scheduled on the following dates between 8 a.m. and 5 p.m. in 2017: May 13 (Elf Classic Yacht Race - 15 participants); May 27 (Annapolis to Miles River Race - 120 participants); and **May 28** (Miles River Race Back - 50 participants). The EYC Race Committee can be contacted at [race.committee@eastportyc.org](mailto:race.committee@eastportyc.org), and via marine band radio VHF-FM channels 16, 73 and 05. 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 12270, 12282, 12283

### MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTA

An annual sailing regatta is scheduled to occur in the Chesapeake Bay near Annapolis, MD on **April 30, 2017** between 10 a.m. and 5 p.m. Up to 20 sailboats (25-45 feet in length) will compete within two designated race course areas near the mouth of the Severn River, located: (1) between Tolly Point and Thomas Point; and (2) southeast of Greenbury Point. The Naval Academy Sailing Squadron Race Committee can be contacted via marine band radio VHF-FM channel 77. 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 12270, 12282, 12283



**MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SANDY POINT STATE PARK – PADDLING EVENT**

A recreational paddling event for novice paddlers is scheduled to occur on the Chesapeake Bay on **April 29, 2017**, from 9 a.m. to 10 a.m. Up to 150 participants will operate stand-up paddle boards, kayaks, outriggers and surf-skis (10-30 feet in length) on a designated 1.5-kilometer course, located west of the federal navigation channel and within 500 feet of the east beach area of Sandy Point State Park at Annapolis, MD. Participants will be supported by sponsor-provided safety patrols. This event is associated with the larger Bay Bridge Paddle event. If necessary, due to inclement weather, the event will be scheduled on April 30, 2017. 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 12263, 12278, 12270

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

An intercollegiate rowing competition is scheduled to occur on the Severn River on Saturday, **April 29, 2017** from 6:25 a.m. to 9:15 a.m. The 2,000-meter rowing course is located from the entrance to College Creek, upriver to Severn River Light 2 (LLN-19945); an alternate course is located from Severn River Light 2 (LLN-19945), upriver to the entrance to Chase Creek. As described in 33 CFR Sec. 100.501, a regulated area is established for all waters of the Severn River from shoreline to shoreline, bounded to the northwest by a line drawn from the south shoreline at latitude 39°00'58" N, longitude 076°31'32" W thence to the north shoreline at latitude 39°01'11" N, longitude 076°31'10" W. The regulated area is bounded to the southeast by a line drawn from the U.S. Naval Academy Light at latitude 38°58'39.5" N, longitude 076°28'49" W thence easterly to Carr Point, MD at latitude 38°58'58" N, longitude 076°27'41" W. The regulated area will be enforced from 6 a.m. through 9:45 a.m. on April 29, 2017. The effect will be to restrict vessel traffic on certain waters of the Severn River. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. 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. The marine event patrol and Patrol Commander may be contacted on marine band radio VHF-FM channel 16. 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– ANNAPOLIS HARBOR – SAILING REGATTA WEEKLY SERIES\*\*\*\***

A sailing regatta is scheduled to occur weekly in the Chesapeake Bay near the mouth of the Severn River, the Severn River, and Annapolis Harbor, from May 12, 2017 through **August 25, 2017**, between 5 p.m. and 8:30 p.m. Up to 40 sailboats (20-45 feet in length) will compete on fixed marked courses on the Severn River on the following race dates on Fridays in 2017: SERIES 1 - 12 and 19 May; 02, 09, 16, 23 and 30 June; SERIES 2 - 07, 14, 21 and 28 July; 11, 18 and 25 August. The Eastport Yacht Club's Race Committee can be contacted at [race.committee@eastportyc.org](mailto:race.committee@eastportyc.org), and via marine band radio VHF-FM channels 16, 73 and 05. 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 12270, 12282, 12283

**\*\*\*\*MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTAS\*\*\*\***

The Annapolis Yacht Club's (AYC) annual sailing regattas are scheduled to occur in the Severn River and the Chesapeake Bay, near the mouth of the Severn River, between 10 a.m. and 4 p.m. 22 individual events, with competing sailing vessels 8 to 45 feet in length, are scheduled on the following dates in 2017: April 29 (Spring One Design - 25 participants), May 5-7 (NOOD Regatta - 200 participants); May 13 (Spring Harbor Regatta - 25 participants); June 10 (Annual Regatta - 45 participants); June 17 (CRAB Cup - 4 participants); June 24-25 (U.S. Sailing Match Race Qualifier - 8 participants); July 6 (Junior Annual Regatta - 40 participants); July 8-9 (Free State Team Race - 12 participants); July 14-18 (Ida Lewis Regatta - 40 participants); July 22 (Summer One Design Regatta - 25 participants); August 26-27 (Corinthian Cup - 12 participants); September 9-10 (Harbor 20 East-Wests - 16 participants); September 16-17 (Inter-Club Team Race - 8 participants); September 22-24 (J/35 North Americans - 15 participants); September 30-October 1 (Fall Series Weekend 1 - 50 participants); October 7 (Fall Series Distance Race - 75 participants, and Fall Harbor Regatta - 25 participants); October 14-15 (Fall Series Weekend 2 - 60 participants); October 17-19 (Warrior Sailing Project - 8 participants); October 21-22 (Fall Eschells - Lippincott - 30 participants); October 28-29 (Halloween Howl - 45 participants, and J/105 & J/35 Fall Championships - 40 participants). The AYC Race Committee can be contacted via VHF-FM marine band radio and at <http://www.annapolisyc.com/racing/contacts>. 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 12270, 12282, 12283

**VA - MD - UPPER POTOMAC RIVER - LITTLE HUNTING CREEK – FIREWORKS DISPLAY**

A short-duration, aerial fireworks display is scheduled to occur on the Potomac River, from a barge near the grounds of George Washington's Mount Vernon Estate, at 7:45 PM, **6 May 2017**. Mariners are urged to use caution when transiting the area, and absent specific guidance, reminded to heed the directions of patrolling law enforcement and public safety officials, and absent specific guidance, should remain 500 feet from the fireworks barge in approximate position latitude 38°42'22.4" N., longitude 077°04'59.5" W., located near Little Hunting Creek LB 4 (LLNR 18430). For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.  
Chart 12289

**VA - CHESAPEAKE BAY - ELIZABETH RIVER**

Norfolk Festevents Ltd will be hosting the Waterside District Grand Opening Maritime Salute that will be held on the Elizabeth River in vicinity of Town Point Reach, beginning at 1:45 pm and ending at 2:45 pm, on **May 13, 2017**. Mariners are requested to use caution while transiting the area.  
Chart 12253

**VA – CHESAPEAKE BAY – ELIZABETH RIVER**

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, 2017** 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 - DISMAL SWAMP CANAL**

The Paddle for the Border 2017 will take place in the Dismal Swamp Canal, beginning at 7 a.m. and ending at 2 p.m. on **May 6, 2017**. While the event should not impede traffic, mariners should use caution while transiting the area.  
Chart 12206



**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 - 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.  
Chart 12245, 12222, 12221

**VA - CHESAPEAKE BAY - HILLS BAY**

Mariners are advised that the Fishing Bay Yacht Club's One Design Spring Series #1, will occur in Hills Bay in vicinity of Gwynn Island, beginning at 9 a.m. and ending at 5 p.m. on **April 29, 2017**. Mariners are requested to use caution when transiting the area.  
Chart 12235

**\*\*\*\*VA - CHESAPEAKE BAY - HILLS BAY\*\*\*\***

The Fishing Bay Yacht Club's One Design Spring Series #2, will occur in Hills Bay IVO of Gwynn Island, beginning at 9 a.m. and ending at 5 p.m. on **May 21, 2017**. Mariners are requested to use caution when transiting the area.  
Chart 12235

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

The Fishing Bay Yacht Club's Offshore Spring Series #2 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 30, 2017**. Mariners are requested to use caution when transiting the area.  
Chart 12235

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

he Fishing Bay Yacht Club's Offshore Spring Series #4 2017, will occur on 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 May 20, 2017. Mariners are requested to use caution when transiting the area.  
Chart 12235

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

The Fishing Bay Yacht Club's Offshore Spring Series #3, 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 **May 13, 2017**. Mariners are requested to use caution when transiting the area.

**VA - SMITH MOUNTAIN LAKE – HUDDLESTON**

The Annual Smith Mountain Lake Triathlon will occur in Smith Mountain Lake, Huddleston, VA, beginning at 9 a.m. and ending at 12:00 p.m. on **May 6, 2017**. Mariners are requested to use caution and bare steerage when transiting the area.

**\*\*\*\*VA - LAKE ANNA\*\*\*\***

The Kinetic Triathlon will take place in Lake Anna in the vicinity of Lake Anna State Park in Spotsylvania, VA. The swim portion of the event will begin at 7 am and end at 11 am, daily, on May 13, 2017 and **May 14, 2017**. Mariners are requested to use caution and bare steerage when transiting the area.

**\*\*\*\*NC – ATLANTIC OCEAN AND CHANNELS – WRIGHSTVILLE BEACH – COLD STROKE CLASSIC\*\*\*\***

Wrightsville Beach Paddle Club will host the Carolina Cup on April 22 and **April 23, 2017** from 7 AM to 3 PM. This event will include approximately 600 participants on paddleboards, kayaks, and canoes. There are three race courses that take place on the Atlantic Ocean, Banks Channel, Motts Channel, Shinn Creek, Masonboro Inlet, Mason Inlet, and the Intracoastal Waterway. Participants will be racing outside of the standard navigational channels where possible. Mariners are urged to use caution while transiting in this area.  
Chart: 11541



# WWW VIP SHOALING

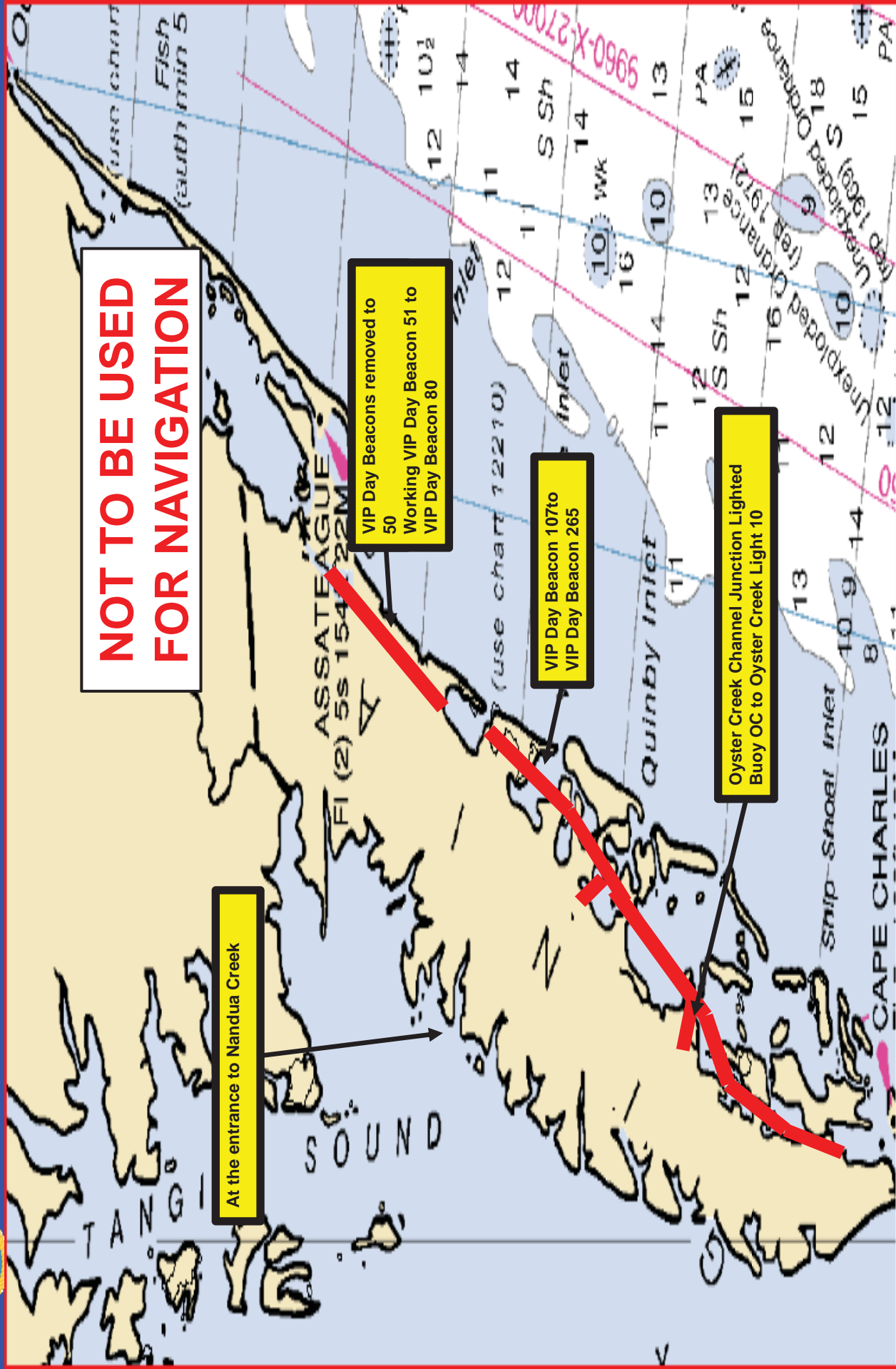
**NOT TO BE USED  
FOR NAVIGATION**

At the entrance to Nandua Creek

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

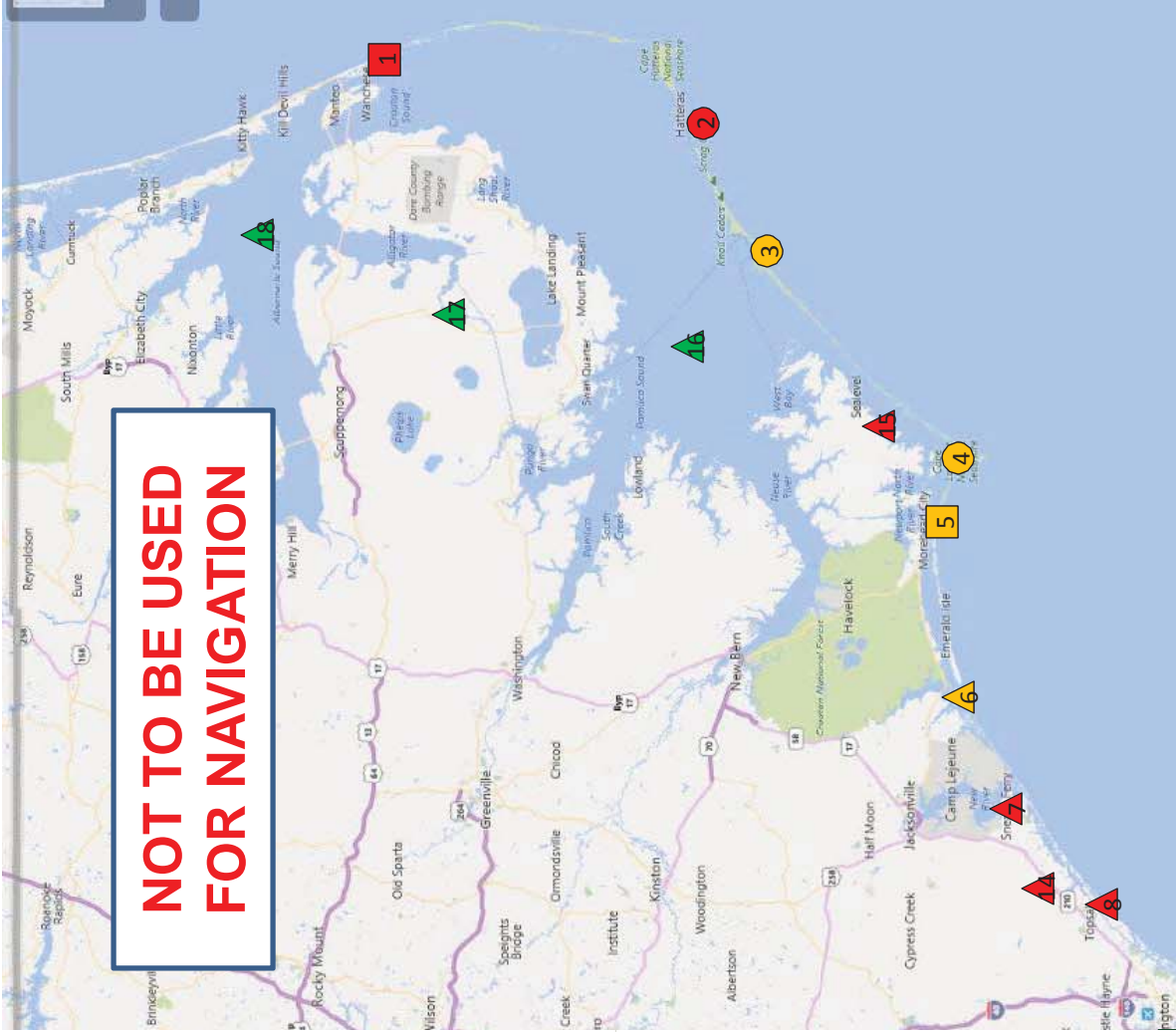
VIP Day Beacon 107 to  
VIP Day Beacon 265

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	Green Square	Yellow Square	Red Square
Federal Project Not Maintained	Green Triangle	Yellow Triangle	Red Triangle
Non Federal	Green Circle	Yellow Circle	Red Circle



## DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket Number USCG-2016-1086]

RIN 1625-AA08

Special Local Regulation; Chesapeake Bay, between Sandy Point and Kent Island, MD

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

**SUMMARY:** The Coast Guard is establishing special local regulations for certain waters of the Chesapeake Bay. This action is necessary to provide for the safety of life on the navigable waters located between Sandy Point, Anne Arundel County, MD and Kent Island, Queen Anne's County, MD, during a paddling event on April 29, 2017. This rulemaking will prohibit persons and vessels from entering the regulated area unless authorized by the Captain of the Port Maryland-National Capital Region or Coast Guard Patrol Commander.

**DATES:** This rule is effective from 7 a.m. on April 29, 2017 through 1 p.m. on April 30, 2017.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type USCG-2016-1086 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rule.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Mr. Ronald Houck, U.S. Coast Guard Sector Maryland-National Capital Region, MD; telephone 410-576-2674, e-mail Ronald.L.Houck@uscg.mil.

**SUPPLEMENTARY INFORMATION:****I. Table of Abbreviations**

CFR	Code of Federal Regulations
COTP	Captain of the Port
DHS	Department of Homeland Security
FR	<b>Federal Register</b>
NPRM	Notice of proposed rulemaking
§	Section
U.S.C.	United States Code

**II. Background Information and Regulatory History**

On December 13, 2016, ABC Events, Inc. of Arnold, MD notified the Coast Guard that it will be conducting the Bay Bridge Paddle from 7:30 a.m. to 12:30 p.m. on April 29, 2017. The event will be located adjacent to Sandy Point State Park at Annapolis, MD, and under and between the north and south bridges that comprise the William P. Lane, Jr. (US-50/301) Memorial Bridges, located between Sandy Point, Anne Arundel County, MD and Kent Island, Queen Anne's County, MD. On February 14, 2017, the Coast Guard published a notice of proposed rulemaking (NPRM) titled "Special Local Regulation; Chesapeake Bay, Between Sandy Point and Kent Island, MD" in the *Federal Register* (82 FR 10555). There we stated why we issued the NPRM, and invited comments on our proposed regulatory action related to this paddle race. During the comment period that ended March 16, 2017, we received 2 comments. No public meeting was requested, and none was held.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register, because allowing a 30-day period with respect to this rule would be impracticable due to the date of the event.

**III. Legal Authority and Need for Rule**

The Coast Guard is issuing this rule under authority in 33 U.S.C. 1233. The COTP Maryland-National Capital Region has determined that potential hazards associated with the paddle race on April 29, 2017 will be a safety concern for anyone intending to operate within certain waters of the Chesapeake Bay between Sandy Point and Kent Island, MD. The purpose of this rule is to protect event participants, spectators and transiting vessels on certain waters of the Chesapeake Bay before, during, and after the scheduled event.

**IV. Discussion of Comments, Changes, and the Rule**

As noted above, we received 2 comments on the NPRM published on February 14, 2017. There are no changes in the regulatory text of this rule from the text previously proposed in the NPRM.

Comments were received from the Baltimore Port Alliance Executive Steering Committee, they stated that the proposed regulated area for this event would block commercial vessel access to and from the Port of Baltimore for five hours, and that any restrictions on vessel traffic in or out of the port could result in a significant economic hardship for port stakeholders by disrupting committed ship schedules. Additionally, the committee recommended re-routing the paddle race course in a manner that would not block the main shipping channel or to change the date of the paddle race to coincide with the annual Great Chesapeake Bay Swim event a month later, so that only one blockage of the main shipping channel would occur.

The Coast Guard agrees that waterway restrictions, when necessary, should be as limited in scope and duration. For this event, sufficient notice has been provided for persons to schedule, coordinate and adjust their ship schedules. The Coast Guard will work with the port stakeholders to carefully monitor potential impacts to commercial vessel movements in the vicinity of the marine event area. It is impractical to conduct the events concurrently; as the two marine events are significantly different. The safety of paddlecraft participants and swimmers both numbering in the hundreds would be negatively impacted by occupying the same navigable waters. The event schedule for the Great Chesapeake Bay Swim is dependent upon tidal current predictions; the possibility exists, should both events be conducted on the same day, waterway restrictions would last for a significantly longer period of time having a greater impact on waterway users.

Comments were received from an amateur paddler, supporting the manner the proposed regulation for this event would be enforced. The paddler indicated the regulation showed prudent judgment and was carefully considered by the Coast Guard, would enhance safety to event participants while minimizing restrictions on mariners and would allow continued recreational access to the Chesapeake Bay by the public.

The Coast Guard strives to ensure equitable use of federal waterways like the Chesapeake Bay. During this event the Coast Guard will only enforce the regulated area during the enforcement period.

This rule establishes special local regulations from 7 a.m. to 1 p.m. on April 29, 2017, and, if necessary due to inclement weather, from 7 a.m. to 1 p.m. on April 30, 2017. The regulated area will include all navigable waters of the Chesapeake Bay, adjacent to the shoreline at Sandy Point State Park and between and adjacent to the spans of the William P. Lane Jr. Memorial Bridges, from shoreline to shoreline, bounded to the north by a line drawn from the western shoreline at latitude 39°01'05.23" N., longitude 076°23'47.93" W.; thence eastward to latitude 39°01'02.08" N., longitude 076°22'58.38" W.; thence southward to latitude 38°59'57.02" N., longitude 076°23'02.79" W.; thence eastward and parallel and 500 yards north of the north bridge span to eastern shoreline at latitude 38°59'13.70" N., longitude 076°19'58.40" W.; and bounded to the south by a line drawn parallel and 500 yards south of the south bridge span that originates from the western shoreline at latitude 39°00'17.08" N., longitude 076°24'28.36" W.; thence southward to latitude 38°59'38.36" N., longitude 076°23'59.67" W.; thence eastward to latitude 38°59'26.93" N., longitude 076°23'25.53" W.; thence



eastward to the eastern shoreline at latitude 38°58'40.32" N., longitude 076°20'10.45" W, located between Sandy Point and Kent Island, MD. The duration of the regulated area is intended to ensure the safety of vessels and these navigable waters before, during, and after the event, currently scheduled to be from 7:30 a.m. and last until 12:30 p.m. Except for Bay Bridge Paddle participants, no vessel or person will be permitted to enter the regulated area without obtaining permission from the COTP Maryland-National Capital Region or designated Coast Guard Patrol Commander.

#### **V. Regulatory Analyses**

We developed this rule after considering numerous statutes and executive orders (E.O.s) related to rulemaking. Below we summarize our analyses based on a number of these statutes and E.O.s, and we discuss First Amendment rights of protestors.

##### **A. Regulatory Planning and Review**

E.O.s 12866 ("Regulatory Planning and Review") and 13563 ("Improving Regulation and Regulatory Review") direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits including potential economic, environmental, public health and safety effects, distributive impacts, and equity. E.O. 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. Executive Order 13771 ("Reducing Regulation and Controlling Regulatory Costs"), directs agencies to reduce regulation and control regulatory costs and provides that "for every one new regulation issued, at least two prior regulations be identified for elimination, and that the cost of planned regulations be prudently managed and controlled through a budgeting process."

The Office of Management and Budget (OMB) has not designated this rule a significant regulatory action under section 3(f) of Executive Order 12866. Accordingly, the Office of Management and Budget (OMB) has not reviewed it.

As this rule is not a significant regulatory action, this rule is exempt from the requirements of Executive Order 13771. See OMB's Memorandum titled "Interim Guidance Implementing Section 2 of the Executive Order of January 30, 2017 titled 'Reducing Regulation and Controlling Regulatory Costs'" (February 2, 2017).

This regulatory action determination is based on the size and duration of the regulated area, which would impact a small designated area of the Chesapeake Bay for 6 hours. The Coast Guard will issue a Broadcast Notice to Mariners via VHF-FM marine channel 16 about the status of the regulated area. Moreover, the rule will allow vessels to seek permission to enter the regulated area, and vessel traffic will be able to safely transit the regulated area once the COTP or designated Coast Guard Patrol Commander deems it safe to do so.

##### **B. Impact on Small Entities**

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the regulated area may be small entities, for the reasons stated in section IV.A above this rule will not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the FOR FURTHER INFORMATION CONTACT section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

##### **C. Collection of Information**

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

##### **D. Federalism and Indian Tribal Governments**

A rule has implications for federalism under E.O. 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in E.O. 13132.

Also, this rule does not have tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this rule has implications for federalism or Indian tribes, please contact the person listed in the FOR FURTHER INFORMATION CONTACT section.

##### **E. Unfunded Mandates Reform Act**

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

##### **F. Environment**

We have analyzed this rule under Department of Homeland Security Management Directive 023-01 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves implementation of regulations within 33 CFR Part 100 applicable to organized marine events on the navigable waters of the United States that could negatively impact the safety of waterway users and shore side activities in the event area lasting for 6 hours. The category of water activities includes but is not limited to sail boat regattas, boat parades, power boat racing, swimming events, crew racing, canoe and sail board racing. Normally such actions are categorically excluded from further review under paragraph 34(h) of Figure 2-1 of Commandant Instruction M16475.ID. An environmental analysis checklist supporting this determination and a Categorical Exclusion Determination are available in the docket where indicated under ADDRESSES. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

##### **G. Protest Activities**

The Coast Guard respects the First Amendment rights of protestors. Protesters are asked to contact the person listed in the FOR FURTHER INFORMATION CONTACT section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

#### **List of Subjects in 33 CFR Part 100**

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:  
PART 100--SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

**Authority:** 33 U.S.C. 1233.

2. Add § 100.501T05-1086 to read as follows:



§ 100.501T05-1086 Special Local Regulation; Chesapeake Bay, between Sandy Point and Kent Island, MD.

(a) Regulated area. The following location is a regulated area: All navigable waters of the Chesapeake Bay, adjacent to the shoreline at Sandy Point State Park and between and adjacent to the spans of the William P. Lane Jr. Memorial Bridges, from shoreline to shoreline, bounded to the north by a line drawn from the western shoreline at latitude 39°01'05.23" N., longitude 076°23'47.93" W.; thence eastward to latitude 39°01'02.08" N., longitude 076°22'58.38" W.; thence southward to latitude 38°59'57.02" N., longitude 076°23'02.79" W.; thence eastward and parallel and 500 yards north of the north bridge span to eastern shoreline at latitude 38°59'13.70" N., longitude 076°19'58.40" W.; and bounded to the south by a line drawn parallel and 500 yards south of the south bridge span that originates from the western shoreline at latitude 39°00'17.08" N., longitude 076°24'28.36" W.; thence southward to latitude 38°59'38.36" N., longitude 076°23'59.67" W.; thence eastward to latitude 38°59'26.93" N., longitude 076°23'25.53" W.; thence eastward to the eastern shoreline at latitude 38°58'40.32" N., longitude 076°20'10.45" W., located between Sandy Point and Kent Island, MD. All coordinates reference Datum NAD 1983.

(b) Definitions. (1) Captain of the Port Maryland-National Capital Region means the Commander, U.S. Coast Guard Sector Maryland-National Capital Region or any Coast Guard commissioned, warrant or petty officer who has been authorized by the Captain of the Port to act on his behalf.

(2) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the U.S. Coast Guard who has been designated by the Commander, Coast Guard Sector Maryland-National Capital Region.

(3) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Maryland-National Capital Region with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(4) Participant means all persons and vessels participating in the Bay Bridge Paddle event under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Maryland-National Capital Region.

(c) Special local regulations. (1) The COTP or Coast Guard Patrol Commander may forbid and control the movement of all vessels and persons, including event participants, in the regulated area. When hailed or signaled by an official patrol, a vessel or person in the regulated 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. The Coast Guard Patrol Commander may terminate the event, or the operation of any support vessel participating in the event, at any time it is deemed necessary for the protection of life or property.

(2) Except for participants and vessels already at berth, all persons and vessels within the regulated area at the time it is implemented are to depart the regulated area.

(3) Persons and vessels desiring to transit, moor, or anchor within the regulated area must first obtain authorization from the Captain of the Port Maryland-National Capital Region or Coast Guard Patrol Commander. Prior to the enforcement period, to seek permission to transit, moor, or anchor within the area, the Captain of the Port Maryland-National Capital Region can be contacted at telephone number 410-576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). During the enforcement period, to seek permission to transit, moor, or anchor within the area, the Coast Guard Patrol Commander can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz) for direction.

(4) The Coast Guard may be assisted in the patrol and enforcement of the regulated area by other Federal, State, and local agencies. The Coast Guard Patrol Commander and official patrol vessels enforcing this regulated area can be contacted on marine band radio VHF-FM channel 16 (156.8 MHz) and channel 22A (157.1 MHz).

(5) The Coast Guard will publish a notice in the Fifth Coast Guard District Local Notice to Mariners and issue a marine information broadcast on VHF-FM marine band radio announcing specific event date and times.

(d) Enforcement period. This section will be enforced from 7 a.m. to 1 p.m. on April 29, 2017, and, if necessary due to inclement weather, from 7 a.m. to 1 p.m. on April 30, 2017.

Dated: April 7, 2017

Lonnie P. Harrison, Jr.  
Captain, U.S. Coast Guard  
Captain of the Port Maryland-National Capital Region.

DEPARTMENT OF HOMELAND SECURITY  
 Coast Guard  
 33 CFR Part 100  
 [Docket Number USCG-2017-0067]  
 RIN 1625-AA08  
 Special Local Regulation; Bush River, Harford County, MD  
 AGENCY: Coast Guard, DHS.  
 ACTION: Temporary final rule.

**SUMMARY:** The Coast Guard is establishing special local regulations for certain waters of the Bush River, including Otter Point Creek. This action is necessary to provide for the safety of life on these navigable waters located near Flying Point Park in Harford County, MD, during a high-speed power boat racing event on May 6, 2017, and May 7, 2017. This rulemaking would prohibit persons and vessels from being in the regulated area unless authorized by the Captain of the Port Maryland-National Capital Region or Coast Guard Patrol Commander.

**DATES:** This rule is effective from 11 a.m. on May 6, 2017, until 7 p.m. on May 7, 2017.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type USCG-2017-0067 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rule.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Mr. Ronald Houck, Waterways Management Division, Sector Maryland-National Capital Region, U.S. Coast Guard; telephone 410-576-2674, e-mail Ronald.L.Houck@uscg.mil.

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR	Code of Federal Regulations
COTP	Captain of the Port
DHS	Department of Homeland Security
FR	<b>Federal Register</b>
NPRM	Notice of proposed rulemaking
§	Section
U.S.C.	United States Code

**II. Background Information and Regulatory History**

The Coast Guard is issuing this temporary rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because doing so would be impracticable. Details of the proposed event were provided to the Coast Guard on March 30, 2017. At this time, it would be impracticable to complete the full notice and comment process because this special local regulation must be established on May 6, 2017, and May 7, 2017.

We are issuing this rule, and under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making it effective less than 30 days after publication in the **Federal Register**. Due to the date of the event, it would be impracticable to make the regulation effective 30 days after publication in the **Federal Register**.

**III. Legal Authority and Need for Rule**

The Coast Guard is issuing this rule under authority in 33 U.S.C. 1233, which authorizes the Coast Guard to establish and define special local regulations. The Captain of the Port (COTP) Maryland-National Capital Region has determined that potential hazards associated with the power boat race would be a safety concern for anyone intending to operate within certain waters of the Bush River and Otter Point Creek in Harford County, MD. The purpose of this rulemaking is to protect event participants and transiting vessels on certain waters of the Bush River and Otter Point Creek before, during, and after the scheduled event.

**IV. Discussion of the Rule**

This rule establishes a special local regulation from 11 a.m. until 7 p.m. on May 6, 2017, and from 11 a.m. until 7 p.m. on May 7, 2017. The regulated area would cover all navigable waters of the Bush River, including Otter Point Creek, from shoreline to shoreline, bounded to the north by a line drawn from the western shoreline of the Bush River at latitude 39°27'15" N., longitude 076°14'39" W. and thence eastward to the eastern shoreline of the Bush River at latitude 39°27'03" N., longitude 076°13'57" W.; and bounded to the south by the Amtrak Railroad Bridge, across the Bush River at mile 6.8, between Perryman, MD and Edgewood, MD. This rule provides additional information about areas within the regulated area, their definitions, and the restrictions that apply to mariners. The regulated areas include a "Race Area" and a "Buffer Zone".

The enforcement and duration of the regulated area is intended to ensure the safety of vessels and the specified navigable waters before, during, and after the noon to 6 p.m. high-speed power boat races. Except for Flying Point Park Outboard Regatta participants, no vessel or person would be permitted to enter the regulated area without obtaining permission from the COTP Maryland-National Capital Region or Coast Guard Patrol Commander. The regulatory text we are proposing appears at the end of this document.

**V. Regulatory Analyses**

We developed this rule after considering numerous statutes and executive orders (E.O.s) related to rulemaking. Below we summarize our analyses based on a number of these statutes and E.O.s, and we discuss First Amendment rights of protestors.

**A. Regulatory Planning and Review**

E.O.s 12866 ("Regulatory Planning and Review") and 13563 ("Improving Regulation and Regulatory Review") direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits including potential economic, environmental, public health and safety effects, distributive

impacts, and equity. Executive Order 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. Executive Order 13771 (“Reducing Regulation and Controlling Regulatory Costs”), directs agencies to reduce regulation and control regulatory costs and provides that “for every one new regulation issued, at least two prior regulations be identified for elimination, and that the cost of planned regulations be prudently managed and controlled through a budgeting process.”

The Office of Management and Budget (OMB) has not designated this rule a significant regulatory action under section 3(f) of Executive Order 12866. Accordingly, OMB has not reviewed it.

As this rule is not a significant regulatory action, this rule is exempt from the requirements of Executive Order 13771. See OMB’s Memorandum titled “Interim Guidance Implementing Section 2 of the Executive Order of January 30, 2017 titled ‘Reducing Regulation and Controlling Regulatory Costs’” (February 2, 2017).

This regulatory action determination is based on the size and duration of the regulated area, which would impact a small designated area of the Bush River and Otter Point Creek for a 16 hour enforcement period. The Coast Guard would issue a Broadcast Notice to Mariners via VHF-FM marine channel 16 about the status of the regulated area. Moreover, the rule would allow vessels to request permission to enter the regulated area, and vessel traffic would be able to safely transit the regulated area once the Coast Guard Patrol Commander deems it safe to do so.

#### B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the regulated area may be small entities, for the reasons stated in section V.A above, this rule will not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the FOR FURTHER INFORMATION CONTACT section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

#### C. Collection of Information

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in E.O. 13132.

Also, this rule does not have tribal implications under E.O. 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this rule has implications for federalism or Indian tribes, please contact the person listed in the FOR FURTHER INFORMATION CONTACT section above.

#### E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

#### F. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023-01 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969(42 U.S.C. 4321-4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves implementation of regulations within 33 CFR Part 100 applicable to organized marine events on the navigable waters of the United States that could negatively impact the safety of waterway users and shore side activities in the event area lasting for a total of 16 hours. It is categorically excluded from further review under paragraph 34(h) of Figure 2-1 of the Commandant Instruction. A Record of Environmental Consideration (REC) supporting this determination is available in the docket where indicated in the ADDRESSES section of this preamble.

We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

#### G. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the FOR FURTHER INFORMATION CONTACT section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

#### **List of Subjects in 33 CFR Part 100**

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:  
PART 100-- SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

**Authority:** 33 U.S.C. 1233.

2. Add a § 100.35.T05-0067 to read as follows:

§ 100.501.T05-0067 Special Local Regulation: Bush River, Harford County, MD.

(a) Definitions. (1) Captain of the Port Maryland-National Capital Region means the Commander, U.S. Coast Guard Sector Maryland-National Capital Region or any Coast Guard commissioned, warrant or petty officer who has been authorized by the Captain of the Port to act on their behalf.

(2) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the U.S. Coast Guard who has been designated by the Commander, Coast Guard Sector Maryland-National Capital Region.

(3) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Maryland-National Capital Region with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(4) Participant means all persons and vessels participating in the Flying Point Park Outboard Regatta event under the auspices of the Marine Event Permit issued to the event sponsor and approved by Commander, Coast Guard Sector Maryland-National Capital Region.

(5) Race Area is an area described by a line bound by coordinates provided in latitude and longitude that outlines the boundary of a race area within the regulated area defined by this section. Only event sponsor designated participants or designated participating vessels and official patrol vessels are allowed to enter the race area. Persons or vessel operators may request authorization to enter, transit through, anchor in, or remain within the regulated area by contacting the Patrol Commander on VHF-FM Channel 16.

(6) Buffer Zone is a neutral area that surrounds the perimeter of the Race Area within the regulated area described by this section. The purpose of a buffer zone is to minimize potential collision conflicts with marine event participants or race boats and nearby transiting vessels. This area provides separation between a Race Area and other vessels that may be operating in the vicinity of the regulated area established by the special local regulations.

(b) Locations. The following locations are within the regulated area: (1) Regulated area. All navigable waters of the Bush River, including Otter Point Creek, from shoreline to shoreline, bounded to the north by a line drawn from the western shoreline of the Bush River at latitude 39°27'15" N., longitude 076°14'39" W. and thence eastward to the eastern shoreline of the Bush River at latitude 39°27'03" N., longitude 076°13'57" W.; and bounded to the south by the Amtrak Railroad Bridge, across the Bush River at mile 6.8, between Perryman, MD and Edgewood, MD. All coordinates reference Datum NAD 1983.

(2) Race Area. The race area is a polygon in shape measuring approximately 540 yards in length by 270 yards in width. The area is bounded by a line commencing at position latitude 39°26'33.1" N., longitude 076°15'46.8" W.; thence westerly to latitude 39°26'33.1" N., longitude 076°15'49.3" W.; thence northerly to latitude 39°26'37.1" N., longitude 076°15'52.4" W.; thence northeasterly to latitude 39°26'40.0" N., longitude 076°15'52.5" W.; thence easterly to latitude 39°26'45.9" N., longitude 076°15'32.2" W.; thence southeasterly to latitude 39°26'45.3" N., longitude 076°15'30.0" W.; thence southerly to latitude 39°26'43.8" N., longitude 076°15'29.1" W.; thence southerly to latitude 39°26'42.2" N., longitude 076°15'28.9" W.; thence southwesterly to latitude 39°26'40.8" N., longitude 076°15'29.3" W.; thence westerly terminating at point of origin.

(3) Buffer Zone. The area surrounds the entire race area described in the preceding paragraph of this section. This area is a polygon in shape and provides a buffer around the perimeter of the race area. The area is bounded by a line commencing at the shoreline at Flying Point Park at position latitude 39°26'31.9" N., longitude 076°15'32.5" W.; thence westerly to latitude 39°26'30.5" N., longitude 076°15'52.7" W.; thence northerly to latitude 39°26'39.9" N., longitude 076°16'00.0" W.; thence easterly to latitude 39°26'51.6" N., longitude 076°15'26.7" W.; thence southerly to latitude 39°26'37.0" N., longitude 076°15'22.5" W.; thence southerly to latitude 39°26'33.7" N., longitude 076°15'22.8" W., located at the shoreline at Flying Point Park.

(c) Special local regulations: (1) The COTP or Coast Guard Patrol Commander may forbid and control the movement of all vessels and persons, including event participants, in the regulated area. When hailed or signaled by an official patrol, a vessel or person in the regulated 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. The Coast Guard Patrol Commander may terminate the event, or the operation of any support vessel participating in the event, at any time it is deemed necessary for the protection of life or property.

(2) Except for participants and vessels already at berth, all persons and vessels within the regulated area at the time it is implemented are to depart the regulated area.

(3) Persons and vessels desiring to transit, moor, or anchor within the regulated area must obtain authorization from the Captain of the Port Maryland-National Capital Region or Coast Guard Patrol Commander. Prior to the enforcement periods, persons may request permission to transit, moor, or anchor within the regulated area, from Captain of the Port Maryland-National Capital Region at telephone number 410-576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). During the enforcement periods, to request permission to transit, moor, or anchor within the area, the Coast Guard Patrol Commander can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz) for direction.

(4) The Coast Guard may be assisted in the patrol and enforcement of the regulated area by other Federal, State, and local agencies. The Coast Guard Patrol Commander and official patrol vessels enforcing this regulated area can be contacted on marine band radio VHF-FM channel 16 (156.8 MHz) and channel 22A (157.1 MHz).

(5) The Coast Guard will publish a notice in the Fifth Coast Guard District Local Notice to Mariners and issue a marine information broadcast on VHF-FM marine band radio announcing specific event date and times.

(d) Enforcement periods. This section will be enforced from 11 a.m. until 7 p.m. on May 6, 2017, and from 11 a.m. until 7 p.m. on May 7, 2017.

Dated: April 19, 2017

Lonnie P. Harrison, Jr.  
Captain, U.S. Coast Guard  
Captain of the Port Maryland-National Capital Region.