U.S. Department
of Homeland Security

**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 5 Week: 19/20

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

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

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

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

or for correspondence and article requests:
ward.b.posey@uscg.mil, (757) 398-6229 and CGD5Waterways@uscg.mil

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

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

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2020 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2020 (53ed) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2019 (51st) Edition.

NAVIGATION INTERNET SITES

2020 Light List/ Weekly Updates.
https://www.navcen.uscg.gov/pdf/lightLists/weeklyUpdates/v2d05WeeklyChanges.pdf

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

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

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

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

Chesapeake Bay NOAA Weather Buoys
www.buoybay.noaa.gov

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

Weather
http://www.weather.gov

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition:

MD-NCR - Maryland-National Capital Region

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

******VA – OFFSHORE - VIRGINIA BEACH – UNCHARTED CABLE******

There is an uncharted, buried fiber-optic submarine telecommunications cable leading from a shore landing point at approximately 36 49 2.431N, 75 58 4.9872W, near the Croatan Parking Lot, eastward approximately 32 km to 36 49 38.91N, 75 36 31.47W. The newly laid cable runs from the Virginia Beach coastline in an east-northeast direction roughly parallel and just to the north of two existing and currently charted cables MAREA and BRUSA s1. Vessels are requested to anchor at a minimum 500 m from the cable. For more information or if you think you have snagged the cable, maintain your position and contact: SubCom GTSC/NOC Hotline: 732-578-7474 (Press #3), Email: rrapp@subcom.com. For a chartlet showing the approximate location of the cable see Enclosure 11.

Charts: 12200 12204 12207 13003 LNM: 19/20

******NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY POSTS USCG LIGHT LISTS TO NGA MARINE SAFETY INFORMATION WEBSITE******

Effective immediately with NGA NtM 16/2020 (18 APR 2020), NGA will now be posting fully corrected versions of the USCG Light List (LL) to their Maritime Safety Information (MSI) webpage and will suspend issuing corrections to the USCG LL within the NGA NtM.
The USCG NAVCEN provides PDF and XML versions of their weekly corrected Light List publications available at https://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates. USCG NVIC 01-16 allows for publications to be kept in electronic format as long as the publication updates are reasonably available. To align with the NVIC, NGA will match the USCG format and will start posting the fully corrected USCG Light List PDFs on their website at https://msi.nga.mil/Publications/USCGLL. This will allow the mariner to download a corrected version of the USCG Light List instead of applying notice corrections to the baseline PDFs.
Effective immediately, NGA will stop incorporating individual USCG Light List corrections in their weekly Notice to Mariners. Additionally, the "SEARCH ONLINE DATABASE" query function on NGA's MSI webpage will no longer be maintained. Until it can be removed from the MSI webpage,

mariners are directed to only use the updated USCG LL PDFs for all light information. The specific USCG Light List corrections can continue to be viewed in each USCG Local Notice to Mariner by District at: https://www.navcen.uscg.gov/?pageName=lnmMain. Please contact the Maritime Safety Office or the Maritime Light Team at Maritime_Lights@nga.mil with any questions.

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

Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 published non-substantive technical, organizational, and conforming amendments to existing Coast Guard regulations. Included were changes to:
Vessel Bridge-to-Bridge Radio Telephone Regulations (33 CFR § 26)
COLREGS Demarcation Lines (33 CFR § 80)
72 COLREGS Implementing Rules (33 CFR § 81)
Inland Navigation Rules (33 CFR § 83)
Inland Navigation Rules – Implementing Rules (33 CFR § 89)
Vessel Traffic Management (33 CFR § 161)
All of these rules are represented in the U.S. Coast Guard Navigation Rules and Regulations Handbook. These changes are outlined as originally published in Federal Register / Vol. 84, No. 125 / Friday, June 28, 2019 as well as in Enclosure 6 to this Local Notice to Mariners.

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

UPDATED. An outbreak of respiratory illness caused by a novel COVID-19 continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.
Vessel Reporting Requirements:
Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported immediately to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports. In addition to Coast Guard reporting requirements, 42 CFR 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (CDC) any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: Cargo vessels and Cruise ships. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Further, 42 CFR 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs. See Headquarters MSIB 06-20, (or Sector Virginia MSIB 20-063) "Vessel Reporting Requirements for Illness or Death", for further information.

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

Vessel Control Actions:
Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), United Kingdom and Republic of Ireland.
Non-passenger Commercial Vessels: Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation "Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus", for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC. Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.
Passenger Vessels: On April 15, 2020, the CDC updated their existing No Sail Order. This Order will remain in effect until the Secretary of Health and Human Services' declaration that COVID-19 constitutes a public health emergency, the CDC Director rescinds or modifies the order based on specific public health or other considerations, or 100 days from the date publication in the Federal Register. This renewed order requires all cruise ship operators to provide "an appropriate, actionable and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships" prior to operating in waters subject to U.S. jurisdiction. In addition to the plan, there are further restrictions.

LNM: 17/20

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

INTERFERENCE WITH AIDS TO NAVIGATION

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

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

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

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

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

may subject individuals to penalties of up to $100,000 and to liability for damages. Mariners who witness theft of material from, disturbance of, or damage to a sunken military craft are asked to report it to the nearest U.S. Coast Guard unit.

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
CCGD5 (D5) - 196, 197, 200, 201, 204, 205, 206, 208 thru 216, 218, 220-20.
Sector Delaware Bay (DB) - 057, 059, 060, 061, 066, 067, 068, 069, 070, 071-20.
Sector Maryland (MD) - 055, 056, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071-20.
Sector Virigina (VA) - 070, 071, 072, 073, 074, 075, 076, 077, 078-20.
Sector North Carolina (NC) - 295, 311, 445, 463, 464, 477-19, 013, 085, 142, 144, 146, 148, 154, 160, 161, 162, 164, 165, 166-20.

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
120	Five Fathom Bank Lighted Buoy F	RAC INOP	12214	NONEDB	27/19	
165	Delaware Lighted Buoy D	RAC INOP	12214	NONEDB	28/19	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	12200	503D5	47/19	
755	Camp Lejeune Danger Zone Lighted Buoy D	MISSING	11543	203NC	24/19	
825	Frying Pan Shoals Slough Buoy 1	MISSING	11536	466NC	50/19	
942	Barnegat Inlet North Breakwater Light 6	LT EXT	12324	032DB	10/20	
1100	Little Egg Inlet Lighted Buoy 1	MISSING	12316	345DB	51/19	
1275	**Great Egg Harbor Inlet Lighted Buoy 2**	**MISSING**	**12316**	**069DB**	**19/20**	
1525	South Shoal Lump Buoy 8B	MISSING	12216	213DB	32/19	
1555	Brandywine Shoal Light	REDUCED INT	12214	347DB	51/19	
1640	Ship John Shoal Light	LT EXT	12304	322DB	45/19	
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16	
2315	Murderkill River Buoy 2	MISSING	12304	NONEDB	17/20	
2320	Murderkill River Buoy 3	MISSING	12304	NONEDB	17/20	
2330	Murderkill River Buoy 4	MISSING	12304	NONEDB	17/20	

2335	Murderkill River Buoy 5	MISSING	12304	NONEDB	17/20
2337	Murderkill River Buoy 6	MISSING	12304	NONEDB	17/20
2350	Port Mahon Approach Buoy 1	OFF STA	12304	040DB	15/20
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19
2680	Salem River Entrance Channel Light 7	REDUCED INT/STRUCT DMGD	12277	171DB	18/18
2874	Pea Patch Island Dike Warning Light E	LT EXT/STRUCT DMGD	12311	433DB	39/18
3990	**Upper Delaware River Channel Lighted Buoy 48**	**LT EXT**	**12314**	**066DB**	**19/20**
4015	**Upper Delaware River Channel Lighted Buoy 52**	**LT EXT**	**12314**	**067DB**	**19/20**
4035	**Upper Delaware River Channel Lighted Buoy 53**	**LT EXT**	**12314**	**068DB**	**19/20**
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15
4436	Middle Island West Channel Junction Lighted Buoy MI	MISSING	12216	054DB	17/20
4437	Middle Island West Buoy 1	MISSING	12216	054DB	17/20
4438	Middle Island West Channel Buoy 3	MISSING	12216	054DB	17/20
4439	Middle Island West Channel Daybeacon 5	STRUCT DEST	12216	145DB	09/18
4439.5	Middle Island West Channel Buoy 7	MISSING	12216	054DB	17/20
4440	Pepper Creek Buoy 1	MISSING	12216	056DB	17/20
4445	Pepper Creek Lighted Wreck Buoy WR2	MISSING	12216	056DB	17/20
4450	Pepper Creek Buoy 4	MISSING	12216	056DB	17/20
4455	Pepper Creek Buoy 5	MISSING	12216	056DB	17/20
4470	Pepper Creek Lighted Wreck Buoy WR10	MISSING	12216	056DB	17/20
4645	White Creek Buoy 1	MISSING	12216	055DB	17/20
4650	White Creek Buoy 3	MISSING	12216	055DB	17/20
4655	White Creek Buoy 5	MISSING	12216	055DB	17/20
4660	White Creek Buoy 6	MISSING	12216	055DB	17/20
5470	Greenbackville Lighted Wreck Buoy WR5	OFF STA	12211	062VA	16/20
6390	Virginia Inside Passage Daybeacon 221	STRUCT DEST/TRLB	12224	014HR	02/16
6620	Wachapreague Inlet Buoy 6	DAYMK DMGD	12210	NONEHR	22/19
6845	Great Machipongo Inlet Light 11	DAYMK MISSING	12210	NONEVA	09/20
6895	**Great Machipongo Channel Lighted Wreck Buoy WR3**	**LT EXT**	**12210**	**070VA**	**19/20**
6920	Great Machipongo Channel Light 8	STRUCT DEST/TRLB	12210	135HR	22/16
6935	**Great Machipongo Channel Light 12**	**LT EXT**	**12210**	**071VA**	**19/20**
6991	Sand Shoal Channel Daybeacon 3	STRUCT DEST/TRUB	12224	421HR	29/15
7115	**Chesapeake Channel Lighted Buoy 15**	**MISSING**	**12221**	**074VA**	**19/20**
7440	Chesapeake Channel Lighted Buoy 62	RAC INOP	12225	067VA	18/20
9105	Back Creek Channel Range Front Light	MISSING	12277	030MD	04/19
9110	Back Creek Channel Range Rear Light	LT EXT	12277	270MD	29/17
9400	Hampton Bar Warning Light	STRUCT DMGD	12245	066VA	18/20
9765	Western Branch Channel Daybeacon 7	STRUCT DEST/TRLB	12253	287HR	38/19
10130	**Lynnhaven Inlet Light 1L**	**STRUCT DMGD**	**12254**	**078VA**	**19/20**
10166	Long Creek Lighted Buoy 2	OFF STA	12254	058VA	15/20
11893	Hog Island Cutoff Wreck Light WR7	STRUCT DEST/HAZ NAV/TRLB	12248	440HR	36/18
12250	**James River Channel Lighted Buoy 66**	**LT EXT**	**12251**	**077VA**	**19/20**
12385	**James River Channel Lighted Buoy 89**	**LT EXT**	**12251**	**072VA**	**19/20**
12585	Appomattox River Channel Daybeacon 14	STRUCT DEST/TRLB	12252	207HR	28/19

12795	James River Channel Light 168	DAYMK DMGD	12252	NONEVA	51/19
13180	Poquoson River Entrance Daybeacon 8	DAYMK MISSING	12241	051VA	14/20
13457	NOAA Lighted Data Buoy YS	OFF STA	12238	037HR	08/19
14030	West Point Spit Junction Daybeacon WP	DAYMK MISSING	12243	068VA	18/20
15095	Locklies Creek Light 1	LT EXT	12235	063VA	17/20
17155	**St. Clements Bay Warning Daybeacon**	**STRUCT DEST/TRLB**	**12286**	**067MD**	**19/20**
18265	Occoquan River Channel Light 2	STRUCT DEST	12289	485MD	37/18
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST	12284	062MD	24/18
19100	**Cuckhold Creek Daybeacon 3**	**STRUCT DEST/TRLB**	**12284**	**062MD**	**19/20**
20185	Magothy River Light 9	STRUCT DMGD/TRLB	12282	287MD	38/19
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20
21725	Occohannock Creek Daybeacon 10	STRUCT DEST/TRUB	12226	144HR	05/18
22285	Hunting Creek Daybeacon 9	STRUCT DEST/TRLB	12228	162HR	25/19
22930	Little Annemessex River Daybeacon 14	STRUCT DEST/TRUB	12228	063MD	18/20
23080	Big Thorofare Channel Daybeacon 21	MISSING/TRUB	12228	134MD	19/19
23095	Big Thorofare Channel Daybeacon 27	STRUCT DEST/TRUB	12228	128MD	16/19
23260	Big Thorofare West Light 15	STRUCT DEST/TRLB	12228	271MD	36/19
23980	Nanticoke River Channel Light 6	REDUCED INT/STRUCT DMGD	12261	055MD	18/20
24110	**Nanticoke River Channel Light 23**	**STRUCT DEST/TRLB**	**12261**	**070MD**	**19/20**
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRDBN	12261	123MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19
26230	**Miles River Daybeacon 8**	**DAYMK MISSING**	**12270**	**068MD**	**19/20**
26300	Crab Alley Bay Daybeacon 6	DAYMK MISSING/TRLB	12270	465MD	35/18
26320	Crab Alley - Little Creek Daybeacon 4	STRUCT DEST/TRLB	12270	113MD	04/18
27975	Oregon Inlet Lighted Buoy 1	OFF STA	12204	428NC	37/19
28003	Oregon Inlet Lighted Buoy 6	LT EXT	12204	080NC	10/20
28005	Oregon Inlet Buoy 7	MISSING	12204	074NC	10/20
28015	Oregon Inlet Lighted Buoy 9	MISSING	12204	039NC	06/20
28180	Oregon Inlet Channel Light 50	STRUCT DEST/TRLB	12204	146NC	18/20
28325	Walter Slough Daybeacon 6	STRUCT DEST/TRUB	12204	153NC	19/19
28385	Roanoke Sound Channel Light 7	STRUCT DEST/TRLB	12204	135NC	17/20
28650	Hatteras Inlet Lighted Buoy 4	MISSING	11555	345NC	29/17
28653	Hatteras Inlet Lighted Buoy 5	MISSING	11555	NONENC	40/18
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	MISSING	11555	NONENC	37/19
28667	Hatteras Inlet Lighted Buoy 8	MISSING	11555	NONENC	37/19
28722.5	Barney Slough Channel Lighted Wreck Buoy WR8	MISSING	11555	121NC	16/20
28732.1	Hatteras Inlet Channel Lighted Buoy 12A	MISSING	11555	107NC	14/20
28795	Hatteras Inlet Channel Daybeacon 26	STRUCT DEST/TRUB	11555	468NC	48/19
28860	Rollinson Channel Daybeacon 41	STRUCT DEST/TRLB	11555	NONENC	37/19
28900	Ocracoke Inlet Buoy 1	OFF STA/HAZ NAV	11550	NONENC	24/19
28963	Teaches Hole Channel Buoy 26	MISSING	11550	076NC	10/20
28970	Teaches Hole Channel Light 30	DAYMK MISSING	11550	NONENC	37/19
28973	Teaches Hole Channel Buoy 30A	MISSING	11550	075NC	10/20
29390	**Beaufort Inlet Channel Lighted Buoy 11**	**LT EXT**	**11547**	**166NC**	**19/20**
29600	**Swansboro Coast Guard Channel Lighted Junction Buoy CG**	**OFF STA**	**11541**	**162NC**	**19/20**

29710	New River Inlet Buoy 9	MISSING		138NC	17/20
29740	New River Channel Light 13	STRUCT DMGD	11541	078NC	11/19
29810	New River Channel Light 25	LT EXT	11541	086NC	11/20
29985	New Topsail Inlet Buoy 2	MISSING	11541	210NC	18/18
30010	New Topsail Inlet Buoy 5	MISSING	11541	338NC	31/18
30115	Banks Channel Daybeacon 15	STRUCT DEST/TRUB	11541	114NC	15/20
30135	Banks Channel Daybeacon 21	STRUCT DEST/TRUB	11541	246NC	28/19
30215	Wrightsville Channel Daybeacon 13	STRUCT DEST/TRUB	11541	092NC	13/20
30280	Carolina Beach Inlet Buoy 4	OFF STA	11534	106NC	14/19
30470	Cape Fear River Channel Lighted Buoy 18	OFF STA	11534	141NC	17/20
30715	**Lower Liliput Range Rear Light**	**LT EXT**	**11534**	**160NC**	**19/20**
30730	Cape Fear River Channel Lighted Buoy 41	MISSING/TRLB	11534	132NC	16/20
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	11537	122NC	16/20
31010	Lockwoods Folly Inlet Lighted Buoy 1	REDUCED INT	11534	014NC	02/20
31135	Calabash Creek Daybeacon 7	MISSING/TRUB	11534	216NC	25/19
31150	Calabash Creek Light 10	STRUCT DEST/TRLB	11534	140NC	17/19
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	220NC	18/15
31220	Poplar Branch Light 1	LT EXT/DAYMK MISSING	12204	NONENC	38/19
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31255	Knotts Island Ferry Terminal Light 2	DAYMK MISSING	12206	139NC	17/20
31445	Pasquotank River Light 9	LT EXT/DAYMK MISSING	12206	154NC	16/20
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
31820	Chowan River Light 12	STRUCT DMGD/TRLB	12205	022NC	03/20
31970	Roanoke Island West Side Daybeacon 6	STRUCT DEST/TRUB	12204	327NC	38/19
32030	Stumpy Point Channel Light 10	STRUCT DEST/TRLB	12204	089NC	05/18
32055	Chicamacomico Channel Light 3	DAYMK MISSING	12204	144NC	18/20
32075	Stumpy Point Target Warning Light E	DAYMK MISSING	11555	NONENC	37/19
32145	Gull Shoal Light GS	STRUCT DEST/TRLB	11548	090NC	40/18
32250	Avon Channel Warning Light AV	STRUCT DEST	11555	NONENC	38/19
32295	Frisco Approach Light 4	STRUCT DEST/TRLB	11555	355NC	42/19
32320	Durant Point Lighted Buoy 2	OFF STA	11555	088NC	12/20
32835	Oyster Creek Daybeacon 8	STRUCT DEST/TRUB	11545	048NC	06/20
33345	Pamlico River Channel Light 12	LT EXT	11554	148NC	18/20
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
33955	Slocum Creek Daybeacon 10	STRUCT DEST/TRLB	11552	271NC	31/19
34126	Neuse River Channel Daybeacon 50BB	STRUCT DEST/TRUB	11552	NONENC	39/18
34260	Trent River Daybeacon 4A	STRUCT DEST/TRUB	11552	374NC	34/18
34280	Trent River Daybeacon 9	STRUCT DEST/TRUB	11552	NONENC	39/18
34690	Core Sound Daybeacon 48	STRUCT DEST/TRLB	11545	411NC	38/18
34932	Manasquan Inlet Light 3	REDUCED INT	12324	020DB	07/20

35045	New Jersey Intracoastal Waterway Light 20	DAYMK MISSING	12324	052DB	17/20
35085	New Jersey Intracoastal Waterway Daybeacon 31	STRUCT DMGD	12324	037DB	42/19
35090	New Jersey Intracoastal Waterway Daybeacon 33	STRUCT DEST/TRLB	12324	001DB	01/20
35240	**New Jersey Intracoastal Waterway Daybeacon 64**	**DAYMK MISSING**	**12324**	**070DB**	**19/20**
35330	New Jersey Intracoastal Waterway Daybeacon 84	STRUCT DMGD	12324	094DB	19/19
35340	New Jersey Intracoastal Waterway Buoy 87	OFF STA	12324	039DB	15/20
35445	New Jersey Intracoastal Waterway Buoy 112	SINKING	12316	053MD	17/20
35460	New Jersey Intracoastal Waterway Lighted Buoy 115	MISSING	12316	060DB	18/20
35465	New Jersey Intracoastal Waterway Lighted Buoy 116	MISSING	12316	060DB	18/20
35770	New Jersey Intracoastal Waterway Light 189	STRUCT DMGD/TRUB	12316	266DB	36/19
35800	New Jersey Intracoastal Waterway Daybeacon 197	STRUCT DEST	12316	140DB	24/19
36015	New Jersey Intracoastal Waterway Buoy 265	MISSING/TRUB	12316	142DB	24/19
36415	New Jersey Intracoastal Waterway Daybeacon 382	DAYMK MISSING	12316	NONEDB	18/20
36540	New Jersey Intracoastal Waterway Buoy 425	OFF STA	12316	NONEDB	18/20
36705	New Jersey Intracoastal Waterway Daybeacon 473	STRUCT DEST/TRLB	12316	057DB	18/20
36945	Deep Creek Daybeacon 4	STRUCT DEST/TRUB	12206	059VA	16/20
36990	Pasquotank River Light 9	LT EXT/DAYMK MISSING	12206	154NC	16/20
37140	Elizabeth River Southern Branch Light 47	STRUCT DEST	12253	587HR	51/18
37995	Alligator River Daybeacon 52	STRUCT DEST/TRUB	11553	180NC	21/19
38620	Morehead City Harbor Channel Daybeacon 7	STRUCT DEST/TRUB	11547	229NC	26/19
38885	**Bogue Sound Warning Daybeacon A**	**STRUCT DEST/TRUB**	**11541**	**165NC**	**19/20**
39223	Bogue Sound - New River Buoy 61A	OFF STA	11541	142NC	18/20
39240	Bogue Sound - New River Light 65A	MISSING/TRLB	11541	380D5	36/19
39305	Bogue Sound - New River Buoy 74	MISSING	11541	109NC	14/20
40055	**Cape Fear River - Little River Daybeacon 5**	**STRUCT DEST/TRLB**	**11534**	**161NC**	**19/20**
40180	Lockwoods Folly River Daybeacon 12	STRUCT DEST/TRUB	11534	NONENC	37/19
40323	Cape Fear River - Little River Buoy 76	OFF STA	11534	112NC	15/20
40335	Cape Fear River - Little River Daybeacon 80	MISSING/TRUB	11534	485NC	49/19
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2730	New Castle Range Front Light	RELIGHTED	12311	062DB	18/20	19/20
2830	Delaware River Light 15	RELIGHTED	12277	063DB	18/20	19/20
3975	Lehigh Upper Range Front Light	WATCHING PROPERLY	12314	064DB	19/20	19/20
4125	Roebling Range Front Light	RELIGHTED	12314	064DB	19/20	19/20
5010	Sinepuxent Bay Channel Lighted Wreck Buoy WR4	RESET ON STATION	12211	066MD	18/20	19/20
5380	Chincoteague Channel Lighted Buoy 23	RESET ON STATION	12210	NONEVA	19/20	19/20
6930	Great Machipongo Channel Lighted Buoy 11	WATCHING PROPERLY	12210	NONEVA	19/20	19/20
8015	Craighill Channel Lighted Buoy 3	RELIGHTED	12282	069VA	19/20	19/20

8855	Taylor Island Shoal Buoy 1	RESET ON STATION	12274	037MD	13/20	19/20
14450	Horn Harbor Warning Daybeacon A	WATCHING PROPERLY	12238	035VA	08/20	19/20
14925	Rappahannock River Entrance Lighted Buoy 6R	RELIGHTED	12235	069VA	18/20	19/20
15603	Hoskins Creek Light 2	WATCHING PROPERLY	12237	039VA	09/20	19/20
23673	Clay Island Shoal Lighted Wreck Buoy WR1	RELIGHTED	12231	057MD	18/20	19/20
29380	Beaufort Inlet Channel Lighted Buoy 15	RELIGHTED	11547	147NC	18/20	19/20
30335	Bald Head Shoal Channel Range Rear Light	RELIGHTED	11534	158NC	19/20	19/20
30415	Oak Island Channel Light 1	REBUILT/RECOVERED	11534	133NC	16/20	19/20
30430	Oak Island Channel Daybeacon 5	WATCHING PROPERLY	11534	156NC	19/20	19/20
30445	Oak Island Channel Light 8	REBUILT/RECOVERED	11534	113NC	15/20	19/20
30705	Cape Fear River Channel Lighted Buoy 38	RESET ON STATION	11534	151NC	18/20	19/20
30710	Lower Liliput Range Front Light	RELIGHTED	11534	159NC	19/20	19/20
30793	Lower Brunswick South Range Front Light	WATCHING PROPERLY	11537	152NC	18/20	19/20
30805	Big Island Upper South Range Rear Light	RELIGHTED	11537	153NC	18/20	19/20
35795	New Jersey Intracoastal Waterway Daybeacon 195	WATCHING PROPERLY	12316	036DB	12/20	19/20
39850	New River - Cape Fear River Daybeacon 165	REBUILT/RECOVERED	11534	110NC	14/20	19/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
958	Barnegat Light	LT EXT	12324	028DB	08/20	
2119.04	Herring Creek Daybeacon 4	STRUCT DMGD	12216	172DB	28/19	
2805	Bulkhead Shoal Channel Lighted Buoy 6A	OFF STA	12311	012DB	04/20	
7095	Chesapeake Channel Tunnel South Light	LT EXT	12221	079VA	25/19	
9522	Lehigh Portland Cement Lighted Mooring Dolphin A	LT EXT	12245	372VA	51/19	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10157.05	Crab Creek Buoy 7	MISSING	12254	055VA	15/20	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19	
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17	
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17	
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19	
10762.02	Lafayette River Northern Branch Daybeacon 2	DAYMK MISSING	12245	179HR	26/19	
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14	
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	180HR	33/17	
10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	181HR	33/17	
10762.08	Lafayette River Northern Branch Daybeacon 8	DAYMK IMCH	12245	270HR	37/19	
10962	Hampton River Channel Buoy 22	MISSING	12245	NONEHR	37/19	
12055	Virginia Power Groin Light A	LT EXT	12253	008VA	03/20	
12060	Virginia Power Groin Light B	LT EXT	12253	008VA	03/20	
12143.71	Barretts Point Daybeacon 3	MISSING/STRUCT DEST	12251	291HR	39/19	

12645	James River Bermuda 100 Light A	LT EXT	12252	369HR	28/18
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12957	Back River South Channel Junction Daybeacon B	STRUCT DEST	12238	315HR	22/18
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
15005	Broad Creek Northern Branch Daybeacon 1N	MISSING	12235	107HR	20/19
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	108HR	20/19
15015	Broad Creek Northern Branch Daybeacon 4	MISSING	12235	109HR	20/19
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST	12288	NONEMD	24/19
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.3	Tanner Creek Daybeacon 2	DAYMK DMGD	12233	196MD	08/18
18793.6	Tanner Creek Warning Daybeacon B	DAYMK MISSING	12233	197MD	08/18
19375	South Herrington Harbour Light 5	DAYMK DMGD	12266	139MD	19/19
19613	South River Warning Buoy B	MISSING	12270	NONEMD	39/18
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT IMCH	12282	221MD	30/19
20092.05	Little Magothy River Buoy 6	MISSING	12282	043MD	15/20
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20430	Pennwood Channel Range Front Light	LT EXT	12278	045MD	16/20
20435	Pennwood Channel Range Rear Light	LT EXT	12278	046MD	16/20
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	369MD	27/18
22865	Jenkins Creek Daybeacon 3	STRUCT DEST	12231	023MD	04/19
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD	12272	321MD	44/17
27675	Havre De Grace Yacht Basin Buoy 1	OFF STA/DAYMK IMCH	12274	340MD	44/19
27680	Havre De Grace Yacht Basin Buoy 2	OFF STA	12274	341MD	44/19
27683	Havre De Grace Yacht Basin Buoy 3	OFF STA/DAYMK IMCH	12274	342MD	44/19
27685	Havre De Grace Yacht Basin Buoy 4	OFF STA/DAYMK IMCH	12274	343MD	44/19
27690	Havre De Grace Yacht Basin Buoy 5	OFF STA/DAYMK IMCH	12274	344MD	44/19
27693	Havre De Grace Yacht Basin Buoy 6	OFF STA/DAYMK IMCH	12274	345MD	44/19
28552	Shallowbag Bay Warning Light A	DAYMK MISSING	12205	582NC	47/17
28553	ShallowBag Bay Warning Light D	DAYMK MISSING	12205	583NC	47/17
29273	Shell Point Channel Daybeacon 2	DAYMK MISSING	11545	413NC	39/18
29273.1	Shell Point Channel Daybeacon 3	DAYMK MISSING	11545	413NC	39/18
29273.3	Shell Point Channel Daybeacon 6	STRUCT DEST	11545	413NC	39/18
30477	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31090	Shallotte Inlet Buoy 11	MISSING	11534	259NC	29/19
31270	Southern Shores Daybeacon 1	DAYMK DMGD	12204	NONENC	26/17

31275	Southern Shores Daybeacon 2	DAYMK IMCH	12204	NONENC	30/17
31305	Southern Shores Junction Daybeacon JG	STRUCT DEST	12204	NONENC	30/17
31315	Southern Shores Daybeacon 10	STRUCT DEST	12204	NONENC	30/17
31350	Colington Harbor Entrance Daybeacon 3	STRUCT DEST	12205	NONENC	30/17
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
33260	Texasgulf Entrance Daybeacon 1	STRUCT DMGD	11554	424NC	46/19
33265	Texasgulf Entrance Daybeacon 2	STRUCT DMGD	11554	425NC	46/19
33367.1	Fountain Powerboats Factory Light 1F	DAYMK MISSING	11554	306NC	33/19
33367.2	Fountain Powerboats Factory Daybeacon 3	DAYMK MISSING	11554	306NC	33/19
33367.3	Fountain Powerboats Factory Daybeacon 4	DAYMK MISSING	11554	306NC	33/19
33367.4	Fountain Powerboats Factory Daybeacon 5	DAYMK IMCH	11554	306NC	33/19
33367.5	Fountain Powerboats Factory Daybeacon 6	DAYMK IMCH	11554	306NC	33/19
33367.6	Fountain Powerboats Factory Daybeacon 7	DAYMK IMCH	11554	306NC	33/19
33367.7	Fountain Powerboats Factory Daybeacon 8	DAYMK IMCH	11554	306NC	33/19
33367.8	Fountain Powerboats Factory Daybeacon 9	DAYMK IMCH	11554	306NC	33/19
33367.9	Fountain Powerboats Factory Daybeacon 10	DAYMK IMCH	11554	306NC	33/19
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
38535	Triple S. Marina Daybeacon 1	STRUCT DEST	11547	200NC	18/17
38680	Eight And One Half Marina Daybeacon 1	DAYMK MISSING	11541	NONENC	41/19
38700	Eight And One Half Marina Daybeacon 5	DAYMK MISSING	11541	NONENC	41/19
39125	Cow Creek Channel Daybeacon CC	STRUCT DEST/TRUB	11541	398NC	44/19
39185	Cow Creek Channel Daybeacon 16	DAYMK MISSING	11541	NONENC	24/19
39463	Sears Landing Channel Daybeacon 1	MISSING	11541	268NC	30/19
39621.4	Bradley Creek Daybeacon 4	DAYMK MISSING	11541	391NC	32/17
39621.9	Bradley Creek Light 9	LT IMCH	11541	414NC	34/17
39623.3	Bradley Creek Light 14	DAYMK IMCH	11541	487NC	40/17
39847.4	Carolina Beach State Park Daybeacon 5	DAYMK MISSING	11537	289NC	33/19
40017	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
	Colington Harbor Entrance Light 5	DAYMK DMGD	12205	290NC	26/17
	Colington Harbor Entrance Light 6	DAYMK DMGD	12205	NONENC	30/17
	Coopers Creek Daybeacon 1 / DNR1250	STRUCT DEST	12285	056D	18/20
	Deep Water Point Light 2	LT EXT	12316	331DB	47/19
	Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
	Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
	Franklin Street Boat Ramp Light 2	LT EXT	12266	353MD	45/19
	Gosnold Hope Channel Daybeacon 2	STRUCT DEST	12222	NONEHR	07/18
	Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
	Great Marsh Boat Ramp Light 1	LT EXT	12266	352MD	45/19

Jean Guite Creek Daybeacon 1	STRUCT DEST	12205	NONENC	33/17
Jean Guite Creek Daybeacon 2	DAYMK IMCH	12205	NONENC	33/17
Price Creek Buoy 3	OFF STA	12270	277MD	37/19
Royal Beach Association Buoy	MISSING	12282	065MD	18/20
Taylor Crk Dbn 3	STRUCT DEST/HAZ NAV	12226	204HR	09/18
Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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
8117	NOAA Lighted Data Buoy SN	DISCONTINUED	12278	NONED5	04/20	
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	060D5	06/20	
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	060D5	06/20	
9265	Thimble Shoal Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12254	060D5	06/20	
9270	Thimble Shoal Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12254	060D5	06/20	
9275	Thimble Shoal Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12254	060D5	06/20	
9280	Thimble Shoal Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12254	060D5	06/20	
9285	Thimble Shoal Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	060D5	06/20	
9290	Thimble Shoal Channel Lighted Buoy 16	RELOCATED FOR DREDGING	12245	060D5	06/20	
9295	Thimble Shoal Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	512D5	48/19	
9305	Thimble Shoal Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	512D5	48/19	
9520	Elizabeth River Channel Lighted Bell Buoy 10	RELOCATED FOR DREDGING	12245	518D5	49/19	
9525	Elizabeth River Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12245	518D5	49/19	
9535	Elizabeth River Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12245	518D5	49/19	
9540	Elizabeth River Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12245	518D5	49/19	
9545	Elizabeth River Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	518D5	49/19	
9595	Elizabeth River Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	518D5	49/19	
9600	Elizabeth River Channel Lighted Buoy 18	RELOCATED FOR DREDGING	12245	518D5	49/19	
9605	Elizabeth River Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	518D5	49/19	
9625	Elizabeth River Channel Lighted Buoy 21	RELOCATED FOR DREDGING	12245	518D5	49/19	
19697	NOAA Lighted Data Buoy AN	DISCONTINUED	12283	148D5	16/19	
21450	Cape Charles City Lighted Buoy 1CC	TRLB	12224	196D5	18/20	

21455	Cape Charles City Lighted Buoy 2	TRLB	12224	196D5	18/20
21480	Cape Charles City Buoy 5	TRLB	12224	196D5	18/20
21485	Cape Charles City Buoy 6	TRLB	12224	196D5	18/20
22290	Hunting Creek Daybeacon 11	DISCONTINUED	12228	128D5	12/20
22295	Hunting Creek Buoy 12	DISCONTINUED	12228	128D5	12/20
28447	Wanchese Channel Buoy 2A	DISCONTINUED FOR DREDGING	12204	471-19	44/19
29061	Big Foot Slough Channel Buoy 9C	RELOCATED FOR DREDGING	11550	105D5	10/20
29070.3	Big Foot Slough Channel Buoy 11	RELOCATED FOR DREDGING	11550	105D5	10/20
29245	Barden Inlet Light 26	TRDBN	11545	503D5	32/17
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17
29260	Barden Inlet Light 32	TRDBN	11545	503D5	32/17
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29270	Barden Inlet Light 35	TRDBN	11545	503D5	32/17
29355	Beaufort Inlet Channel Lighted Buoy 9	DISCONTINUED	11547	081D5	08/20
29360	Beaufort Inlet Channel Lighted Buoy 10	DISCONTINUED	11547	081D5	08/20
29370	Beaufort Inlet Channel Lighted Buoy 12	DISCONTINUED	11547	077D5	07/20
29372	Beaufort Inlet Channel Lighted Buoy 13	DISCONTINUED	11547	077D5	07/20
30050	Banks Channel Light 1	DISCONTINUED FOR DREDGING	11541	131D5	12/20
30055	Banks Channel Light 2	DISCONTINUED FOR DREDGING	11541	131D5	12/20
30340	Cape Fear River Entrance Channel Lighted Buoy 6	RELOCATED FOR DREDGING	11537	136D5	13/20
30350	Cape Fear River Entrance Channel Lighted Buoy 8	RELOCATED FOR DREDGING	11534	136D5	13/20
30373	Cape Fear River Entrance Channel Lighted Buoy 13	RELOCATED FOR DREDGING	11534	136D5	13/20
30695	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
30705	Cape Fear River Channel Lighted Buoy 38	DISCONTINUED FOR DREDGING	11534	135D5	13/20
30795	Cape Fear River Channel Lighted Buoy 52	RELOCATED FOR DREDGING	11537	521D5	50/19
30810	Cape Fear River Channel Lighted Buoy 54	DISCONTINUED FOR DREDGING	11537	521D5	50/19
30830	Cape Fear River Channel Lighted Buoy 56	RELOCATED FOR DREDGING	11537	135D5	13/20
38825	Peletier Creek Entrance Channel Buoy 2	DISCONTINUED	11541	556D5	51/18
38830	Peletier Creek Entrance Channel Daybeacon 3	DISCONTINUED	11541	556D5	51/18
38833	Peletier Creek Entrance Channel Buoy 4	DISCONTINUED	11541	556D5	51/18
39885	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19

TEMPORARY CHANGES CORRECTED

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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

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

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

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

Corrective Action	Object of Corrective Action	Position

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

411 54th Ed. 01-AUG-13 Last LNM: 01/20 NAD 83 19/20
ChartTitle: **Gulf of Mexico**
Main Panel 45 GULF OF MEXICO. Page/Side: N/A

		CGD05		
RELOCATE	NOAA Lighted Data Buoy 41013 (ODAS)	from	33-26-11.000N	077-44-35.000W
		to	33-26-04.000N	077-45-08.000W

11009 39th Ed. 01-APR-11 Last LNM: 52/18 NAD 83 19/20
ChartTitle: **Cape Hatteras to Straits of Florida**
Main Panel 378 CAPE HATTERAS TO STRAITS OF FLORIDA. Page/Side: N/A

		CGD05		
RELOCATE	NOAA Lighted Data Buoy 41001 (ODAS)	from	34-30-06.000N	072-31-18.000W
		to	34-43-07.000N	072-19-47.000W
		CGD05		
RELOCATE	NOAA Lighted Data Buoy 41013 (ODAS)	from	33-26-11.000N	077-44-35.000W
		to	33-26-04.000N	077-45-08.000W

11520 45th Ed. 01-SEP-13 Last LNM: 51/19 NAD 83 19/20
ChartTitle: **Cape Hatteras to Charleston**
Main Panel 377 CAPE HATTERAS TO CHARLESTON. Page/Side: N/A

		CGD05		
RELOCATE	NOAA Lighted Data Buoy 41013 (ODAS)	from	33-26-11.000N	077-44-35.000W
		to	33-26-04.000N	077-45-08.000W

11534 40th Ed. 01-SEP-19 Last LNM: 17/19 NAD 83 19/20
ChartTitle: **Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek**
CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A

		CGD05		
RELOCATE	Oak Island Channel Light 1	from	33-54-01.280N	078-01-15.041W
		to	33-54-01.399N	078-01-15.107W

11536 20th Ed. 01-JAN-15 Last LNM: 17/19 NAD 83 19/20
ChartTitle: **Approaches to Cape Fear River**
Main Panel 211 APPROACHES TO CAPE FEAR RIVER. Page/Side: A

		CGD05		
RELOCATE	NOAA Lighted Data Buoy 41013 (ODAS)	from	33-26-11.000N	077-44-35.000W
		to	33-26-04.000N	077-45-08.000W
		CGD05		
RELOCATE	Oak Island Channel Light 1	from	33-54-01.280N	078-01-15.041W
		to	33-54-01.399N	078-01-15.107W

11537 40th Ed. 01-FEB-15 Last LNM: 44/17 NAD 83 19/20
ChartTitle: **Cape Fear River Cape Fear to Wilmington**
CHART NC- CAPE FEAR RIVER:- CAPE FEAR RIVER TO WILMINGTON. Page/Side: N/A

RELOCATE	Oak Island Channel Light 1	CGD05 from 33-54-01.280N to 33-54-01.399N	 078-01-15.041W 078-01-15.107W

12200 53rd Ed. 01-OCT-18 Last LNM: 49/18 NAD 83 19/20

ChartTitle: **Cape May to Cape Hatteras**

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

DELETE	NOAA Lighted Data Buoy 41001 (ODAS) from chart 12200.	CGD05 34-30-06.000N	 072-31-18.000W
RELOCATE	NOAA Lighted Data Buoy 44014 (ODAS)	CGD05 from 36-36-23.000N to 36-36-05.000N	 074-50-23.000W 074-50-04.000W

12210 46th Ed. 01-NOV-19 Last LNM: 39/19 NAD 83 19/20

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

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

RELOCATE	Great Machipongo Channel Lighted Buoy 11	CGD05 from 37-29-22.914N to 37-29-22.886N	 075-47-40.110W 075-47-38.571W
RELOCATE	Great Machipongo Channel Lighted Wreck Buoy WR6	CGD05 from 37-27-50.575N to 37-27-49.993N	 075-48-23.793W 075-48-24.721W

12311 48th Ed. 01-FEB-19 Last LNM: 41/17 NAD 83 19/20

ChartTitle: **Delaware River Smyrna River to Wilmington**

CHART NJ-DE- DELAWARE RIVER- SMYRNA RIVER. Page/Side: N/A

ADD	Silver Run Tower Vessel Protection Light A White Q W 20 Ft	CGD05 at 39-27-35.217N	 075-35-11.135W
ADD	Silver Run Tower Vessel Protection Light B White Q W 20 Ft	CGD05 at 39-27-33.614N	 075-35-11.530W

12316 37th Ed. 01-OCT-18 Last LNM: 43/19 NAD 83 19/20

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

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

DELETE	Big Creek Light 2, Fl R at	CGD05 39-32-41.813N	 074-21-52.474W

13003 52nd Ed. 01-OCT-15 Last LNM: 02/20 NAD 83 19/20

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 34-30-06.000N to 34-43-07.000N	 072-31-18.000W 072-19-47.000W
RELOCATE	NOAA Lighted Data Buoy 44014 (ODAS)	CGD05 from 36-36-23.000N to 36-36-05.000N	 074-50-23.000W 074-50-04.000W

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

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

None

Advance Notice(s)

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

On or about April 25, 2020 the Coast Guard will be making the following changes to the Aids to Navigation marking Cape Charles City Channel.
Change Cape Charles City Lighted Buoy 1CC (LLNR 21450) to Cape Charles City Light 1CC (LLNR 21450) and relocate to approximate position: 37 13 58.510N—76 02 57.720 W, with SG's on multi-pile structure.
Discontinue Cape Charles City Lighted Buoy 2 (LLNR 21455).
Establish Cape Charles City Light 3 (LLNR 21455*) in approximate position: 37 14 16.310N—76 02 25.820W, with a Quick flashing green light and SG's on multi-pile structure.
Relocate Cape Charles City Light 4 (LL 21470) to approximate position: 37 14 56.690N—76 02 00.050W.
Rename Cape Charles City Approach Light C (LLNR 21475) to Cape Charles City Warning Light A (LLNR 21475) and change dayboards to NW's.

Discontinue Cape Charles City Buoy 5 (LLNR 21480).
Change Cape Charles City Buoy 6 (LLNR 21485) to Cape Charles Light 6 (LLNR 21485) in and relocate to approximate position 37 15 21.500N—76 01 46750W with a flashing 4s red light and TR dayboards.
Rename/Renumber Cape Charles City Range B Front Light 8 (LLNR 21460) to Cape Charles City Range B Front Light (LLNR 21460). Remove TR on multi-pile structure.
Change Cape Charles City Wreck Light WR7 (LLNR 21490) to Cape Charles City Warning Daybeacon B with NW dayboards.
Establish Cape Charles City Light 7 in approximate position: 37 15 48.930N—76 01 48.370W, with flashing 2.5s green light and SG's on pile.
Change Cape Charles City Jetty Light (LLNR 21495) to a flashing 2.5s white light and NW dayboards.
Change Cape Charles City Light 11 (LLNR 21500) to Cape Charles City Daybeacon 9 (LLNR 21500) and relocate to approximate position: 37 15 57.740N—76 01 37.300W with SG's on pile.

Charts: 12221 12224 LNM: 09/20

******NC – WESTERN PART OF PAMLICO SOUND – BRANT ISLAND – DISCONTINUE AID TO NAVIGATION******

During the first of June, the Coast Guard will discontinue Brant Island Shoal Lighted Wreck Buoy WR2 (LLNR 32537).

Chart 11548 LNM: 14/20

******NC - BEAUFORT INLET – AID TO NAVIGATION CHANGES – PHASE 3******

Based on the Waterway Analysis and Management System Review completed in March of 2019, the Coast Guard will commence Phase 3 of the renumbering and realignment of the Aids to Navigation in Beaufort Inlet during the second half of May.
The following aids to navigation will be discontinued:
Fort Macon Reach Range Front Light (LLNR 29395).
Fort Macon Reach Range Rear Light (LLNR 29400).
The bellow changes will be made to the following aids to navigation:
Beaufort Inlet Channel Lighted Buoy 15 (LLNR 29380) renumber to Buoy 9, relocated to 34°40'51.000"N / 076°40'10.300"W and light reduced to 4M.
Beaufort Inlet Channel Lighted Buoy 14 (LLNR 29375) renumber to Buoy 10 and light reduced to 4M.
Beaufort Inlet Channel Lighted Buoy 17 (LLNR 29390) renumber to Buoy 11 and light reduced to 4M.
Beaufort Inlet Channel Lighted Buoy 16 (LLNR 29387) renumber to Buoy 12.
Beaufort Inlet Channel Lighted Buoy 16A (LLNR 29388) renumber to Buoy 14, light reduced to 4M and relocated to mark natural deep water in cutoff channel.
The following aids to navigation will be established:
Fort Macon Warning Light A with light characteristic of Fl W 4s 15ft 4M at 34°42'04.913"N / 076°40'22.469"W.
Fort Macon Warning Light B with light characteristic of Fl W 4s 15ft 4M at 34°41'06.411"N / 076°39'57.914"W.
Beaufort Inlet Channel Lighted Buoy 13 with light characteristic of Fl G 4s 4M in position marking natural deep water in cutoff channel.
The Fort Macon Range will be discontinued and warning lights will be placed on the structure until future removal is scheduled.
Mariners should monitor weekly Local Notice to Mariners for updates to project number 05-19-061.

Charts: 11520 11543 11544 11547 LNM: 13/20

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNM
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 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/lnms/D05_Proposal_Feedback_Form.pdf
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard with a request for comments as indicated.

LNM: 04/20

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA, Danger Zone 334.130. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a rotating alternately red and white beacon by night. The balloon will be flown from a position at 37-50-38N, 75-28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37-50-16N, 75-29-07W. While the warning signal is displayed, all persons and vessels in the Danger Zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The Danger Zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N, 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

Charts: 12210 12211

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

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

Charts: 12222 12254

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

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

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

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

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

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

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

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

Chart 12200

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

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49′ 09″N, 075° 58′ 45″W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

******NJ – DE – SEACOAST OF NJ INCLUDING OFFSHORE APPROACHES TO THE DELAWARE BAY - PORT ACCESS ROUTE STUDY (PARS)******

The Coast Guard is conducting a Port Access Route Study (PARS) to determine whether existing or additional vessel routing measures are

******NJ – DE – SEACOAST OF NJ INCLUDING OFFSHORE APPROACHES TO THE DELAWARE BAY - PORT ACCESS ROUTE STUDY (PARS)******

necessary along the seacoast of New Jersey and approaches to the Delaware Bay. The PARS will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, weather conditions, or navigational difficulty. Vessel routing measures are implemented to reduce the risk of marine casualties. Examples of potential measures include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided. The recommendations of the study may lead to future rulemakings or international agreements.
Please see this link to the Federal Register: https://www.federalregister.gov/documents/2020/05/05/2020-09538/port-access-route-study-seacoast-of-new-jersey-including-offshore-approaches-to-the-delaware-bay?utm_medium=email&utm_campaign=subscription+mailing+list&utm_source=federalregister.gov
DATES: Comments and related material must be received on or before July 6, 2020. Requests for a public meeting must be submitted on or before June 4, 2020.
FOR FURTHER INFORMATION CONTACT: If you have questions about this notice of study, call or email Mr. Jerry Barnes, Fifth Coast Guard District (dpw), U.S. Coast Guard; telephone (757) 398–6230, email Jerry.R.Barnes@uscg.mil; or Mr. Matt Creelman, Fifth Coast Guard District (dpw), U.S. Coast Guard; telephone (757) 398–6225, email Matthew.K.Creelman2@uscg.mil.
See Enclosure 10 for a chartlet of the area

Charts: 12200 12214 12300 LNM: 18/20

******NJ – DE – VA - UNMANNED MARITIME VEHICLE OPERATIONS******

Liquid Robotics (www.liquid-robotics.com) will conduct continuous autonomous, unmanned maritime vehicle operations from 23 March through 31 JULY 2020, within five miles of the line between the following two coordinates:
40° 4' 37.0236" N, 66° 27' 28.6626" W (40.076950714504356, -66.45796175781251)
36° 48' 29.2032" N, 73° 16' 29.9208" W (36.808112043432956, -73.27497835937501)
Operations consist of scientific ocean data collection. Wave Gliders carry no fuel, lubricants, or hydrocarbons, are wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of typically 1kt, and designed to give way or part if encountered by a vessel. They are surfboard size, black in color, with a contact plaque. Mariners are urged to transit the area with caution. For up-to-date information, mariners can contact Liquid Robotics Operations Center at +1 408 636 4205, or by email at support@liquid-robotics.com.

Charts: 12200 12300 LNM: 12/20

******NJ – OFFSHORE – MANASQUAN - BARNEGAT LIGHT - ATLANTIC CITY – SURVEY ACTIVITIES******

The M/V Fugro Enterprise, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel until approximately August 15, 2020. Survey operations will occur within two route corridors. Corridor 1 extends from approximately 3 to 10 miles off the Atlantic City, New Jersey coast bounded by the following approximate positions:
NE Corner: 39° 17′ 44″N / 74° 14′ 56″W
SW Corner: 39° 16' 56"N / 74° 14' 57"W
North Central Mid-Point: 39° 19' 51"N / 74° 21' 39"W
South Central Mid-Point: 39° 19' 06"N / 74° 21' 51"W
NW Corner: 39° 21' 09"N / 74° 26' 11"W
SW Corner: 39° 20' 43"N / 74° 27' 23"W
Corridor 2 extends from approximately 0.5 to 9 miles off the New Jersey coast, between Barnegat Light and Manasquan Inlet bounded by the following approximate positions:
SE Corner: 39° 40′ 22″N / 73° 55′ 51″W
SW Corner: 39° 40' 22"N / 73° 56' 32"W
East Central Mid-Point: 40° 00' 26"N / 73° 57' 11"W
West Central Mid-Point: 40° 00' 22"N / 73° 58' 03"W
NE Corner: 40° 07' 30"N / 74° 01' 44"W
NW Corner: 40° 06' 32"N / 74° 01' 55"W
The M/V Fugro Enterprise will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The M/V Fugro Enterprise will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements. For more information contact Bruce Grimball 713-369-5672.

Charts: 12318 12323 LNM: 19/20

NJ – OFFSHORE – BARNEGAT LIGHT TO ATLANTIC CITY – SURVEY ACTIVITIES

The M/V FUGRO BRASILIS, call sign C6AP7, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will begin on April 28, 2020 and continue to approximately August 14, 2020. The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:
NE Corner: 39° 40′ 22″N / 73° 56′ 11″W
SE Corner: 39° 15' 43"N / 73° 56' 34"W
S Corner: 39° 08' 40"N / 74° 05' 50"W
SW Corner: 39° 16' 31"N / 74° 14' 55"W
NW Corner: 39° 35' 14"N / 74° 02' 59"W
The M/V FUGRO BRASILIS will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The M/V FUGRO BRASILIS will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Charts: 12318 12323 LNM: 15/20

NJ – BARNEGAT INLET TO OCEAN CITY– OFF SHORE – SURVEY ACTIVITIES

UPDATED VESSEL INFORMATION. Survey Vessels RESEARCHER, EXPLORER and REGULUS are conducting surveys in thE Ocean Wind offshore wind area. See Enclosure 8. All Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels, as they may be limited in their ability to maneuver (VRAM) and towing gear out to 300 meters behind the vessel. For additional information or questions, contact John OKeeffe at 857-332-4485.

Chart 12318 LNM: 04/20

******NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR – BOROUGH OF BEACH HAVEN – TOWNSHIP OF LONG BEACH – DREDGING******

******NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR – BOROUGH OF BEACH HAVEN – TOWNSHIP OF LONG BEACH – DREDGING******

Continuing until approximately 30 June 20202, Wickberg Marine Contracting will be conducting dredging operations for the New Jersey Department of Transportation within eight (8) State owned channels that are spurs off of the Intracoastal Waterway within New Jersey and two (2) Municipal Channels; the Municipal Channels are spurs off of the State Channels. All of the work is taking place along the eastern shoreline of Egg Harbor, within the Borough of Beach Haven and the Township of Long Beach, Ocean County New Jersey. The project's northern limit is just north of New Jersey Intracoastal Waterway Daybeacon 96 (LLNR 35375) and the southern limit is just south of New Jersey Intracoastal Waterway Light 110 (LLNR 35435). Dredge pipeline will parallel the Intracoastal Waterway; it is identified by buoys and lighted buoys. At the locations where the pipe crosses the Intracoastal Waterway, the pipe is submerged, but outside of the Intracoastal waterway (west or east side) the pipe should be considered to be semi submerged/floating.

Chart 12316 LNM: 17/20

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY – INSHORE SURVEY ACTIVITIES

Ocean Wind Survey Vessels HENRY HUDSON and VISION will be conducting inshore survey activities in Barnegat Bay.

Chart 12316 LNM: 08/20

******NJ – INTRACOASTAL WATERWAY (ICW) - LITTLE EGG HARBOR TO CAPE MAY – TOWNSEND INLET - CR 619 - OCEAN DRIVE BRIDGE******

The CR 619 (Ocean Drive) Bridge across Great Channel, mile 0.7, between the Borough of Stone Harbor and Township of Middle, has requested a temporary deviation to facilitate a reduced staff related to the Coronavirus (COVA-19) pandemic. The above bridge will be maintained in the closed-to-navigation position from 6 a.m. on May 15, 2020, to 10 p.m. on October 15, 2020. During the closure, the bridge will open on signal, if at least 2 hours notice is given to (609) 465-1035. Vessels able to pass through the bridges in the closed-to-navigation position may do so at anytime. The bridge will be able to open on signal for emergencies, if at least 30 minutes notice is given to (609) 465-1035. At all other times, the drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.720. Mariners should use caution when transiting the area.

Chart 12316 LNM: 18/20

******NJ – HEREFORD INLET – SEAWALL REPAIR******

Beginning June 1, 2020 and continuing until February 25, 2021 a Crane Barge along with an attendant plant will be operating at various locations in and around the Hereford Inlet. Materials will be delivered to this Crane Barge via tug and barge. The Crane Barge will not be sitting in the federally marked navigation channel at any time. The crew will be working Monday through Friday during day light hours. The Crane and attendant plant will both monitor VHF-FM Channel 16. Mariners are urged to use extreme caution and transit the area at a safe speed. If you have any questions or require additional information, please contact Agate Construction at cyurick@agateconstruction.net or at (609) 780-5175.

Charts: 12316 12318 LNM: 19/20

******NJ - DELAWARE RIVER – PHILADELPHIA TO TRENTON – RANCOCAS CREEK - RIVERSIDE-DELANCO BRIDGE – CLOSED TO NAVIGATION******

UPDATE. The Riverside-Delanco Bridge, across Rancocas Creek, at mile 1.3, at Riverside, Burlington County, NJ will be maintained in the closed-to-navigation position from 12:01 a.m. on May 5, 2020, through 11:59 p.m. on October 31, 2020. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge with open on signal between 3 p.m. and 8 p.m., from Monday through Friday, and between 1 p.m. and 8 p.m., on Saturday and Sunday. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies if at least 30 minutes notice is given to (856) 829-3002. At all other times the bridge will operate per 33 CFR 117.745 (b). Mariners should use caution when transiting the area.

Chart 12314 LNM: 17/20

******NJ – DELAWARE RIVER – MANTUA CREEK – ROUTE 44 BRIDGE – CLOSED TO NAVIGATION******

The Route 44 Bridge across Mantua Creek, mile 1.7, Paulsboro, NJ, has requested a temporary deviation to facilitate the replacement of the existing transformer and electrical panels. The above bridge will be maintained in the closed-to-navigation position from 7 a.m. on June 8, 2020, to 3 p.m. on June 12, 2020. Vessels able to pass through the bridge in the closed-to-navigation position may do so at anytime. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.729 (b). Mariners should use caution when transiting the area.

Chart 12313 LNM: 19/20

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

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

Chart 12214 LNM: 33/19

******PA – DELAWARE RIVER – NEW CASTLE RANGE – DREDGING******

The Captain of the Port (COTP), Delaware Bay, is notifying mariners of submerged pipeline installation south of Delaware River Lighted Buoy 13 (LLNR 2740) near the mouth of the C&D Canal to facilitate New Castle Range annual maintenance dredging. On May 5, 2020, submerged pipeline was installed outside the green edge of New Castle Range, extending south of Delaware River Lighted Buoy 13 (LLNR 2740). A floating pipeline will extend from the head section at the end of the submerged pipeline to the Dredge "ESSEX". The ESSEX will be dredging the lower end of New Castle Range. The dredge and floating pipeline may partially obstruct the entrance to the C&D Canal and also the entrance to Bulkhead Shoal Channel (Delaware City). To facilitate safe passage of vessels around the dredge/pipeline and into Delaware City or the C&D Canal, the upper end of Reedy Point Anchorage should not be used for anchoring until the pipeline is removed. Any vessel seeking to anchor within Reedy Point Anchorage should do so south of a line drawn from Reedy Island Anchorage Buoy A (LLNR 2641) within the anchorage to Delaware River Lighted Wreck Buoy WR10 (LLNR 2635) on the east side of the channel to allow safe passage for vessels transiting the area. Concerned vessel traffic should contact dredge ESSEX via VHF channel 13.

Chart 12311 LNM: 19/20

PA – DELAWARE RIVER – SCHUYKILL RIVER – GRAYS FERRY RAILROAD BRIDGE

A construction firm, on behalf of the City of Philadelphia, will be modifying the existing Grays Ferry Railroad Bridge, over Schuylkill River, mile 5.5, at Philadelphia, PA. Modification activities which began June, 2018, are expected to finish on December 31, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-651-6278 or 215-783-2262. Mariners should use extreme caution when transiting the area.

Chart 12313 LNM: 18/20

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

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

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

Chart 12313 LNM: 02/20

******PA – DELAWARE RIVER – BENJAMIN FRANKLIN BRIDGE – INSPECTION******

A contractor, on behalf of the Delaware River Port Authority will be conducting an inspection from a movable maintenance platform in the vicinity of the Benjamin Franklin Bridge, at mile 100.2, across the Delaware River, in Philadelphia, PA. The inspection will occur from 7:00 a.m. on May 7, 2020, to 3:30 p.m. on June 12, 2020. At no time during the inspection will the waterway be closed to navigation and a safety boat will be provided. Mariners are advised to exercise caution when transiting the area.

Chart 12313 LNM: 19/20

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

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

Frankford Channel:
Minimum depth 39.7 feet at mean low low water.
Approximate location 40°0.931N, 075°2.099W.
Approximately 10 feet inside green toe.

Tacony Channel:
Minimum depth 39.8 feet at mean low low water.
Approximate location 40°1.019N, 075°1.720W.
Approximately on centerline of channel.

Mud Island Range:
Minimum depth 36.2 feet at mean low low water.
Approximate location 40°2.563N, 074°59.026W.
Approximately 25 feet east of channel centerline.

Edgewater Channel Object:
Minimum depth 37.1 feet at mean low low water.
Approximate location 40°04.32016N, 074°54.581715W.
Approximately 30 feet inside green toe.

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

Chart 12314 LNM: 52/19

******DE – ENTRANCE TO THE DELAWARE BAY – SURVEY******

The M/V NORTHSTAR CHALLENGER (previously named NORTHSTAR COMMANDER) will be conducting benthic survey operations in the vicinity of the entrance to Delaware Bay and Cape Henlopen, and particularly in the vicinity of the west leg of the TSS from 11 to 14 May 2020. Survey operations will be conducted 24-hours each day. While conducting survey operations this vessel will deploy scientific instruments and will be restricted in its ability to maneuver. Mariners are requested to proceed with extra caution and provide a wide berth when passing the NORTHSTAR CHALLENER. The NORTHSTAR CHALLENGER may be contacted on VHF Channels 16 or 13.

Chart 12311 LNM: 19/20

******DE – DELAWARE BAY – WEST SIDE - LOWER BREAK – MARINE CONSTRUCTION******

South State Inc will be assembling fender system on transition tower structure for Silver Run Electric across the river from Ascension Island. Work will be conducted from 7:00-3:30 Monday – Friday, from 27 Apr to 31 May 2020. A crew boat will transport workers daily to and from the barge and will monitor channel 13. The barge is well to the west of the channel off of Lower Break, DE. For more information or questions contact Rich Marzucco at 690-820-2983.

Chart 12311 LNM: 17/20

******DE – DELAWARE BAY – REHOBOTH BAY – SHOALING******

Shoaling has been reported near Rehoboth Bay Channel Light 2 (LLNR 2097). Depths as low as 3 feet reported.

Chart 12304 LNM: 17/20

******DE – INDIAN RIVER BAY – MIDDLE ISLAND WEST – SHOALING******

Shoaling was observed in the Middle Island West Channel to 2 – 4 feet at MLW. Seasonal Aid to Navigation Middle Island West Channel Buoy MI (LLNR 4436), Middle Island West Channel Buoy 1 (LLNR 4437), Middle Island West Channel Buoy 3 (LLNR 4438) and Middle Island West Channel Buoy (LLNR 4439.5) were unable to be established.

Chart 12216 LNM: 17/20

******DE – INDIAN RIVER BAY – PEPPER CREEK – SHOALING******

Shoaling was observed in Pepper Creek throughout the entire waterway to 2 – 4 feet at MLW. Seasonal Aid to Navigation Pepper Creek Buoy 1 (LLNR 4440), Pepper Creek Buoy Lighted Wreck Buoy WR2 (LLNR 4445), Pepper Creek Buoy 4 (LLNR 4450), Pepper Creek Buoy 5 (LLNR 4455) and Pepper Creek Lighted Wreck Buoy WR 10 (LLNR 4470) were unable to be established.

Chart 12216 LNM: 17/20

******DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING******

Shoaling was observed in White Creek to 2 – 5 feet at MLW. Seasonal Aids to Navigation White Creek Buoy 1 (LLNR 4645), White Creek Buoy 3 (LNNR 4650), White Creek Buoy 5 (LLNR 4655) and White Creek Buoy 6 (LLNR 4660) were unable to be established.

Chart 12216 LNM: 17/20

******MD – FENWICK ISLAND TO CHINCOTEAGUE INLET – OCEAN CITY – DREDGING******

Dredging operations are expected to occur in Ocean City Inlet at Ocean City, MD, from May 7-14, 2020. The work will be conducted within the federal navigation channel. Interested mariners may contact the U.S. Army Corps of Engineers dredge CURRITUCK via VHF-FM channels 13 and 16.

Chart 12211 LNM: 17/20

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

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

Chart 12211 LNM: 24/19

MD – CHESAPEAKE BAY – PATUXENT RIVER AND VICINITY – SEDIMENT TEST BORING OPERATIONS

Sediment test boring operations are scheduled to commence at two locations in the middle Chesapeake Bay during April 30, 2020-July 31, 2020, during daylight hours only. Drilling will occur at multiple sites located: (1) north, west and south of Barren Island, in approximate position latitude 38°20′00″ N, longitude 076°16′00″ W; and (2) north and west of James Island, in approximate position latitude 38°31′00″ N, longitude 076°21′00″ W. Work will be performed using two drilling rigs (crane on large barge, drill rig on small barge), along with support tugs and shallow draft workboats. At other times when operations are not being conducted, barges will be secured to mooring buoys established at or near these locations. All marine equipment will be marked and lighted as required by U.S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting these areas, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work sites. Interested mariners can contact the support vessels operating at these sites via marine band radio VHF-FM channels 16 and 13, or Smith Shipyard at telephone number (410) 355-7626.

Chart 12264 LNM: 15/20

******MD – CHESAPEAKE BAY – RHODE RIVER – MARINE CONSTRUCTION******

Anne Arundel County Department of Public Works has contracted with Marine Technologies, Inc. to replace a public pier located at Carrs Wharf in Rhide River in Anne Arundel County, MD, from 1 May 15 June 2020. Approximate latitude 38°53'18.6"N, longitude 76°31'23.2"W. Work will include removal of the existing pier and pier replacement with barge mounted construction equipment. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Contractor's tug boat can be contacted on VHF-FM channels 13 and or 16. Alternatively, the Construction Engineer we can be reached by phone at 410-694-9401.

Chart 12270 LNM: 18/20

******MD – CHESAPEAKE BAY – SOUTH RIVER – FISHING CREEK – MARINE CONSTRUCTION******

Central Marine will be starting the Fishing Creek Farm Shoreline Stabilization Project 15 May in approximate position 38d 54 56.102N, 76d 29′ 02.453W in Fishing Creek MD. Work will proceed 7 days a week until 30 Dec 2020. For more information or questions, contact Charlie Young at 410-320-7030.

Chart 12270 LNM: 18/20

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

A construction firm, on behalf of the Maryland Transportation Authority, will commence construction on replacement of the Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge over the Lower Potomac River, mile 50.0, between Newburg, Charles County, MD and Dahlgren, King George County, VA in May 2020, with completion estimated in November 2024. Work is scheduled from 7:00 a.m. to 7:00 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, a barge loading facility will be constructed on the Maryland shore and work trestles will be located north of the existing bridge extending outward from the Virginia shore to approximately 320 feet and from the Maryland shore to approximately 200 feet. Dredging will occur from the end of the Virginia work trestle until the water depth reaches 6 feet at mean lower low water. A vertical clearance of 135 feet above mean high water and horizontal clearance of 250 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area.

Chart 12287 LNM: 18/20

******MD – POTOMAC RIVER – NEAL SOUND – MD-258 BRIDGE – DEMOLITION******

A construction firm, on behalf of the Maryland Department of Transportation, State Highway Administration, will be performing demolition on the old bridge No. 0803800 (MD-254) across the Neale Sound, at mile 0.6, Cobb Island, Charles County, MD. Demolition will commence on May 11, 2020, and continue for approximately 2 months until July 3, 2020. Demolition within the navigation span will be performed between May 11, 2020, and May 15, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Four deck barges and a crane barge will be placed alongside the bridge, but outside the navigation channel. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment.

******MD – POTOMAC RIVER – NEAL SOUND – MD-258 BRIDGE – DEMOLITION******

Chart 12285 LNM: 18/20

MD – VA – POTOMAC RIVER – GEOTECHNICAL DRILLING OPERATIONS

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

Chart 12287 LNM: 03/20

******DC – ANACOSTIA RIVER – ANACOSTIA FREEWAY BRIDGE – INSPECTION******

An engineering consultant, on behalf of District Department of Transportation (DDOT), will be performing an inspection at the Anacostia Freeway Bridge across Anacostia River, in Washington, DC. The inspection will be performed on Tuesday, May 12, 2020 from 7 a.m. to 5 p.m. The inspection will require a bucket boat which will be operating in and around the navigable channel and will relocate upon request. Mariners should use extreme caution when transiting the area.

Chart 12285 LNM: 19/20

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – TEMPORARY WILDLIFE HABITAT******

Coastal Management Group will be anchoring 7 deck barges near Fort Wool and the Hampton Roads Bridge Tunnel, in approximate position 36°59'7.96"N, 76°18'5.96"W, as a temporary habitat, for the nesting birds, during the Hampton Roads Bridge Tunnel Project. The barges will be in position from May to 30 Sep 2020. For more information or questions, contact Matt Anders at 757-298-0627.

Chart 12245 LNM: 18/20

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

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

Chart 12245 LNM: 03/20

*****VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION******

McLean Contracting Company will be conducting bridge demolition, and replacement of the Churchland Bridge on the Western Branch of the Elizabeth River. A temporary pile crane trestle will be extending approximately 600ft from either shoreline on the North side of the bridge, installed parallel to the bridge. Work will begin 1 Jun 2020 and extend until Mar 2023. Crane barges, spud barges and tugs will be on scene throughout the project and may be contacted on VHF-FM Channels 03, 13 and 16. Signs will be installed on both sides of the bridge worded "OVERHEAD BRIDGE CONSTRUCTION 500 FEET AHEAD"

For more information, contact Scott White, Project Manager, 757-641-2132.

Chart 12253 LNM: 19/20

****** VA – ELIZABETH RIVER – EASTERN BRANCH - CAMPOSTELLA BRIDGE FENDER SYSTEM REPLACEMENT ******

An engineering firm, on behalf of the City of Norfolk Public Works, will be performing maintenance on the US 460 (Campostella) Bridge, across Eastern Branch of the Elizabeth River mile 1.8, between Norfolk, VA and Chesapeake, VA. The maintenance will be conducted from 7 a.m. to 5:30 p.m.; 7 days a week; from April 29, 2020, through May 26, 2020. A crane barge, material barge, work vessel, and several work floats will be located in and around the vicinity of the bridge. During work hours, the work floats will be located inside the navigational channel, which will reduce the horizontal clearance of the bridge to approximately 125 feet. The crane and material barges will be located outside the navigation channel. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge, if at least a one-hour prior notice is given to the project foreman. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 817-1338 or (904) 622-8713 or (757) 397-1131. Mariners should use extreme caution when navigating through the bridge as the bridge navigation lighting is not operating properly.

Chart 12216 LNM: 17/20

VA - NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORFOLK TO ALBEMARLE SOUND VIA NORTH LANDING RIVER

Maintenance at the Centerville Turnpike (SR-170) Bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 15.2, at Chesapeake, VA began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for Phase VI, scheduled from 6 a.m. on February 20, 2020, through 8:30 p.m. on September 18, 2020.

Work hours are Monday through Friday, from 6 a.m. to 8:30 p.m. The swing span of the bridge will be operational. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in 33 CFR 117.31; and all vessels upon request, if at least a one-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565.

At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.

Chart 12206 LNM: 16/20

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

Effective at 8:30 AM on March 31, 2020, the locks at Deep Creek, Virginia and South Mills, North Carolina will return to their normal operating schedule to accommodate vessels desiring to use the Dismal Swamp Canal of the Atlantic Intracoastal Waterway.

The locks will be operated at 8:30 AM, 11:00 AM, 1:30 PM, and 3:30 PM seven days per week. The drawbridges adjacent to these locations will operate as normal and in conjunction with the lock openings. There will only be one operator at Deep Creek and one at South Mills, so the bridge will not be manned when the lock is being operated, and vice versa. Locks and bridges monitor channel 13.

Vessels and crew entering the locks shall comply with the latest Center for Disease Control and Prevention (CDC) guidance related to the Coronavirus Disease (COVIDS-19). No one will be allowed to exit their vessels and crew must handle their own lines during lockings. The lock operators will provide a pole for lines as needed and will be standing by for any emergency situation. There are state and local government ordinances closing public docks along the waterway. Boaters should plan their trip accordingly.

The above COVIDS-19 procedure also applies to the Great Bridge Lock in Chesapeake, VA at mile marker 12.2 on the Albemarle and Chesapeake Canal.

The latest surveys of AIWW-Deep Creek, AIWW-Dismal Swamp Canal, and AIWW-Turners Cut are available at:
http://www.nao.usace.army.mil/HydroSurveys/. Those planning to use this route are advised to refer to the Coast Guard Local Notice to Mariners, contact the lock operator at 757-547-3311, or call the Norfolk District office at 757-201-7642.

Chart 12206 LNM: 51/19

******VA – PAMUNKEY AND MATTAPONI RIVERS - US33 LORD DELAWARE BRIDGE - INSPECTION******

An engineering firm on behalf of the Virginia Department of Transportation will be performing an inspection at the US33 Lord Delaware Bridge, across Mattaponi River, at mile 0.8, in King and Queen County, VA. The inspection will be conducted between Monday, May 4, 2020, and Friday, May 15, 2020; Mon-Fri; from 8 a.m. to 4 p.m. The bridge inspection will require an under-bridge inspection vehicle (snooper) reducing the vertical clearance by five feet and a safety boat to work in and around the navigable channel. The safety boat will be monitoring VHF channels 13 and 16, and the boat captain can be reached at (804) 436-4338. The safety boat and snooper truck can both relocate with 10 minutes notice. Mariners should use caution when transiting the area.

Chart 12244 LNM: 17/20

******VA - JAMES RIVER - JAMESTOWN ISLAND TO JORDAN POINT - SR 156 - BENJAMIN HARRISON MEMORIAL BRIDGE******

The highway drawbridge – SR 156 (Benjamin Harrison Memorial) Bridge, across James River, at mile 65.0, at Hopewell, VA will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge vertical lift span. The bridge will remain in the closed position from 7 p.m. on May 17, 2020, through 6 a.m. on July 17, 2020. The bridge will remain in the closed position from 7 p.m. to 6 a.m. on May 17, 2020, through May 22, 2020; June 28, 2020, through July 3, 2020; and from July 5, 2020, through July 10, 2020. Alternative work dates for these closure periods will be from 7 p.m. to 6 p.m. on May 24, 2020, through May 29, 2020, and July 12, 2020, through July 17, 2020. During these closure periods the bridge will open on signal, if at least a 2-hour prior notice is given. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time, and should notify the bridge tender no less than 10 minutes prior to transiting through the bridge. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use caution when transiting the area.

Charts: 12251 12252 LNM: 19/20

******VA – OFFSHORE – CAPE HENRY – SURVEY******

UPDATED OPERATION DATES. The Survey vessel SARHA BORDELON will be conducting surveys in the in the following areas until approximately 15 Aug 2020.

Center of main survey area: 36 - 54.564'N 75 - 21.166'W

Main survey area stretches from 36 - 49′ N to 36 - 59′N and 75 - 29′ W to 75 - 13′ W.

The survey vessel will be mapping the seabed with hull mounted sensors as well as towed sensors. The vessel will be working with restricted/limited maneuverability with equipment in tow up to 1000 feet to the stern of the vessel. The master requests a CPA of 0.5 – 1.0 mile to accommodate operations. SARAH BORDELON will monitor VHF 16 & 13 during the survey. For more information or questions, contact Mark Maclean at 902-412-1780.

Chart 12200 LNM: 14/20

******VA – OFFSHORE - VIRGINIA BEACH – UNCHARTED CABLE******

There is an uncharted, buried fiber-optic submarine telecommunications cable leading from a shore landing point at approximately 36 49 2.431N, 75 58 4.9872W, near the Croatan Parking Lot, eastward approximately 32 km to 36 49 38.91N, 75 36 31.47W. The newly laid cable runs from the Virginia Beach coastline in an east-northeast direction roughly parallel and just to the north of two existing and currently charted cables MAREA and BRUSA s1. Vessels are requested to anchor at a minimum 500 m from the cable. For more information or if you think you have snagged the cable, maintain your position and contact: SubCom GTSC/NOC Hotline: 732-578-7474 (Press #3), Email: rrapp@subcom.com. For a chartlet showing the approximate location of the cable see Enclosure 11.

Charts: 12200 12204 12207 13003 LNM: 19/20

******VA – OFFSHORE - CAPE HENRY – VIRGINIA BEACH – CABLE LAYING******

The Costal Virginia Offshore Wind (CVOW) Pilot project will start cable laying operations on the planned subsea cable route from shore off Camp Pendleton towards the offshore wind farm construction site approximately ~25 nautical miles east of Cape Henry. Please see Enclosure 9. The cable laying vessels SIEM AIMERY and SIEM DORADO will start the cable laying and trenching at the cable beaching area at #1 WP and will lay the cable on the seabed working between #1WP near shore and #9WP 25 miles offshore. The cable laying commences May 4, 2020 - and will continue cable laying activities on the cable route until Jun 10, 2020- weather permitting.

The Cable laying vessel SIEM AIMERY will deploy the subsea cable on the seabed and will operate on the planned subsea cable route outlined by the following Waypoints positions: (WGS 84 Decimal degrees).

1WP 36.817122N - 075.955312W
2WP 36.819389N - 075.912311W
3WP 36.819470N - 075.876841W
4WP 36.807754N - 075.801396W
5WP 36.805830N - 075.748868W
6WP 36.828848N - 075.618577W
7WP 36.887909N - 075.497384W
8WP 36.886947N - 075.491633W

******VA – OFFSHORE - CAPE HENRY – VIRGINIA BEACH – CABLE LAYING******

9WP 36.896352N - 075.491719W
Up to 5 safety vessels will keep station along the cable route during the installation of the subsea cable. BERTO L. MILLER – SAMANTHA MILLER – RANA MILLER - ROSMARY MILLER and SORENSEN MILLER. For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200 LNM: 14/20

******VA – OFFSHORE - CAPE HENRY – VIRGINIA BEACH – CABLE SURVEY******

Costal Virginia Offshore Wind (CVOW) Pilot project will start cable laying on the planned subsea cable route from shore off Camp Pendleton towards the offshore wind farm construction site approximately ~25 nautical miles east of Cape Henry. The cable survey vessel SHEARWATER starts the survey at the cable beaching area at #1WP near shore and continue out to #9WP 25 miles offshore. The post lay survey of the cable starts May 18, 2020 - and will continue until May 23, 2020 - weather permitting. SHEARWATER will survey the deployed and trenched subsea cable in the seabed and will operate on the planned subsea cable route outlined by the following Waypoints positions: (WGS 84 Decimal degrees).
1WP 36.817122N - 075.955312W
2WP 36.819389N - 075.912311W
3WP 36.819470N - 075.876841W
4WP 36.807754N - 075.801396W
5WP 36.805830N - 075.748868W
6WP 36.828848N - 075.618577W
7WP 36.887909N - 075.497384W
8WP 36.886947N - 075.491633W
9WP 36.896352N - 075.491719W Please see Enclosure 9. For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200 LNM: 14/20

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

UPDATED INFORMATION. The Costal Virginia Offshore Wind (CVOW) Pilot project will deploy 5 yellow Special Mark demarcation buoys to identify the offshore work zone (WTG site) where the Wind Turbines and foundations will be installed. The offshore work zone is established approximately 25 nautical miles east of Cape Henry. The deployment of the buoys is expected to occur between April 2 and April 8, 2020 - weather permitting. The buoys will be moored in the listed positions and until construction activities are finalized. Retrieval of the buoys are planned to occur on or before September 30, 2020. The project will also deploy a wave/demarcation buoy at the WTG site. The deployment of the wave buoy is expected to occur the week of March 23, 2020, weather permitting and will be moored in the position until September 30, 2020. The wave buoy will also serve as a demarcation buoy.
A: Latitude 36.89930272 North - Longitude 75.49596563 West
C: Latitude 36.89151042 North - Longitude 75.49586571 West
E: Latitude 36.88371811 North - Longitude 75.49576582 West
B: Latitude 36.89937589 North - Longitude 75.4878969 West
D: Latitude 36.89166000 North - Longitude 75.48576900 West, Wave Buoy
F: Latitude 36.88375170 North - Longitude 75.48764900 West
For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200 LNM: 10/20

******VA – OFFSHORE – CAMP PENDLETON – VIRGINIA BEACH – WORK ZONE******

The self-propelled Lift boat RAM XV starts diver operations survey and subsea diving works at the cable beaching area at #1WP Ram XV will be in position and jack up at April 30, 2020 - and will continue subsea work scopes until May 23, 2020 - weather permitting. RAM XV will regular have divers in the water and excavating the HDD duct for the subsea cable pull in operation.
RAM XV will operate in approximate position: (WGS 84 Decimal degrees) 36.817122N - 075.955312W.

Chart 12200 LNM: 17/20

VA – OFFSHORE – CAMP PENDLETON – VIRGINIA BEACH – WORK ZONE - BUOYS

Costal Virginia Offshore Windfarm (CVOW) will deploy 6 Special Demarcation Buoys to identify a near shore work zone where a subsea cable will be installed. The near shore work zone is approximately ½ to 1 NM offshore of Camp Pendleton in Virginia Beach. The buoys are yellow with a flashing 4 second yellow light. The deployment of the 6 buoys is expected to occur between April 2 and April 8, 2020, weather permitting. The buoys will be moored in the positions listed below until construction activities are complete.
1: 36.81758618N, 75.9588702W
2: 36.81827894N, 75.95159114W
3: 36.81848040N, 75.94542453W
4: 36.81577617N, 75.94539127W
5: 36.81566732N, 75.95155881W
6: 36.81561423N, 75.95884564W
For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200 LNM: 10/20

******NC – SEACOAST - OFFSHORE APPROACHES TO THE CAPE FEAR RIVER AND BEAUFORT INLET - PORT ACCESS ROUTE STUDY******

The Coast Guard is conducting a Port Access Route Study (PARS) to determine whether existing or additional vessel routing measures are necessary along the seacoast of North Carolina and in the approaches to the Cape Fear River and Beaufort Inlet (hereinafter, "NCPARS"). The study is focused on routes between port approaches and international entry and departure transit areas affecting North Carolina ports. The NCPARS will consider whether existing or additional routing measures are necessary to improve navigation safety due to factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, existing and potential anchorage areas, changing vessel traffic patterns, weather conditions, or navigational difficulty. The aim of vessel routing measures are to reduce the risk of casualties. Examples of potential measures include traffic separation schemes, two-way routes, recommended tracks, deep-water routes, precautionary areas, and areas to be avoided. The recommendations of the study may lead to future rulemakings or appropriate international agreements.
DATES: Comments and related material must be received on or before May 18, 2020. Requests for a public meeting must be submitted on or

******NC – SEACOAST - OFFSHORE APPROACHES TO THE CAPE FEAR RIVER AND BEAUFORT INLET - PORT ACCESS ROUTE STUDY******

before April 17, 2020.
https://www.federalregister.gov/documents/2020/03/18/2020-05653/port-access-route-study-seacoast-of-north-carolina-including-offshore-approaches-to-the-cape-fear
See Enclosure 7 for a chartlet of the area.

Charts: 11009 11520 12200 LNM: 12/20

******NC – SEACOAST APPROACHES TO THE CAPE FEAR RIVER – PROPOSED ANCHORAGE******

The Coast Guard is considering establishing an anchorage ground offshore in the approaches to the Cape Fear River, NC, and removing, relocating or otherwise modifying the existing Lockwoods Folly Inlet explosives anchorage ground. We are considering establishing an offshore anchorage ground in response to requests suggesting an anchorage ground is necessary to accommodate current and future vessel traffic, improve navigation safety, and because traditional anchorage areas may be impacted by offshore renewable energy development. Our consideration of changing or removing the explosives anchorage grounds is based on growth in both the size and draft of vessels that call on the Port of Wilmington and Military Ocean Terminal Sunny Point. We invite your comments on whether we should initiate a rulemaking to address these issues or maintain the status quo.
Your comments and related material must reach the Coast Guard on or before July 7, 2020.
Federal register Docket Number USCG–2020–0216.

Charts: 11536 11537 LNM: 19/20

NC – OFFSHORE – CAPE HATTERAS – SUB-SURFACE MOORING

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

Charts: 11520 11555 12200 LNM: 33/19

******NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING******

Shoaling exists within Walter Slough Channel. Shoaling to 3-4 feet MLW was observed between Walter Slough Buoy 8 (LLNR 28335) and Walter Slough Lighted Buoy 9 (LLNR 28340).

Chart 12205 LNM: 17/20

******NC – OREGON INLET – SHOALING******

Shoaling located 5 May 2020 in the vicinity of Oregon Inlet Lighted Buoy 6 (LLNR 28003) with depths of 4 - 6ft at MLW.

Chart 12207 LNM: 18/20

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

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

Chart 12205 LNM: 18/16

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

33CFR165.T05-1065 Safety Zone; Oregon Inlet, Dare County, NC.
(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47- N, 75°32'41- W, then southeast to 35°46'37- N, 75°32'33- W, then southeast to 35°46'09-N, 75°31'59- W, then southeast to 35°46'03- N, 75°31'51- W, then southeast to 35°46'01- N, 75°31'40- W (NAD 1983) in Dare County, NC.
(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. Captain of the Port means the Commander, Sector North Carolina. Demolition crews means persons and vessels involved in support of demolition.
(c) Regulations. (1) The general regulations governing safety zones in §165.23 apply to the area described in paragraph (a) of this section.
(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.
(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.
(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.
(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).
(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.
(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2020.
(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

Chart 12205 LNM: 31/19

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

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

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

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

Charts: 11548 11552 LNM: 51/17

******NC – OCRACOKE INLET AND NORTHERN CORE SOUND – TEACHES HOLE – SHOALING******

There has been a report of shoaling at Teaches Hole Channel. Shoaling to 2-3 FT between Teaches Hole Channel Buoy 21 (LLNR 28957) and Teaches Hole Channel Buoy 23 (LLNR 28961). NC BNM 164-20

Chart 11550 LNM: 19/20

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

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

Charts: 11542 11543 LNM: 24/19

******NC - NEW RIVER - CAMP LEJEUNE - FIRING EXERCISES******

Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:
Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.
Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods:
None scheduled.
The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY
STONE CREEK SECTOR
STONE BAY SECTOR
WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR
EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY
The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods:
12:00 P.M. 7:00 P.M. 17 MAY 20.
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:
12:00 P.M. 7:00 P.M. 17 MAY 20.
Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations.
Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.
Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543 LNM: 01/16

******NC – CAPE FEAR RIVER – DREDGING******

The mechanical dredge PAULA LEE will be conducting dredging operations in the following reaches in the Cape Fear River, Upper Big Island Channel, Lower Lilliput Channel, Upper Midnight Channel, Lower Midnight Channel and Horseshoe Shoals Channel. The material dredged will be disposed at the New Wilmington ODMDS south of the mouth of the Cape Fear River. Towing will be performed by the Dann Marine Tugs COLONEL and THOMAS DANN, towing 5000 cubic yard scows from the reaches through the mouth to the ODMDS. The ODMDS is approximately 9 NM south of the mouth of the Cape Fear River at N 33 deg 44′ 6.946″, W 078 deg 02′ 8.979″. Dredging is scheduled to completed by August 31st, 2020. Work will continue 24 hours a day, 7 days a week. The Dredge Paula Lee will use and monitor VHF Channels 13, 16, and 79. The Project Manager will be Danny Myers. He can be reached at (415) 302-5369. Alternate project manager is Ryan Swink, at 628-888-4304.

Chart 11541 LNM: 18/20

******NC – NEW RIVER - CAPE FEAR RIVER – SHOALING******

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

Chart 11541 LNM: 17/20

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
550	*NOAA Lighted Data Buoy 44014 (ODAS)*	36-36-05.000N 074-50-04.000W	Fl (4)Y 20s		4	Yellow disc-shaped hull.	Aid maintained by National Oceanic and Atmospheric Administration.	19/20
		*						
635	*NOAA Lighted Data Buoy 41001 (ODAS)*	34-43-07.000N 072-19-47.000W	Fl (4)Y 20s		5	Yellow boat-shaped hull.	Aid maintained by National Oceanic and Atmospheric Administration.	19/20
		*						
815	*NOAA Lighted Data Buoy 41013 (ODAS)*	33-26-04.000N 077-45-08.000W	Fl (4)Y 20s		5	Yellow disc-shaped hull.	Aid maintained by National Oceanic and Atmospheric Administration.	19/20
		*						
2497	SILVER RUN TOWER VESSEL PROTECTION LIGHT A	39-27-35.217N 075-35-11.135W	Q W	20			Private Aid.	19/20
*	*	*	*	*	*	*	*	
2497.1	SILVER RUN TOWER VESSEL PROTECTION LIGHT B	39-27-33.614N 075-35-11.530W	Q W	20			Private Aid.	19/20
*	*	*	*	*	*	*	*	
6917	*Great Machipongo Channel Lighted Wreck Buoy WR6*	37-27-49.993N 075-48-24.721W	Q R		4	Red.	Replaced by nun when endangered by ice.	19/20
		*						
6930	*Great Machipongo Channel Lighted Buoy 11*	37-29-22.886N 075-47-38.571W	Q G		4	Green.		19/20
		*						
30415	OAK ISLAND CHANNEL LIGHT 1	33-54-01.399N 078-01-15.107W	Fl G 4s	15	4	SG on pile.		19/20
		*						

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. VA - NC Offshore Surveying.
6. USCG Navigation Rules and Regulations Handbook Ammendment Notification.
7. NC Seacoast Port Access Route Study (PARS).
8. Ocean Wind and Skipjack Wind Energy Areas.
9. Coastal Offshore Wind (CVOW) Cable Route.
10. NJ Seacoast, Del Bay Port Access Route Study (PARS).

SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

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

NEW JERSEY SHOALING

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
Shoaling has been located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently 5 - 6ft at MLW.
Chart 12316

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) IVO Beach Haven between NJICWW LT 130 (LLNR35536) and NJICWW LT 132 (LLNR 35550). Shoaling is visible at low tide and extends approximately 20yds into the channel, mariners are advised to use extreme caution when transiting the area.
Chart 12316

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported.
NJICWW Light 4 (LLNR 34995).
NJICWW Light 38 (LLNR 35115).
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).
NJICWW Daybeacon 49 (LLNR 35108).
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).
North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).
NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side.
Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.
IVO NJICWW Daybeacon 221 (LLNR 35867).
Between NJICWW Light 233 (LLNR 35905) and Daybeacon 243 (LLNR 3535945) Broad Thorofare.
IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.
Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel.
Between NJICWW Light 449 (LLNR 36625) and Light 453 (LLNR 36639) Grassy Sound. Ref LNM 24/17
Chart 12316, 12324

NJ – SALEM RIVER – SHOALING
Shoaling was reported in the Salem River, in Salem, NJ. The shoaling was reported between Salem River Entrance Channel Light 5 (LLNR 2670), Light 6 (LLNR 2675) and Light 7 (LLNR 2680), Light 8 (LLNR 2685) on the east side of the channel. The depth was reported at 10 feet shortly after high tide.
Chart 12311

PENNSYLVANIA SHOALING

PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING
Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.354427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18
Chart 12312

PA – NJ – CHESTER RANGE – SHOALING
The Coast Guard has received a report of shoaling 40ft within the PA side of the channel in approx position 39-49'33.80"N, 075-22'39.81"W. The rock mound has been reported to have a minimum depth of 39.1ft. Mariners are urged to use caution when transiting the area.
Chart 12312

DELAWARE SHOALING

DE – MURDERKILL RIVER – SHOALING
Shoaling has been reported in the Murderkill River between Murderkill River Buoy 2 (LLNR 2315) and Murderkill River Buoy 6 (LLNR 2337). Channel depths have been noted to be less than 2 feet in locations and an average depth of 4 feet. DB BNM 342-19
Chart 12304

DE- INDIAN RIVER BAY – SHOALING
There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy MI (LLNR 4436). Depths of 0.0 ft at times, during low tide, were reported.
Chart 12216

DE – DELAWARE BAY – REHOBOTH BAY – SHOALING
Shoaling has been reported near Rehoboth Bay Channel Light 2 (LLNR 2097). Depths as low as 3 feet reported. DB BNM 051-20
Chart 12304

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING
Delaware Department of Natural Resources and Environmental Control (DNREC) reports shoaling in Baker's Channel between Baker's Channel Lighted Buoy 1A (LLNR 2136) and Baker's Channel Lighted Buoy 1B (LLNR 2137) as well as Baker's Channel Lighted Buoy 5 (LLNR 2137.04) and Baker's Channel Lighted Buoy 6 (LLNR 2137.05). DNREC has established two warning buoys worded "DANGER SHOAL" to mark the shoaling. Ref LNM 26/17
Chart 12216

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

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

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

MARYLAND SHOALING

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

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

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

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

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

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

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

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

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

MD/VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance (1) off the northeastern tip of St. Catherine Island extending channel ward between 38-14-17.586N, 076-47-15.562W and 38-14-32.841N, 076-47-14.761W, (2) IVO St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16,
Chart 12286

MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING
Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555). MD-NCR BNM 006-20
Chart 12228

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING
Shoaling in the western portion of Slaughter Creek IVO of Holland Point has encroached easterly in most of the channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4' in between tide cycles. Shoaling to 5' MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683).
Sec MD-NCR BNM 045-17, Chart 12264, 12266

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

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

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

VIRGINIA SHOALING

VA – FENWICK ISLAND TO CHINCOTEAGUE INLAT – SINEPUXENT BAY – SHOALING
Shoaling has been located 200 yds south of Sinepuxent Bay Buoy 11B (LLNR 5050). Lowest recorded depth is 1.8 feet across the entire channel.
Chart 12211

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

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

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

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

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

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

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

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

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

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

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

VA – HAMPTON ROADS - WILLOUGHBY BAY
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245

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

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER 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 Warning Daybeacon B (LLNR 14130) to a depth of 4.9 feet extending across the entire length and width of the channel to 150 yards north of Davis Creek Warning Daybeacon D (LLNR 14140) with a minimum identified depth of 1.2 feet. Ref LNM 12/17
Chart 12238

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

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

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

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

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

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

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

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

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

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

VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - BONUM CREEK - SHOALING
Soundings in Bonum Creek indicates shoaling in the channel between Bonum Creek Warning Daybeacon C (LLNR 16885), Bonum Creek Warning Daybeacon D (LLNR 16890), and Bonum Creek Warning Daybeacon E (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Warning Daybeacons C and D. Mariners are urged to use caution.
Chart 12286

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

VA – RUDEE INLET – SHOALING
Survey dated8 Mayl 2020.
There is shoaling to a least depth to 5.9' MLLW approximately 200' East of ends of the jetties outbound channel; West channel.

NORTH CAROLINA SHOALING

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

NC – OREGON INLET – SHOALING
Shoaling located 5 May 2020 in the vicinity of Oregon Inlet Lighted Buoy 6 (LLNR 28003) with depths of 4 - 6ft at MLW. NC BNM 155-20
Chart 12204

NC – OREGON INLET – SHOALING
Shoaling has been reported IVO Oregon Inlet Buoy 15 (LLNR 28045) and Oregon Inlet 17 (LLNR 28005) near the Bonner Bridge.Mariners are advised to use extreme caution while navigating this area. NC BNM 284-19
Chart 12204

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

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

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

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

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

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

NC – OCRACOKE INLET AND NORTHERN CORE SOUND – TEACHES HOLE – SHOALING
There has been a report of shoaling at Teaches Hole Channel. Shoaling to 2-3 FT between Teaches Hole Channel Buoy 21 (LLNR 28957) and Teaches Hole Channel Buoy 23 (LLNR 28961). NC BNM 164-20
Charts 11550

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

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

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

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

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

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

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

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

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING
Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18
Chart 11553

NC – INTRACOASTAL WATERWAY =- NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 282-19
Chart 11541

NC - NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET
Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

NC – NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – NEW RIVER INLET CROSSING
Shoaling in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19
Chart 11542

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

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

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

NC – CAROLINA BEACH INLET – SHOALING
Significant shoaling exists in Carolina Beach Inlet to a depth of less than 3 feet at mean low water in various locations throughout the inlet. Multiple aids to navigation may be unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area.
Chart 11541

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

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

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

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

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

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR DELAWARE BAY

- *Delaware*
  Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
- *New Jersey (Central & Southern)*
  Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
  Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)

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

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

- ***Pennsylvania***
  Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MT)
  Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

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

- ***Washington DC*** –
  Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)
- ***Virginia (Northern)***
  Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)

SECTORVIRGINIA

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

SECTOR NORTH CAROLINA

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

  The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (MB)
  Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the Chicamacomico Channel and the emergency ferry terminal in Rodanthe, Dare County, NC. Permit (1-19-5) signed on February 20, 2019. (HP)
  Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (6-19-5) signed December 31, 2019. (HP)
  Currituck Sound - Preliminary Public Notice D05PPN-04-2020 - Comments closed on ***March 24, 2020***. (MB)

Regulations:

SECTOR DELAWARE BAY

- *Delaware* – None

- New Jersey (Central & Southern)

  Inside Thorofare, New Jersey Intracoastal Waterway - Dorset Avenue Bridge - The bridge will be maintained in the closed-to-navigation position from 12:01 a.m. until 8 a.m., from April 22, 2020, through June 1, 2020. The closure is necessary to help reduce exposure of bridge operators to the coronavirus (COVID-19). During the closure, the bridge will open on signal at 2 a.m., 4 a.m. and 6 a.m., if at least 2 hours notice is given to (609) 909-7200. The vertical clearance of the bridge in the closed-to-navigation position is 9 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will not be able to open for emergencies. The Beach Thorofare and West Canal may be used as an alternate route for vessels unable to pass through the bridge in the closed-to-navigation position. At all other times the bridge will operate per 33 CFR 117.733 (g). Mariners should exercise caution when transiting the area. (HP)
  Glimmer Glass, (Debbie's Creek) - Monmouth County Bridge (W-9) – Bridge will be maintained in the closed-to-navigation position from 12:01 am. On April 22, 2020, until 11:59 p.m. on May 22, 2020; except for scheduled openings on the hour if any vessels are waiting to pass. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal on the hour if any vessels are waiting to pass. The vertical clearance of the bridge in the closed-to-navigation position is 9 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies. At all other times the bridge will operate per 33 CFR 117.719. Mariners should use caution when transiting the area. (HP)

  Rancocas Creek - Riverside-Delanco Bridge – The bridge will be maintained in the closed-to-navigation position from 12:01 a.m. on May 5, 2020, through 11:59 p.m. on October 31, 2020. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge with open on signal between 3 p.m. and 8 p.m., from Monday through Friday, and between 1 p.m. and 8 p.m., on Saturday and Sunday. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies if at least 30 minutes notice is given to (856) 829-3002. At all other times the bridge will operate per 33 CFR 117.745 (b). Mariners should use caution when transiting the area. (HP)
  Great Channel - CR 619 (Ocean Drive) Bridge - The bridge will be maintained in the closed-to-navigation position from 6 a.m. on May 15, 2020, to 10 p.m. on October 15, 2020. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal, if at least 2 hours notice is given to (609) 465-1035. Vessels able to pass through the bridges in the closed-to-navigation position may do so at anytime. The bridge will be able to open on signal for emergencies, if at least 30 minutes notice is given to (609) 465-1035. At all other times, the drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.720. Mariners should use caution when transiting the area. (MS)
- *Pennsylvania* – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- *Virginia (Southern)* - None

SECTOR NORTH CAROLINA

- *North Carolina* – None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*
  Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)
  Lewes and Rehoboth Canal - Savannah Road (Business Route 9) Bridge – The bridge will remain in the closed-to-navigation position from 6:30 a.m. on Monday, March 9, 2020, thru 5 p.m. on Sunday, May 10, 2020, to perform bridge maintenance. This deviation allows the bridge to remain in the closed-to-navigation position throughout the project. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 15 feet above mean high water; however, the maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to approximately 11 feet above mean high water throughout the maintenance period. Vessels able to transit through the bridge in the closed position with a reduced vertical clearance of approximately 11 feet above mean high water may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area. (MB)
  Lewes and Rehoboth Canal - Rehoboth Avenue (SR 1A) Bridge – The bridge will remain in the closed-to-navigation position from 6:30 a.m. on Monday, March 16, 2020, thru 5 p.m. Sunday, May 24, 2020. This deviation allows the bridge to remain in the closed-to-navigation position throughout the project. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 16 feet above mean high water. Vessels able to transit through the bridge in the closed position may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area. (MB)
- *New Jersey (Central & Southern)*
  Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution. (KB)
  New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-

hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 30 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)

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

New Jersey Intracoastal Water (NJICW), Ingram Thorofare - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from September 1, 2019, to May 25, 2021. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33ft above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

Delaware River - SR 73 (Tacony-Palmyra) Bridge - Bridge maintenance will be conducted from February 12, 2020, to June 6, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance will require a 2-hour advance notice for all requested bridge openings during the entire maintenance period. The project supervisor can be reached at (856) 429-3400. The bridge tender may be reached on VHF-FM channels 13 or 16. The movable span shall be unable to open for an emergency during the specified working hours unless a 2-hour notice is provided. Mariners are urged to use caution when transiting the area. (MB)

New Jersey Intracoastal Waterway (NJICW) – Cape May Canal – Bridge maintenance will be conducted from 6 a.m. to 6 p.m.; Monday-Friday; from March 9, 2020, through March 20, 2020. A 20 x 40 foot work barge, a work boat, and a dive team will be around the vicinity of the bridge during work hours. Vessels can safely transit through the bridge, unrestricted, at any time. The work vessel and work barge may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 632-4832 or (215) 208-1759. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed. (MT)

Pennsylvania –

Schuylkill River - Grays Ferry Railroad Bridge - Modification activities which began June, 2018, are expected to finish on December 31, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. (MT)

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

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*

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

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

Neale Sound - No. 0803800 (MD-254) Bridge - Demolition of old bridge will commence on May 11, 2020, and continue for approximately 2 months until July 3, 2020. Demolition within the navigation span will be performed between May 11, 2020, and May 15, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Four deck barges and a crane barge will be placed alongside the bridge, but outside the navigation channel. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

Isle of Wight (Sinepuxent) Bay - US 50 (Harry Kelley Memorial) Bridge - Bridge will be maintained in the closed-to-navigation position from 6 a.m. on January 27, 2020, to 6 p.m. on March 1, 2020, to facilitate submarine cable replacement. Vessels able to pass through the bridge in

the closed position may do so from 10 p.m. to 6 a.m., from January 27, 2020, to February 3, 2020, and at any time from February 3, 2020, to March 1, 2020. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.559. (MS)

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

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

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

- *Washington DC*

  Potomac River - Arlington Memorial Bridge **-** Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). From Monday, January 13 through Friday, February 7, 2020, the temporary channel will be located under Arch 3, due to marine construction under Arch 5 and Arch 4. On Saturday, February 8, 2020, the temporary channel will be reverted back to Arch 4. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS)(RH)

  Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Bridge construction commenced in the Anacostia River in Washington, DC on April 19, 2018, and will continue into 2022. The work is being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night work and currently consists of: (1) The temporary West Trestle, which extends from the western shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" that are placed approximately 85 yards (250 feet) upstream of the bridge. (2) The temporary East Trestle, which extends from the eastern shoreline westward to the eastern limit of the federal navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge structure. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" with the standard 'Exclusion' diamond symbol that are placed approximately 85 yards (250 feet) upstream of the bridge. The federal navigation channel east of the center pier (eastern half), approximately 150 feet wide, remains available for navigation. To support active construction operations, a vessel/barge may be intermittently positioned within the navigable channel. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH)

- ***Virginia (Northern)* -** None

SECTOR VIRGINIA

- *Virginia (Southern)*

  Queens Creek - I-64 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum 15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

  Elizabeth River – Eastern Branch - Route 460 (Campostella Road) Bridge – Bridge has been damaged. The cluster pile causing the obstruction to the navigational channel in the vicinity of the northwest side of the Campostella Bridge has been removed. Even with the obstruction removed, the northwest corner of the fender system remains heavily damaged and unstable rendering it susceptible to continued failure and exposes the northwest quadrant of the bridge support structure. Mariners should continue to favor the south side of the channel to the extent possible to maintain safe speed, water depth, and maneuverability. Based on the most recent report, The Captain of the Port Sector Hampton Roads has set the horizontal clearance within the bridge span to 120 feet. Mariners are advised the fender system lights have been verified in the following condition: northwest fender light (missing), southwest fender light (extinguished), southeast fender light (extinguished), northeast fender light (working). Both bridge centerline lights are operational. Plans to fix the damaged section of fender system are ongoing. Waterways users should not anticipate repairs being complete before June 30, 2020. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division duty phone at (757) 374-3408 or HamptonRoadsWaterways@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 16 or at 757-483-8567. (MB)

  Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Centerville Turnpike (SR-170) Bridge – Bridge maintenance began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and

updated notices will be published prior to each phase. This notice provides details for Phase VI, scheduled from 6 a.m. on February 20, 2020, through 8:30 p.m. on September 18, 2020. Work hours are Monday through Friday, from 6 a.m. to 8:30 p.m. The swing span of the bridge will be operational. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in 33 CFR 117.31; and all vessels upon request, if at least a one-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

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

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

James River - SR 156 (Benjamin Harrison Memorial) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; from 7 a.m. on March 9, 2020, through 5 p.m. on October 30, 2020. A 40-foot barge and two work boats and a dive team will be located in the vicinity of the bridge, but should not encroach into the navigation channel. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 435-9097 or (757) 558-3939 or (757) 478-2705. Mariners should use extreme caution navigating through the area. (MT)

Mattaponi River - US33 Lord Delaware Bridge - Bridge inspection will be conducted between Monday, May 4, 2020, and Friday, May 15, 2020; Mon-Fri; from 8 a.m. to 4 p.m. The bridge inspection will require an under-bridge inspection vehicle (snooper) reducing the vertical clearance by five feet and a safety boat to work in and around the navigable channel. The safety boat will be monitoring VHF channels 13 and 16, and the boat captain can be reached at (804) 436-4338. The safety boat and snooper truck can both relocate with 10 minutes notice. Mariners should use caution when transiting the area. (MB)

SECTOR NORTH CAROLINA

- *North Carolina*

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

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

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

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge – Bridge maintenance which began in September 2019, will continue to maintain the bridge in the closed position 24 hours a day, 7 days a week, through 12:01 a.m. on June 30, 2021. The bridge will open on signal for daily scheduled openings at 6 a.m., 10 a.m., 2 p.m. and 7 p.m., if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). The bridge will open on signal for vessels unable to safely transit the bridge during a scheduled opening, due to the vessel's draft, if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). During the maintenance period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position

with the reduced vertical clearance may do so, if at least a 30-minute notice is given, to allow for navigation safety. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (910) 251-5774 or 561-232-9773. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*
  Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They'll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- *Washington, DC* –
  Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)
- *Virginia (Northern)* – None

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

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

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

NJ – GREAT EGG HARBOR BAY – OCEAN CITY – NORTHERN AND CENTRAL HARBOR DREDGING
UPDATED END DATE. Charter Contracting Company on behalf of the City of Ocean City will be conducting mechanical dredging operations in the northern and central harbors of Ocean City, NJ. Operations are expected from October 1, 2019 through **May 31, 2020**. Work will involve operation of barges in shallow water and narrow channels. Barges will be transporting dredge material via Great Egg Harbor Bay and Great Egg Harbor River and may be restricted in ability to maneuver. Mariners are advised to use caution when transiting in the vicinity of dredging operations. For more information or questions, contact Conor Nielsen at 857-225-5911.
Chart 12318

NJ – GREAT EGG HARBOR BAY – BEESLEYS POINT – TRANSITION TOWER CONSTRUCTION
In mid-August 2019, South State Contractors will begin construction of new transition towers in Great Egg Harbor Bay west of the Garden State Parkway Great Egg Harbor. The new towers will be located approximately 500' to the west of the existing towers. All barges and work boats involved will be monitoring VHF channel 13. Project work will be conducted 7 days a week between the hours of 5:00 a.m. and 8:00 p.m. and expected to last till **Aug 2021.** A floating dock consisting of Shugart barges will be staged outside of navigable channel near the old Route 9 bridge.
Chart 12316

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR – BOROUGH OF BEACH HAVEN – TOWNSHIP OF LONG BEACH – DREDGING
Continuing until approximately **30 June 2020,** Wickberg Marine Contracting will be conducting dredging operations for the New Jersey Department of Transportation within eight (8) State owned channels that are spurs off of the Intracoastal Waterway within New Jersey and two (2) Municipal Channels; the Municipal Channels are spurs off of the State Channels. All of the work is taking place along the eastern shoreline of Egg Harbor, within the Borough of Beach Haven and the Township of Long Beach, Ocean County New Jersey. The project's northern limit is just north of New Jersey Intracoastal Waterway Daybeacon 96 (LLNR 35375) and the southern limit is just south of New Jersey Intracoastal Waterway Light 110 (LLNR 35435). Dredge pipeline will parallel the Intracoastal Waterway; it is identified by buoys and lighted buoys. At the locations where the pipe crosses the Intracoastal Waterway, the pipe is submerged, but outside of the Intracoastal waterway (west or east side) the pipe should be considered to be semi submerged/floating.
Chart 12316

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR – MARINE CONSTRUCTION
On behalf of New Jersey Natural Gas Company (NJNG), CDM Smith Inc. will be installing a 12-inch diameter steel underground utility distribution main beneath the Little Egg Harbor via horizontal directional drilling. Construction will until **30 May 2020** and resuming in fall 2020. The HDD will be supported by a temporary cofferdam and temporary jack-up barge surrounded by a turbidity curtain situated in the middle of Little Egg Harbor. Floating pipe will extend from the cofferdam on the western side toward Dock Road in Eagleswood Township, Ocean County, NJ.
Chart 12316

NJ – HEREFORD INLET – SEAWALL REPAIR
Beginning June 1, 2020 and continuing until **February 25, 2021** a Crane Barge along with an attendant plant will be operating at various locations in and around the Hereford Inlet. Materials will be delivered to this Crane Barge via tug and barge. The Crane Barge will not be sitting in the federally marked navigation channel at any time. The crew will be working Monday through Friday during day light hours. The Crane and attendant plant will both monitor VHF-FM Channel 16. Mariners are urged to use extreme caution and transit the area at a safe speed. If you have any questions or require additional information, please contact Agate Construction at cyurick@agateconstruction.net or at (609) 780-5175.
Chart 12316, 12318

PA – DELAWARE RIVER – NEW CASTLE RANGE – DREDGING
The Captain of the Port (COTP), Delaware Bay, is notifying mariners of submerged pipeline installation south of Delaware River Lighted Buoy 13 (LLNR 2740) near the mouth of the C&D Canal to facilitate New Castle Range annual maintenance dredging. On May 5, 2020, submerged pipeline was installed outside the green edge of New Castle Range, extending south of Delaware River Lighted Buoy 13 (LLNR 2740). A floating pipeline will extend from the head section at the end of the submerged pipeline to the Dredge "ESSEX". The ESSEX will be dredging the lower end of New Castle Range. The dredge and floating pipeline may partially obstruct the entrance to the C&D Canal and also the entrance to Bulkhead Shoal Channel (Delaware City). To facilitate safe passage of vessels around the dredge/pipeline and into Delaware City or the C&D Canal, the upper end of Reedy Point Anchorage should not be used for anchoring until the pipeline is removed. Any vessel seeking to anchor within Reedy Point Anchorage should do so south of a line drawn from Reedy Island Anchorage Buoy A (LLNR 2641) within the anchorage to Delaware River Lighted Wreck Buoy WR10 (LLNR 2635) on the east side of the channel to allow safe passage for vessels transiting the area. Concerned vessel traffic should contact dredge ESSEX via VHF channel 13.
Chart 12311

PA – DELAWARE RIVER – MARCUS HOOK ANCHORAGE - DREDGING
UPDATED INFORMATION. The Captain of the Port (COTP), Delaware Bay, is notifying mariners that Safety Zones Two and Three associated with the Philadelphia to Sea Dredging Maintenance and Deepening Projects have been removed. Anchorage requirements for Marcus Hook Anchorage (No. 7) have returned to normal in accordance with 33 CFR 110.157. Safety zone one remains in effect for the duration of the maintenance project. Please see the latest version of Marine Safety Information Bulletin (MSIB) 03-20 PHILADELPHIA TO SEA DREDGING MAINTENANCE AND DEEPENING PROJECT at https://homeport.uscg.mil/port-directory/delaware-bay for updated information regarding the safety zones. Safety Zone One *Active* includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range.
Chart 12312

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

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

MD – FENWICK ISLAND TO CHINCOTEAGUE INLET – OCEAN CITY – DREDGING
Dredging operations are expected to occur in Ocean City Inlet at Ocean City, MD, from **May 7-14, 2020**. The work will be conducted within the federal navigation channel. Interested mariners may contact the U.S. Army Corps of Engineers dredge CURRITUCK via VHF-FM channels 13 and 16.
Chart 12211

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

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

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

MD – SEVERN RIVER – ENTRANCE TO LAKE OGLETON – DREDGING
Maintenance dredging operations will occur in the entrance channel to Lake Ogleton, Anne Arundel County, MD from Mar 15 until May 31, 2020 in approximate position 38°57'7.89"N, 76°27'27.98"W. Dredging will take place in the entrance channel to Lake Ogleton with barges moving in and out of the channel transporting dredge spoils. The channel width will be restricted during the dredging operation. The Edwin A, John O. Crandell, Big C Too and dredge can be contacted on marine band radio VHF-FM channels 13 and 16. Alternatively, we can be reached by phone at 410-867-0200.
Chart 12283

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

MD – BALTIMORE HARBOR – PATAPSCO RIVER – OVERHEAD TRANSMISSION LINE – CONSTRUCTION
Marine construction operations for an aerial electric power transmission lines will occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge, during **May 4, 2020-October 7, 2022**. The work will occur 24 hours per day, 7 days per week, at the following 5 approximate positions: (1) 39°12'46.8737" N, 076°32'14.0536 W; (2) 39°12'58.5610 N, 076°31'58.7405 W; (3) 39°13'13.7886 N, 076°31'38.7851 W; (4) 39°13'26.6084 N,076°31'21.9825 W; and (5) 39°13'39.4271 N, 076°31'05.1787 W. McLean Contracting Company marine equipment spudded on site will include: (1) a sectional barge (120'x120'x7') with Manitowoc Crane, (2) the Whirley Crane Baltimore barge (140'x70'x12.5'); (3) the Whirley Crane Hampton Roads barge (108'x 46'x8'); (4) a Whirley Crane Newport News barge (110'x43'x8'); and (5) a deck barge. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed. Vessels on site, including "WB29", "MEGALADON", "RISING SUN", "CAPTAIN STEVE", crewboat and jackboats may be contacted on VHF-FM channels 16 and 13. For questions, contact Mr. Scott Popoloski, 603-501-8360 or Mr. Jay Musser, 443-392-8089.
Chart 12281

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

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION
Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County VA. Operations will begin on 25 Mar 2020 and continue until **Feb 2021.** The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in-front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51'10.06"N, 75°27'41.12"W. Contact Francisco J. Juelle for more information at 787-238-3243 or fjuelle@chcivil.com. LNM 1120
Chart 12210

VA - WACHAPREAGUE - BRADFORD BAY CHANNEL - FINNEY CREEK – DREDGING
The Suction Dredge Barge BEARING SEA will be conducting maintenance dredge operations in Bradford Bay Channel and Finney Creek beginning on or about April 18 and ending **June 2nd, 2020**. Dredge Operations will run 7 days a week, 24 hours per day. The dredge operator will monitor VHF-FM channels 13 and 16 for any concerned traffic. VA BNM 056-20
Chart 12210

VA – LYNNHAVEN INLET – CRAB CREEK – LONG CREEK - DREDGING
UPDATED COMPLETION DATE. Caroline Marine Structures will be continuing dredging operations in two locations within the Lynnhaven Inlet. The dredging in Crab Creek and Long Creek will continue until **5 Jun 2020.** Dredging will be conducted during daylight hours only 7 days per week. On-site supervisors will monitor marine VHF-FM channels 13 and 16. Mariners are requested to
use extreme caution.

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

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
UPDATED VESSELS AND DATES. Weeks Marine Inc. will be conducting dredging operations in and in the vicinity of Thimble Shoal Channel, West Norfolk, Virginia. Starting approximately 18 May and continuing until approximately 7 September 2020 the Hopper Dredge R.N. Weeks will be operating in the Thimble Shoal Channel West of the Chesapeake Bay Bridge Tunnel (CBBT). Dredge material will be transported to the Dam Neck Ocean Disposal Site (DNODS) – Cell #7. Continuing until approximately 31 August 2020 the Clamshell Dredge "Weeks 506", Tug "Neptuno", Scows (258 and 259) and tender tug "Delta" will be operating in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235). The clamshell dredge will start dredging approximately 1,000 feet west of Thimble Shoal Channel Lighted Buoy 19 moving east. All dredge material will be towed to the Dam Neck Ocean Disposal Site. For questions, contact David McNeill at 985-237-5069.
Chart 12256

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

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

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

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

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

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

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

VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE – DEMOLITION
Sandbridge Road Bridge over Hell's Point Creek demolition. Demolition of the existing bridge structure will affect the waterway beginning 2 Dec 2019. The project is scheduled for completion **July 2020**. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050.
Chart 12205, 12207

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

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

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

NC – CORE SOUND – ATLANTIC HARBOR - WHITE POINT – DREDGING
TD Eure Marine Construction of Beaufort, NC will be conducting dredging operations around White Point and Atlantic Harbor, leading into the Core Sound in Atlantic, NC from April 3 to **May 15, 2020**. Mariners are cautioned the dredge and other equipment will be located in and around Atlantic Harbor Channel near White Point. Vessels can contact the dredge on Channel 16 and 68. Any further information please contact Andrew Law at 252-571-2773.
Chart 11544

NC – MOREHEAD CITY HARBOR – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia Dredge ROCKBRIDGE will be conducting dredging operations within Morehead City Harbor from 8 May to 8 Jun 2020. Dredging will be conducted in Range C, Morehead City Channel between Morehead City Channel Lighted Buoy 24 (LLNR 29460) and Morehead City Channel Lighted Buoy 23 (LLNR 29470). West Leg and Northwest Leg to Bogue Sound Daybeacon 1B (LLNR 38530) from 8 May to 8 June 2020.
Chart 11545

NC – TOPSAIL INLET – BANKS CHANNEL – DREDGING

UPDATED COMPLETION DATE AND DEMOBILIZATION. Continuing until approximately 15 May 2020 Weeks Marine hydraulic dredge "JS Chatry" will be operating in the Topsail Inlet and Banks Channel, Pender County, NC.
Work limits for borrow area at "Topsail Inlet" will be bound by the following approximate positions:
34°21'12.91"N, 77°41'5.75"W, 34°21'46.85"N, 77°40'9.63"W, 34°20'6.02"N, 77°38'54.23"W, 34°19'36.46"N, 77°39'41.87"W
Work limits for borrow area at "Banks Channel" will be bound by the following approximate positions:
34°20'59.32"N, 77°39'44.49"W, 34°20'37.83"N, 77°39'25.11"W, 34°23'7.26"N, 77°36'17.18"W, 34°23'16.50"N, 77°36'27.01"W
Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Demobilization will occur until approximately 30 June 2020. James Ferguson - (985) 273-1286, jcferguson@weeksmarine.com, Jimmy Rude - (985) 237-5063, jlrude@weeksmarine.com Paul Stewart - (985) 373-8352, pfstewart@weeksmarine.com
Chart 11541

NC – CAPE FEAR RIVER – DREDGING

The mechanical dredge"PAULA LEE will be conducting dredging oerations in the following reaches in the Cape Fear River, Upper Big Island Channel, Lower Lilliput Channel, Upper Midnight Channel, Lower Midnight Channel and Horseshoe Shoals Channel. The material dredged will be disposed at the New Wilmington ODMDS south of the mouth of the Cape Fear River. Towing will be performed by the Dann Marine Tugs COLONEL and THOMAS DANN, towing 5000 cubic yard scows from the reaches through the mouth to the ODMDS. The ODMDS is approximately 9 NM south of the mouth of the Cape Fear River at N 33 deg 44' 6.946", W 078 deg 02' 8.979". Dredging is scheduled to start May 12, 2020 and be completed by August 31st, 2020. Work will continue 24 hours a day, 7 days a week. The Dredge Paula Lee will use and monitor VHF Channels 13, 16, and 79. The Project Manager will be Danny Myers. He can be reached at (415) 302-5369. Alternate project manager is Ryan Swink, at 628-888-4304.
Chart 11541

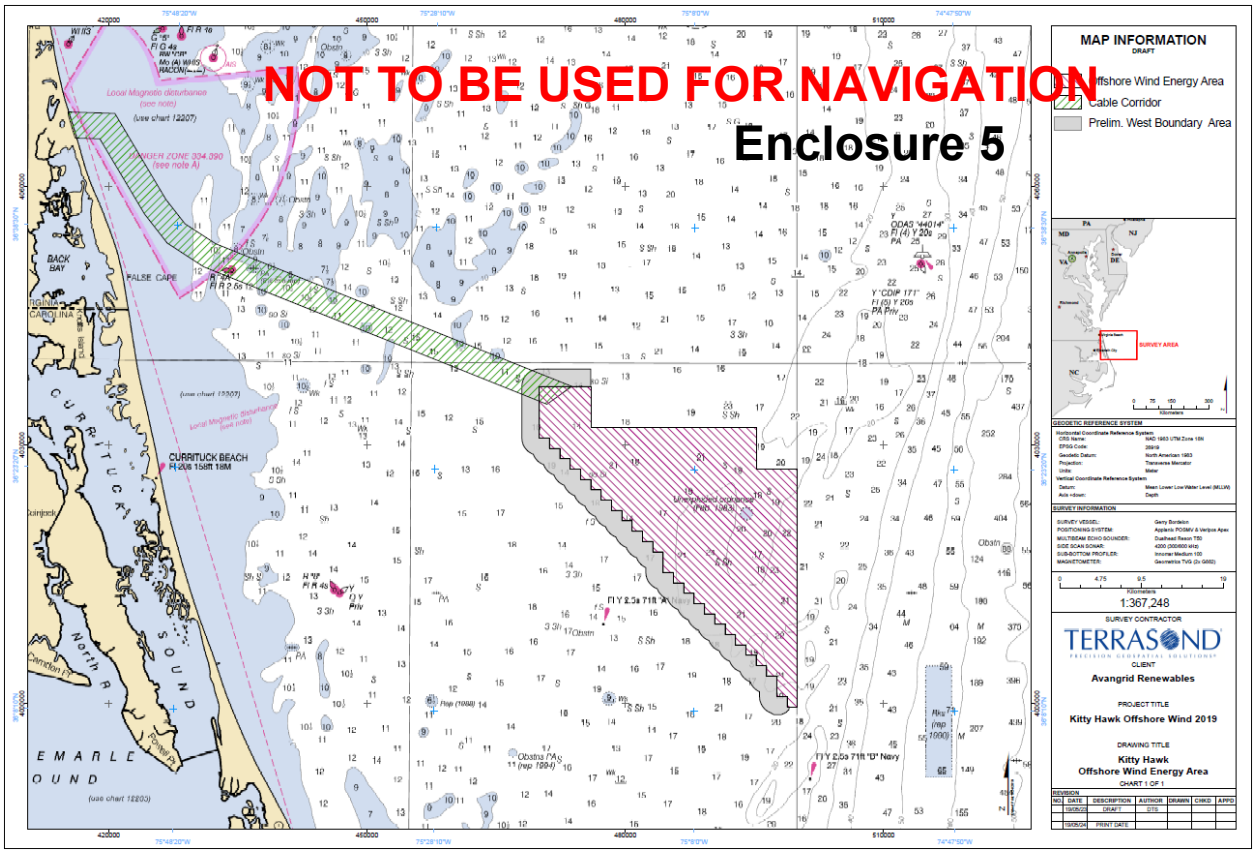
SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS IN THE FIFTH COAST GUARD DISTRICT

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

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

MD – CHESAPEAKE BAY – CHOPTANK RIVER – TRED AVON RIVER – REGULATED AREA
An annual open water distance swim is scheduled to occur across the Tred Avon River on **June 6, 2020**, from 7:45 a.m. to 9:15 a.m. Up to 40 participants will swim across the Tred Avon River, along a 1,200-meter designated course that will start at Bellevue, MD and finish at Oxford, MD. Swimmers will be supported by sponsor-provided watercraft. Coast Guard special local regulations establish a regulated area for all waters of the Tred Avon River, from shoreline to shoreline, within an area bounded on the east by a line drawn from latitude 38°42′25″ N, longitude 076°10′45″ W, thence south to latitude 38°41′37″ N, longitude 076°10′26″ W, and bounded on the west by a line drawn from latitude 38°41′58″ N, longitude 076°11′04″ W, thence south to latitude 38°41′25″ N, longitude 076°10′49″ W, thence east to latitude 38°41′25″ N, longitude 076°10′30″ W, located at Oxford, MD. These coordinates are based on datum NAD 1983. The regulated area will be enforced from 6:45 a.m. to 10:15 a.m. on June 6, 2020. Except for vessels already at berth, all non-participants are prohibited from entering, transiting through, anchoring in, or remaining within the regulated area described above unless authorized by the Captain of the Port (COTP) Maryland- National Capital Region or Coast Guard Patrol Commander (PATCOM). To seek permission to enter, contact the COTP Maryland-National Capital Region at telephone number 410–576–2693 or on Marine Band Radio, VHF–FM channel 16 (156.8 MHz) or the PATCOM on Marine Band Radio, VHF–FM channel 16 (156.8 MHz). Those in the regulated area must comply with all lawful orders or directions given to them by the COTP Maryland-National Capital Region or PATCOM. The COTP Maryland-National Capital Region will provide additional notice of the regulated area through broadcast notice to mariners, and on-scene official patrols. The Coast Guard may be assisted with marine event patrol and enforcement of the regulated area by other Federal, State, and local agencies. Mariners are urged to schedule their transits on this waterway beyond the enforcement times. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12266

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – CHOPTANK RIVER (TO CAMBRIDGE) - LONG DISTANCE SOLO SWIM
An open water solo swim is scheduled to occur across the Chesapeake Bay and up the Choptank River between June 7, 2020 and July 7, 2020. Since the actual single-day event date is dependent upon prevailing winds, wave height, currents, and tidal conditions, it is expected to occur when considered favorable to the swim participant **during June 7-9, 2020; June 21-23, 2020; or July 5-7, 2020**. The swim will take place between 5:30 a.m. and 8:30 p.m. (from dawn to dusk), and will proceed eastward along a designated 27.5-mile long course that starts at the pier of North Beach, Calvert County, MD, at approximate position latitude 38°42.4" N, longitude 076°31.8" W, and finishes at Cambridge, Dorchester County, MD, at approximate position latitude 38°35.1" N, longitude 076°04.8" W. The swimmer's intended course passes between Blackwalnut Point (southern tip of Tilghman Island) and Sharps Island at predicted time of slack water. For safety purposes, the swimmer will be accompanied by a 45-foot auxiliary sail boat (escort/safety vessel) and a sea kayak (support vessel). Lookouts and emergency first aid/medical personnel will be assigned on board the escort/safety vessel. Participating vessels will be marked with large flags and banners. Mariners are urged to use caution when transiting the area and remain alert for the swimmer and participating water craft. During the event, interested mariners can contact the escort/safety vessel, s/v DELPHINUS, via marine band radio channels 16 and 13. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12263, 12266



Main Survey Area and Cable Corridor

Enclosure 5

USCG Navigation Rules and Regulations Handbook, 2014 Edition

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

PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

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

§ 26.08 [Amended]
■ In § 26.08(a), remove the text ''Marine Safety, Security and Environmental Protection'' and add, in its place, the text ''Prevention Policy''.

PART 80—COLREGS DEMARCATION LINES

■ In § 80.750, revise paragraphs (b) and (f) to read as follows: § 80.750 Sanibel Island, FL to St. Petersburg, FL.
* * * * *
(b) A line drawn across the Charlotte Harbor entrance from position latitude 26°42.18′ N, longitude 070°41.2′ W to Port Boca Grande Light.
* * * * *
(f) A line drawn from position latitude 27°17.89′ N, longitude 082°33.55′ W to the southernmost extremity of Lido Key (position latitude 27°17.93′ N, longitude 082°33.99′ W).
* * * * *
■ In § 80.753, revise paragraphs (a) and (d) to read as follows: § 80.753 St. Petersburg, FL to the Anclote, FL.

(a) A line drawn across Blind Pass, from the seaward extremity of the Long Key jetty to the seaward extremity of the Treasure Island jetty.
* * * * *
(d) A line drawn from the northernmost extremity of Honeymoon Island to Anclote Anchorage South Entrance Light 3; thence to Anclote Key position latitude 28°10.0′ N longitude 082°50.6′ W; thence a straight line to position latitude 28°11.11′ N, longitude 082°47.91′ W.

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

§ 81.3 [Amended]
■ In § 81.3, remove the words ''Marine Safety'' and add, in their place, the word ''Prevention''.

§ 81.5 [Amended]
■ In § 81.5(a) introductory text, remove the words ''Marine Safety'' and add, in their place, the word ''Prevention''.

§ 81.9 [Amended]
■ In § 81.9 introductory text, remove the words ''Marine Safety'' and add, in their place, the word ''Prevention''.

PART 83—NAVIGATION RULES

§ 83.24 [Amended]
■ In § 83.24(h), after the words ''exhibit the lights'', add the words ''or shapes''.

§ 83.26 [Amended]
■ In § 83.26(f)(i), remove the word ''around'' and add, in its place, the word ''round''; in § 83.26(f)(ii)(2)(B), remove the text ''(a)'' and add, in its place, ''(f)(ii)(1).''

§ 83.27 [Amended]
■ In § 83.27(d)(iv)(1)(B) and (d)(iv)(2)(A), remove the word ''around'' and add, in its place the word ''round''.

PART 89—INLAND NAVIGATION RULES: IMPLEMENTING RULES

§ 89.3 [Amended]
■ In § 89.3, remove the words ''Marine Safety'' and add, in their place, the word ''Prevention''.

§ 89.5 [Amended]

■ In § 89.5(a) introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.9 [Amended]
■ In § 89.9 introductory text, remove the words ‘‘Marine Safety’’ and add, in their place, the word ‘‘Prevention’’.

§ 89.27 [Amended]
■ In the section heading to § 89.27 and paragraphs (a) and (b), remove the text ‘‘24(i)’’ and add, in its place, the text ‘‘24(j)’’.

PART 161—VESSEL TRAFFIC MANAGEMENT

§ 161.2 [Amended]
■ Amend § 161.2 as follows:
a. Remove the word ‘‘sector’’ wherever it appears, and add, in its place, the word ‘‘zone’’;
b. Add definitions in alphabetical order for ‘‘Center’’ and ‘‘Published’’;
c. In the definition of ‘‘Vessel Traffic Service Area or VTS Area’’, remove the word ‘‘sectors’’ and add, in its place, the word ‘‘zones’’; and
d. In the introductory text of the definition of ‘‘VTS User’’, remove the word ‘‘area’’ and add, in its place, the word ‘‘Area’’.

§ 161.2 [Amended]
■ Amend § 161.2 Definitions - with additions to read as follows:
* * * * *
Center means a Vessel Traffic Center or Vessel Movement Center.
* * * * *
Published means available in a widely-distributed and publicly available medium (e.g., VTS User’s Manual, ferry schedule, Notice to Mariners).
* * * * *
Under *VTS User* Re-designate (a) – (b) as (1) – (2); add (3) Equipped with a required Coast Guard type-approved Automatic Identification System (AIS).

§ 161.4 Requirement to Carry the Rules. [Amended]
■ Re-designate the note at the end of the section as Note 1 to § 161.4 and revise it to read as follows:
* * * * *
Note 1 to § 161.4: These rules are contained in the applicable U.S. Coast Pilot, the VTS User’s Manual which may be obtained by contacting the appropriate VTS or downloaded from the Coast Guard Navigation Center website (https://www.navcen.uscg.gov).

§ 161.5 [Amended]
■ In § 161.5(b), remove the text ‘‘VTS Director’’ and add, in its place, the text ‘‘VTC’’.

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

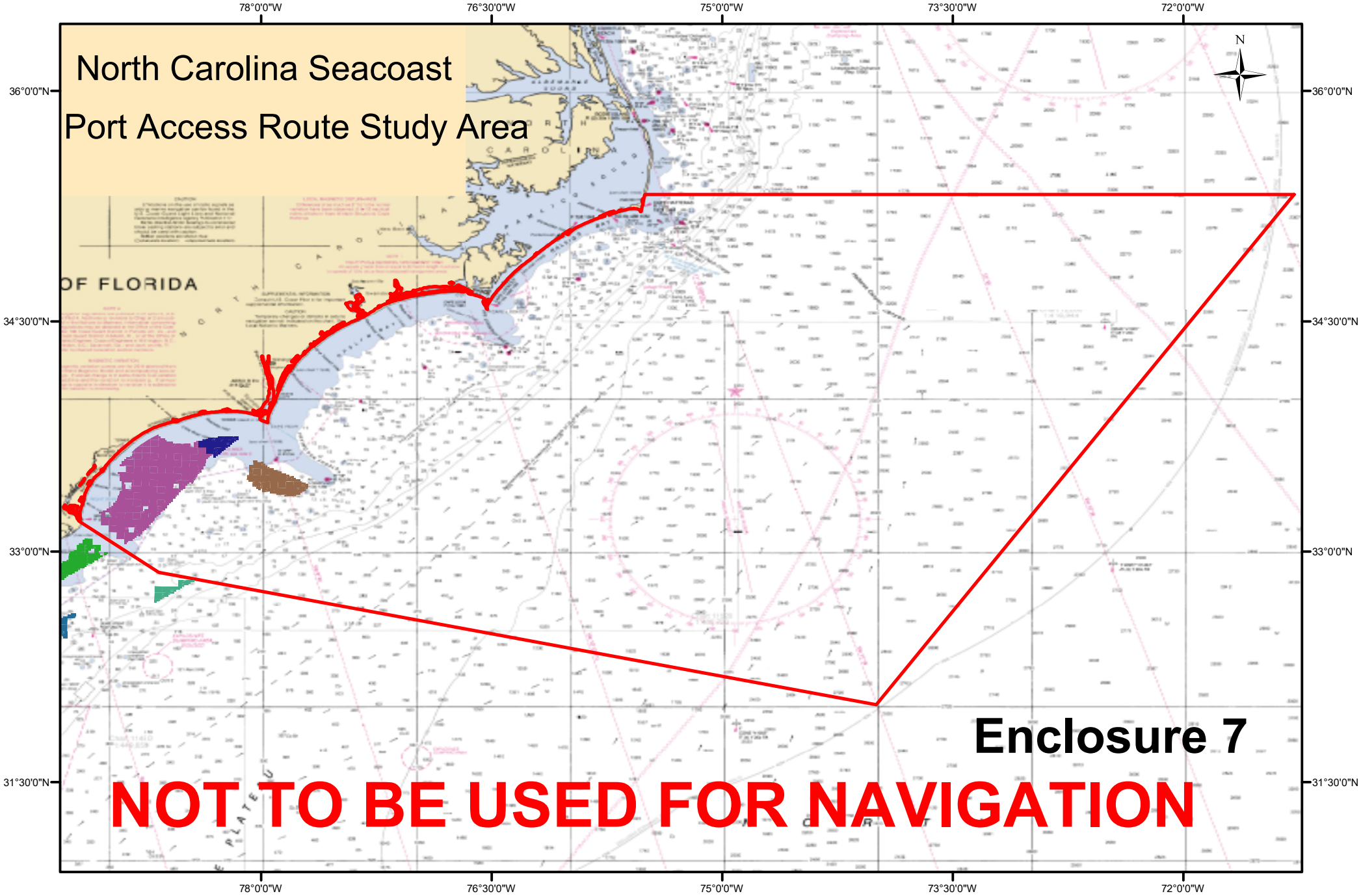
§ 161.17 [Removed and Reserved]
■ Remove and reserve § 161.17.

PART 161—VESSEL TRAFFIC MANAGEMENT (continued)

§ 161.55 [Amended]
■ Amend § 161.55 by revising paragraph (c)(3) to read as follows:
§ 161.55 Vessel Traffic Service Puget Sound and the Cooperative Vessel Traffic Service for the Juan de Fuca Region.
* * * * *
(c) * * *
(3) A vessel of less than 100 meters in length is exempt from the provisions set forth in § 161.13(b)(3) of this part.
* * * * *

§ 161.70 [Amended]
■ In entry 4 to the Table to § 161.70(d) and entry 3 to the Table to § 161.70(f), remove the word ‘‘Sector’’ and add, in its place, the word ‘‘Zone’’.

Questions may be directed to the Office of Navigation Systems at CGNAV@uscg.mil .



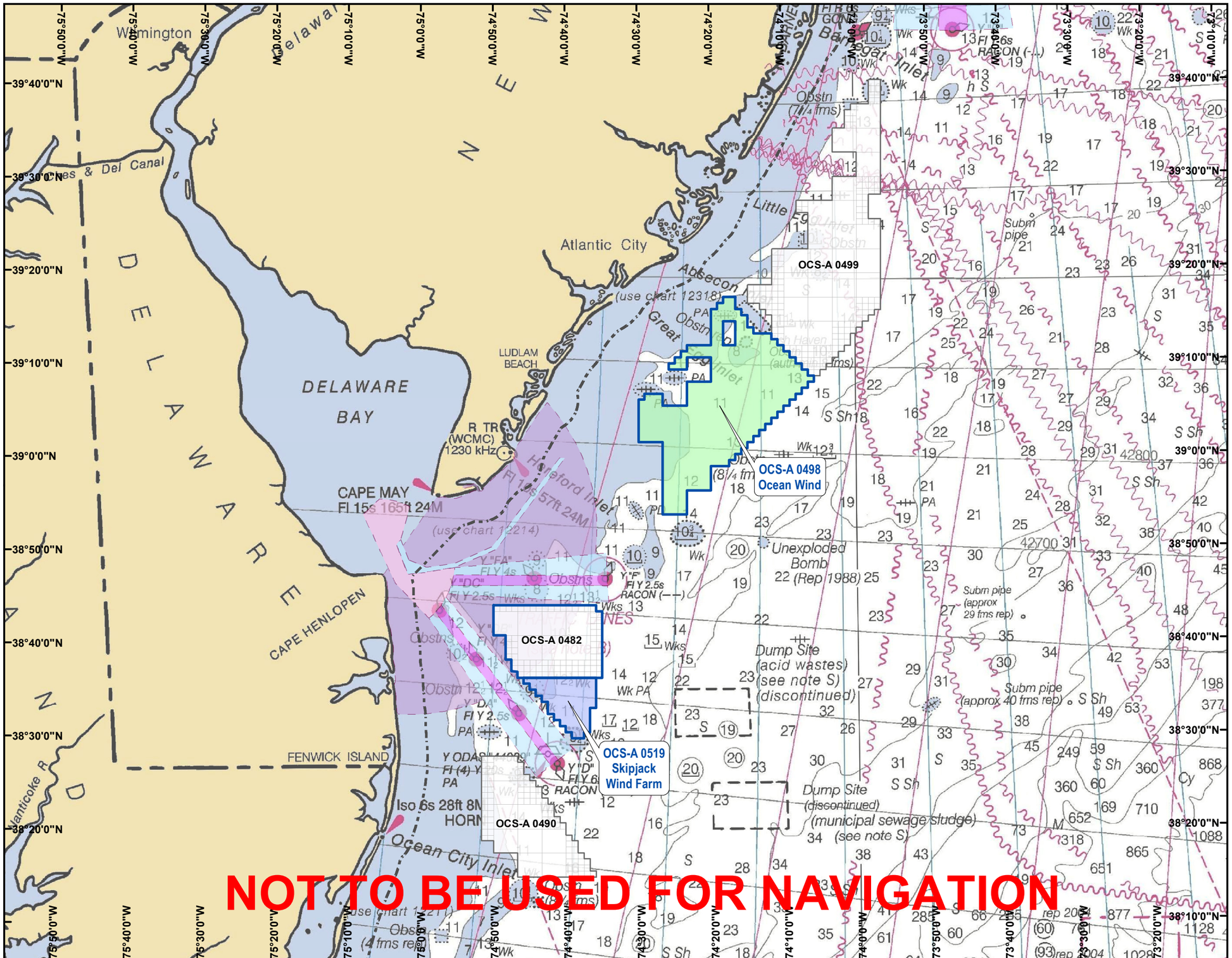
Coordinate System: GCS WGS 1984
Datum: WGS 1984
Units: Degree

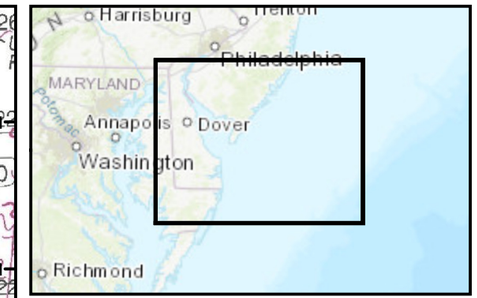
1:3,556,582

0 15 30 60 90 120 Nautical Miles

INFO

- North Carolina WEA - Wilmington East
- North Carolina WEA - Wilmington West
- South Carolina Call Area - Cape Romain
- South Carolina Call Area - Charleston
- South Carolina Call Area - Grand Strand
- South Carolina Call Area - Winyah
- Study Area





Location Map

- 3 Nautical Mile State Waters Boundary
- Orsted Mid-Atlantic Leases
- BOEM Lease Areas
- Ocean Wind Lease Area
- Skipjack Wind Farm Lease Area

Shipping Lanes

- Precautionary Area
- Speed Restriction
- Traffic Separation Scheme
- Traffic Lane

Data Sources:
BOEM; NOAA Chart #13003 (2004)

Projection:
NAD 83 UTM Zone 19N

N

0 5 10 20
Nautical Miles

0 10 20 40
Kilometers

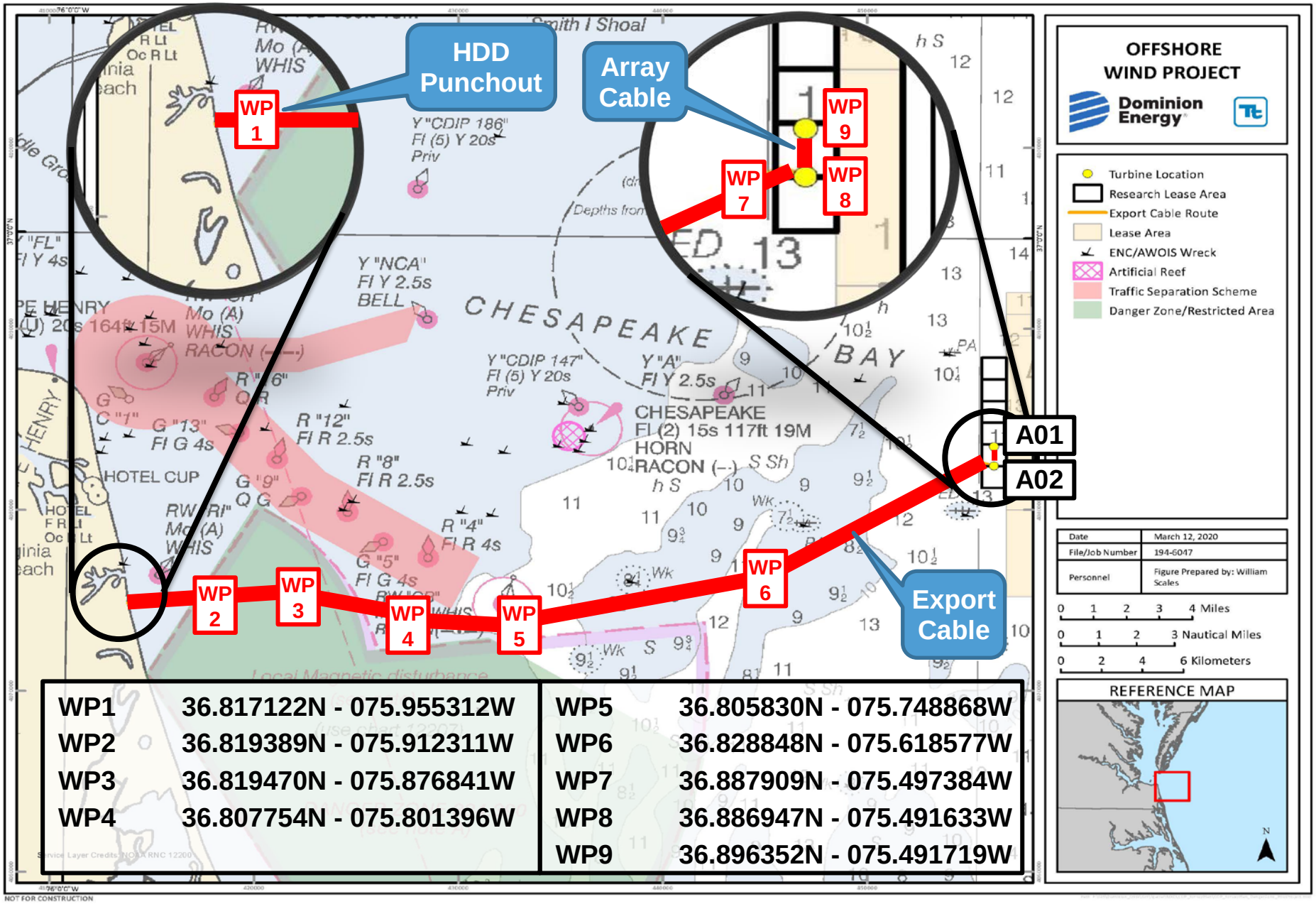
Ørsted

January 2019

Dominion Energy CVOW Pilot Project

Cable Pre-lay Survey LNTM

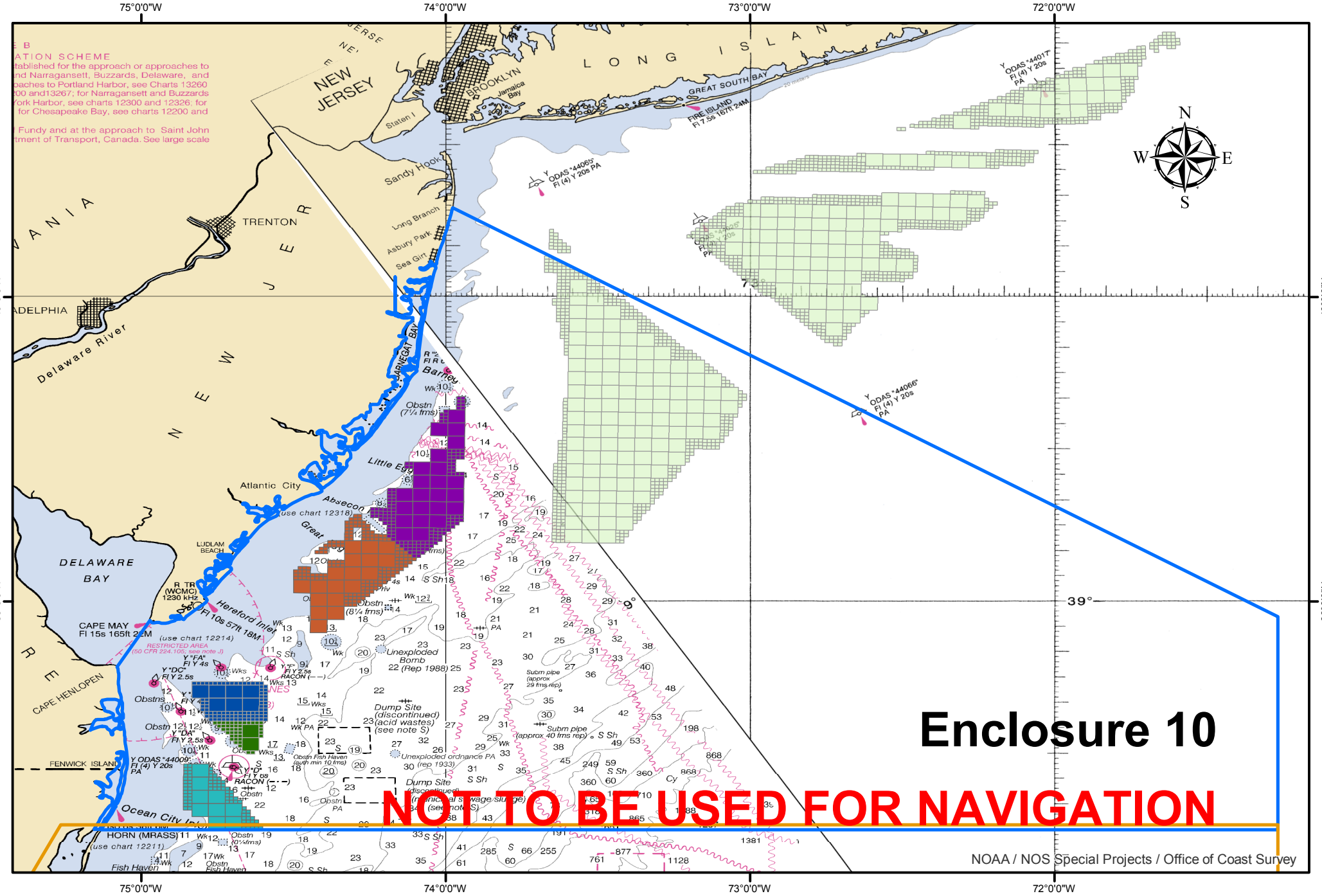
April 2, 2020



WP1	36.817122N - 075.955312W	WP5	36.805830N - 075.748868W
WP2	36.819389N - 075.912311W	WP6	36.828848N - 075.618577W
WP3	36.819470N - 075.876841W	WP7	36.887909N - 075.497384W
WP4	36.807754N - 075.801396W	WP8	36.886947N - 075.491633W
		WP9	36.896352N - 075.491719W

NOT TO BE USED FOR NAVIGATION

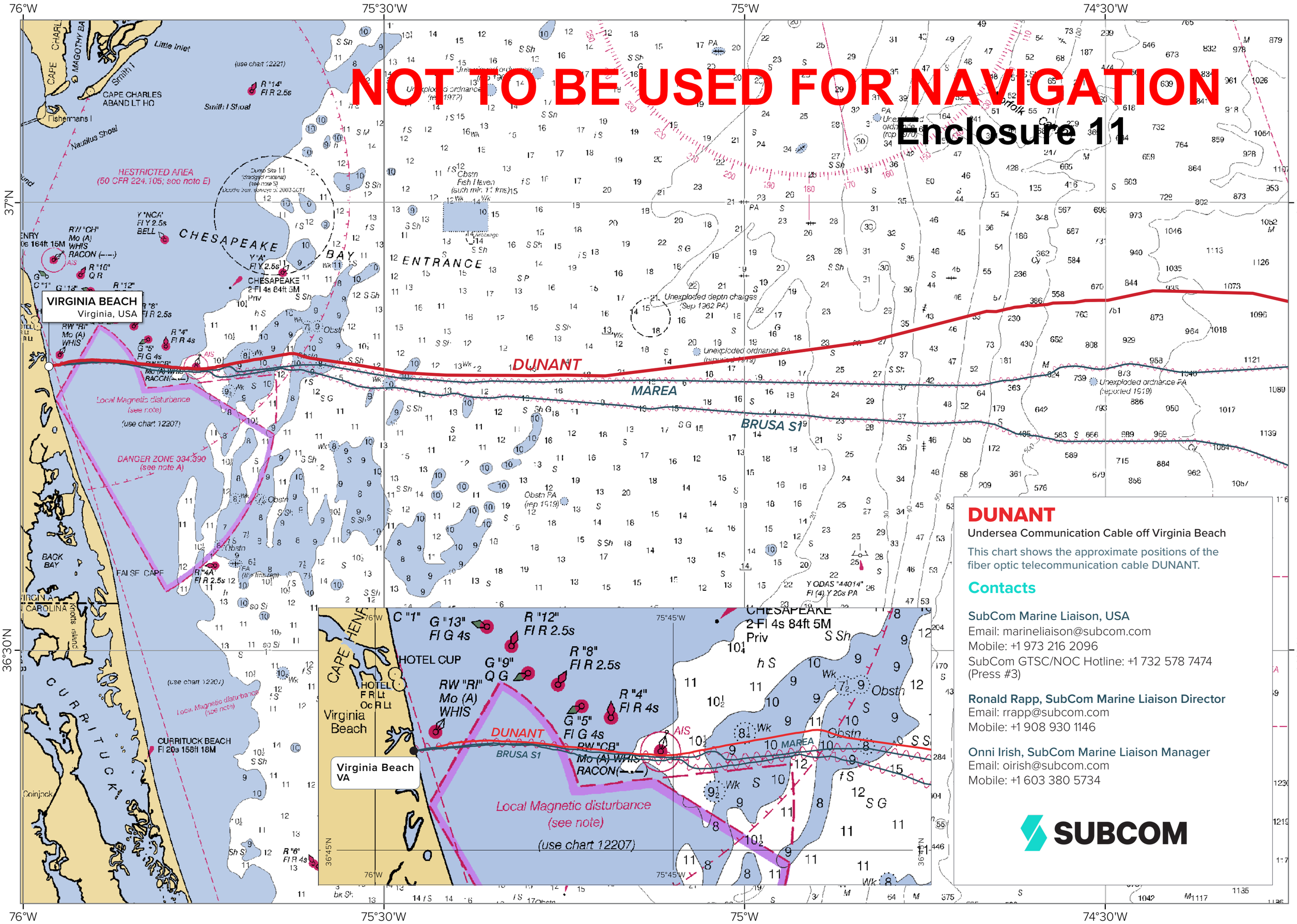
Seacoast of New Jersey, Including Offshore Approaches to the Delaware Bay, Delaware



Coordinate System: GCS WGS 1984
Datum: WGS 1984
Units:Degree
NOAA RNC Web Service
Prepared by: CG Fifth District (dxc)

0 10 20 40 60 80
Nautical Miles

- Delaware Bay PARS Study Area
- DE North - Garden State Offshore
- DE South - Skipjack
- MD Lease Area - U.S. Wind
- NJ North - Atlantic Shores
- NJ South - Ocean Wind
- NY Hudson Bight - South



DUNANT

Undersea Communication Cable off Virginia Beach

This chart shows the approximate positions of the fiber optic telecommunication cable DUNANT.

Contacts

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SUBCOM

DUNANT

Undersea Communication Cable off Virginia Beach

The positions of this cable route are shown in the included route position list and map. If you have questions or want to request the route in a navigational plotter format, please contact:

SubCom GTSC/NOC Hotline:
+1 732 578 7474 (Press #3)

The cable is buried to a depth of 0.82 fathom (1.5m/5ft) into the seabed to a water depth of approx. 246 fathoms (450m/1476ft), however, ships are asked to avoid using anchors, bottom trawl fishing, and other seabed gear within 1 nautical mile of the cable route.

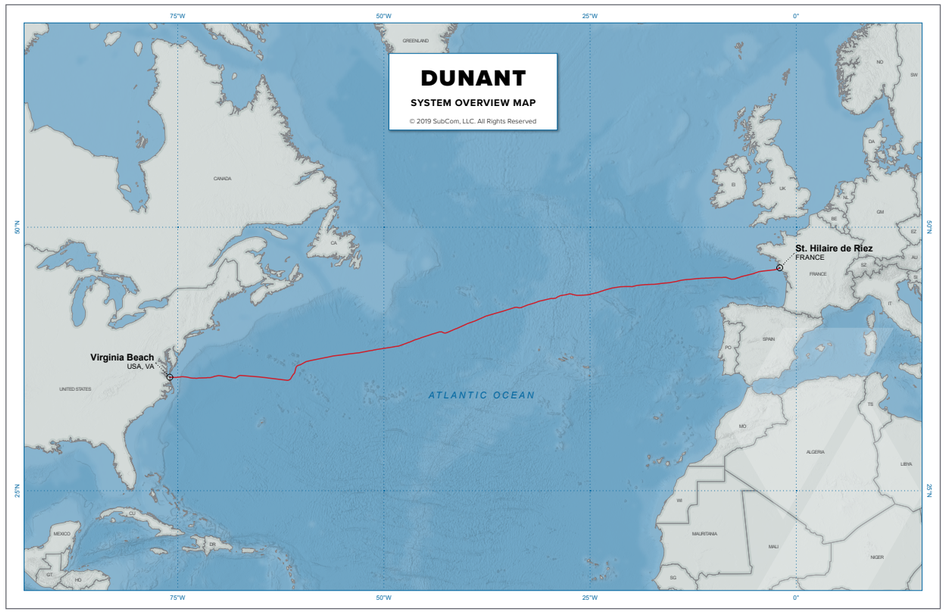
If your gear does snag something you think may be the cable, please don't try to lift it. After some initial slack is taken up, it may become extremely hard to lift, and this could threaten your vessel's stability. Furthermore, active cables carry an electrical current that pose a risk to humans if any attempt is made to cut the cable.

Fishermen who sacrifice gear to avoid cable damage may be compensated for that gear, if they can provide evidence of the loss and show that they took precautions to avoid cable damage beforehand.

DUNANT | Virginia Beach, USA to St. Hilaire de Riez, France

Latitude	Longitude	WD (Fathoms)
N36 49.1040	W075 57.3936	4
N36 49.1142	W075 57.3249	4
N36 49.1345	W075 57.2595	4
N36 49.1347	W075 57.0322	4
N36 49.1407	W075 56.9833	4
N36 49.1542	W075 56.9431	4
N36 49.1673	W075 56.9221	4
N36 49.2007	W075 56.8817	4
N36 49.2100	W075 56.8538	4
N36 49.2198	W075 56.8016	4
N36 49.3008	W075 56.3671	5
N36 49.3310	W075 56.2454	5
N36 49.3675	W075 56.0005	5
N36 49.3997	W075 55.6538	5
N36 49.4111	W075 55.4415	5
N36 49.4346	W075 55.2630	5
N36 49.4393	W075 54.8850	5
N36 49.4581	W075 54.7078	6
N36 49.4626	W075 54.5543	6
N36 49.4628	W075 53.9990	6
N36 49.4524	W075 53.9099	5
N36 49.4529	W075 53.7534	5
N36 49.4311	W075 53.6039	6
N36 49.4291	W075 53.5231	6
N36 49.4436	W075 53.3153	7
N36 49.4204	W075 53.0041	7
N36 49.4208	W075 52.8462	8
N36 49.4042	W075 52.5317	8
N36 49.3900	W075 52.3293	8
N36 49.3857	W075 52.0668	8
N36 49.3752	W075 51.8829	9
N36 49.3332	W075 51.4797	9
N36 49.3079	W075 51.1820	9
N36 49.2935	W075 50.9931	9
N36 49.2612	W075 50.8254	9
N36 49.2274	W075 50.6892	9
N36 49.2245	W075 50.6235	9
N36 49.2074	W075 50.2247	9
N36 49.1891	W075 49.8825	9
N36 49.1144	W075 49.1274	9
N36 49.1163	W075 48.9308	9
N36 49.0634	W075 48.4090	9
N36 49.0371	W075 48.2797	9
N36 49.0202	W075 48.1186	9
N36 49.0188	W075 48.0129	9
N36 49.0079	W075 47.8585	10
N36 48.9876	W075 47.7602	10
N36 48.9716	W075 47.6323	10
N36 48.9657	W075 47.3343	10
N36 48.9520	W075 47.1670	10
N36 48.9026	W075 46.7391	11
N36 48.9148	W075 46.3647	11
N36 48.9033	W075 46.0952	11
N36 48.8739	W075 45.6414	11
N36 48.8756	W075 45.5010	11
N36 48.8703	W075 45.2509	11

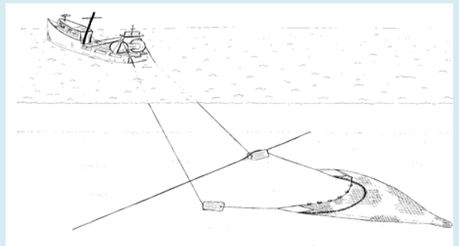
Latitude	Longitude	WD (Fathoms)
N36 48.8874	W075 44.8111	11
N36 48.9151	W075 44.6046	11
N36 48.9296	W075 44.4485	12
N36 48.9563	W075 44.2841	12
N36 48.9579	W075 44.1626	12
N36 48.9770	W075 44.0472	11
N36 49.0124	W075 43.9444	11
N36 49.0730	W075 43.5497	11
N36 49.0968	W075 43.3305	10
N36 49.1392	W075 43.0574	10
N36 49.1822	W075 42.8698	10
N36 49.1977	W075 42.7256	10
N36 49.2653	W075 42.3176	10
N36 49.3566	W075 41.6922	10
N36 49.4158	W075 41.2424	10
N36 49.4821	W075 40.8523	11
N36 49.5453	W075 40.3009	11
N36 49.5866	W075 40.0468	11
N36 49.6752	W075 39.4121	10
N36 49.6950	W075 39.3102	10
N36 49.7727	W075 38.7600	10
N36 49.8183	W075 38.4049	10
N36 49.8456	W075 38.1984	11
N36 49.8729	W075 38.0436	13
N36 49.8886	W075 37.9345	13
N36 49.8967	W075 37.6921	12
N36 49.8889	W075 37.5123	11
N36 49.8547	W075 37.2936	10
N36 49.8084	W075 37.0987	10
N36 49.7552	W075 36.9761	11
N36 49.7001	W075 36.7495	10
N36 49.6393	W075 36.4846	10
N36 49.5839	W075 36.2227	10
N36 49.1610	W075 32.4664	14
N36 48.6205	W075 28.5221	11
N36 48.4431	W075 24.8571	13
N36 48.4176	W075 18.0485	15
N36 48.4498	W075 15.3995	19
N36 48.4014	W075 11.7128	14
N36 50.0877	W074 55.3036	19
N36 50.7274	W074 49.6303	30
N36 52.7146	W074 40.0540	56
N36 52.7050	W074 39.2468	73
N36 52.9817	W074 37.7471	192
N36 53.0239	W074 37.2341	288
N36 53.0961	W074 36.6237	379
N36 53.0825	W074 36.1089	445
N36 53.1370	W074 35.6156	494
N36 53.1650	W074 35.0347	554
N36 53.2626	W074 34.5271	593
N36 53.3093	W074 32.7764	698
N36 53.4313	W074 31.8624	762
N36 53.4606	W074 29.9884	846
N36 54.0959	W074 26.2443	923
N36 53.9237	W074 17.9665	1103
N36 45.6566	W073 32.6300	1612



NOTE: The submarine cable installation will take place around August 2020.

The DUNANT Submarine Cable is a planned transatlantic telecommunication network that will connect the United States of America and Europe. This cable system design spans nearly 6,600 km with landing points In Virginia Beach, US and St. Hilaire de Riez, France.

If your gear snags this cable, please do not try to lift it...



...call the contacts on this page.

NOT FOR NAVIGATION

SUBCOM