LOCAL NOTICE TO MARINERS

District: 5

Week: 29/19

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

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

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

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

or for correspondence and article requests:
ward.b.posey@uscg.mil, (757) 398-6229 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 HAMPTON ROADS at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (910) 343-3882.

REFERENCES

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2018 (50th) Edition.

NAVIGATION INTERNET SITES

2019 Light List/ Weekly Updates.

Bridges Public Notice Website.
https://www.navcen.uscg.gov/?pageName=pnBridges

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

Coast Pilots, along with corrections are available at

D5 LNM Archived Back Issues
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5

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

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

Weather
http://www.weather.gov

ABBREVIATIONS

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

LNM: 25/16

****NON-COMPLIANT AIS DEVICES****

Federal Communications Commission issues Enforcement Advisory on non-compliant AIS devices.

Automatic Identification System (AIS) is designed to mitigate collisions and enhance situational awareness by exchanging real-time vessel navigation information autonomously and continuously. AIS is required to be properly installed, maintained, and used – but foremost, users should ensure they are buying a true AIS and not a knock-off sold on the internet. AIS equipment that is noncompliant and noncertified to adopted International Standards can confuse, degrade or even disrupt other users’ systems; and is illegal to be marketed, sold or used in the U.S.

On November 28, 2018, the Federal Communication Commission (FCC) issued an enforcement advisory

https://docs.fcc.gov/public/attachments/da-18-1211a1.pdf reiterating this to sellers, advertisers, and operators of noncertified automatic identification systems devices like those used for fish net buoys. Violators may be subject to FCC penalties, including but not limited to, substantial monetary fines of up to $19,639 per day for marketing violations and up to $147,290 for an ongoing violation.

Given the potential harm these devices may have on navigation safety and the coast guard’s interest in all AIS devices being operated and maintained in proper order, the coast guard will assist the FCC in enforcement.

LNM: 25/16

**ADDITIONAL ABBREVIATIONS**

A through H

ADRF - Buoy Adrift
ADCW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BK - 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 - Day mark
DBN - Day beacon
DBD - Dayboard
DEF - Defaced
DEST - Destroyed
DISC - Discontinued
DMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Exinguished
F - Fixed
fl - flash
FI - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
ISL - Island
ISO - Isophase
L - Light
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LBR - Lighted Buoy Range
LDP - Lighted Depth
LGB - Lighted Gong Buoy
LHT - Lighted Horn
LHB - Lighted Horn Buoy
LHB - Lighted Horn Buoy
LMB - Lighted Marker Buoy
LMB - Lighted Marker Buoy
LMB - Lighted Marker Buoy
LMB - Lighted Marker Buoy
LNP - Lighted Navigation Buoy
LNS - Lighted Navigation System
M - Mess
MAK - Marker
MER - Mirror
MPS - Measuring Point System
N/C - No Charted
N - North
NCO - Nautical Chart Office
NGA - National Geospatial-Intelligence Agency
NOS - National Ocean Service
O - Ocean
OBL - Oblique
OBST - Obstruction
OE - Opening
OP - Operator
OPC - Opening Procedure
OPR - Operator
OUT - Outside
P through Z

PRIV - Private Aid
Q - Quick
R - Red
RCB - Reef
RACON - Radar Transponder Beacon
Ra - Radar reflector
RB - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Reilt
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RR - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SN - Sound
SPA - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
ST - Statute Mile
STUCT - Structure
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None
U.S. Coast Guard type-approved devices are labeled as such and numbered, either as USCG 165.155.xxxx or 165.156.xxxx. Similarly, they will also be labeled with a FCC type-certification number. A listing of these devices can also be found on their respective authorized equipment web pages, of USCG cgmix at https://cgmix.uscg.mil/ and of FCC OET at https://apps.fcc.gov/oetcf/eas/reports/genericsearch.cfm. For more information on AIS, how to properly install and operate it, and the nation's AIS network, visit the Coast Guard Navigation Center (NAVCEN) website at www.uscg.navcen.gov.

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

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

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

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 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 aboards 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
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 United States 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**

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER 1.7

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.


Sector Maryland (MD) - 195, 206, 207, 208, 210, 212, 213-19.

Sector Hampton Roads (HR) - 208, 209, 210, 212, 213-19.


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**SECTION II - DISCREPANCIES**

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

**DISCREPANCIES (FEDERAL AIDS)**

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LLN St</th>
<th>LNM End</th>
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<tr>
<td>120</td>
<td>Five Fathom Bank Lighted Buoy F</td>
<td>RAC INOP</td>
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<td>NONEDB</td>
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<td>North Chesapeake Entrance Lighted Gong Buoy NCD</td>
<td>SS INOP</td>
<td>12200</td>
<td>098HR</td>
<td>18/19</td>
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410  Chesapeake Bay Southern Approach Lighted Whistle Buoy CB  RAC INOP  12208  191HR  26/19
455  Chesapeake Bay Southern Approach Lighted Buoy 9  REDUCED INT  12200  013HR  03/19
460  Chesapeake Bay Southern Approach Lighted Buoy 10  REDUCED INT  12200  569HR  49/18
485  Chesapeake Bay Southern Approach Lighted Buoy 15  REDUCED INT  12200  014HR  03/19
490  Chesapeake Bay Southern Approach Lighted Buoy 16  REDUCED INT  12200  125HR  20/19
540  Dam Neck Firing Zone Lighted Buoy B  LT EXT  12208  20/19
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
755  Camp Lejeune Danger Zone Lighted Buoy D  MISSING  11543  203NC  24/19
960  Barnegat Inlet Lighted Buoy 12  OFF STA  12324  067DB  10/19
1485 Delaware Bay Approach Lighted Whistle Buoy CH  OFF STA  12214  191DB  29/19
1620  Delaware Bay Main Channel Light 32  LT EXT  12304  105DB  20/19
2050  Harbor Of Refuge North End Light 1  STRUCT DEST/TRLB  12216  601DS  52/16
2275  Mispillion Inlet North Jetty Light 2  DAYMK MISSING  12304  125DB  23/19
2455  Delaware Bay Main Channel Lighted Buoy 44  LT EXT  12311  173DB  28/19
2580 Reedy Island Range Front Light  LT EXT  12311  187DB  28/19
2680  Salem River Entrance Channel Light 7  REDUCED INT/STRUCT DMGD  12277  171DB  18/18
2830  Delaware River Light 15  LT EXT  12277  144DB  24/19
2874  Pea Patch Island Dike Warning Light E  LT EXT/STRUCT DMGD  12311  433DB  39/18
2980  Cherry Island Range Rear Light  LT EXT  12312  038DB  08/19
3785  Upper Delaware River Channel Lighted Buoy 20  LT EXT  12314  127DB  23/19
3820  Enterprise Lower Range Front Light  LT IMCH  12314  117DB  22/19
4035  Upper Delaware River Channel Lighted Buoy 53  LT EXT  12314  130DB  23/19
4150  Kinkora Upper Range Rear Light  LT EXT  12314  616DB  47/15
4160  Upper Delaware River Channel Lighted Buoy 72  LT EXT  12314  143DB  24/19
4439  Middle Island West Channel Daybeacon 5  STRUCT DEST  12216  145DB  09/18
5905 Metomkin Warning Daybeacon B  LT IMCH  12210  214HR  29/19
6390  Virginia Inside Passage Daybeacon 221  STRUCT DEST/TRLB  12224  014HR  02/16
6610  Wachapreague Inlet Buoy 2  DAYMK DMGD  12210  NONEHR  22/19
6615  Wachapreague Inlet Buoy 3  DAYMK IMCH  12210  NONEHR  22/19
6620  Wachapreague Inlet Buoy 6  DAYMK DMGD  12210  NONEHR  22/19
6920  Great Machipongo Channel Light 8  STRUCT DEST/TRLB  12210  135HR  22/16
6991  Sand Shoal Channel Daybeacon 3  STRUCT DEST/TRLB  12224  421HR  29/15
7295  Rappahannock Shoal Channel South Range Rear Light  LT EXT  12226  111HR  20/19
7435  Tangier Sound Light  DAYMK MISSING  12228  133HR  22/19
8155  Brewerton Channel Range Rear Light  LT EXT  12281  171MD  24/19
8395  Brewerton Channel Eastern Extension Range Rear Light  LT EXT  12272  182MD  25/19
8555  Poole's Island South Range Front Light  LT EXT  12278  177MD  25/19
8600  Upper Chesapeake Channel Range Rear Light  LT EXT  12274  179MD  25/19
8695  Poole's Island North Range Front Light  LT EXT  12274  180MD  25/19
8895  Upper Chesapeake Channel Lighted Buoy 47  LT EXT  12274  206MD  28/19
9055  Elk River Channel East Range Front Light  LT EXT  12277  181MD  25/19
9105  Back Creek Channel Range Front Light  MISSING  12277  030MD  04/19
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<th>No.</th>
<th>Light/Beacon Name</th>
<th>Code/Description</th>
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<th>Date/Year</th>
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16 July 2019
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28653 Hatteras Inlet Lighted Buoy 5 MISSING 11555 NONENC 40/18
28660 Hatteras Inlet Lighted Buoy 6 MISSING 11555 066NC 09/17
28703 South Ferry Terminal Lighted Buoy 4SF STRUCT DEST/TRLB
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29077 Big Foot Slough Channel Daybeacon 12 MISSING/TRUB 11550 048NC 06/19
29225 Barden Inlet Light 19 STRUCT DEST/TRLB 11545 NONENC 39/18
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30135 Banks Channel Daybeacon 21 STRUCT DEST/TRUB 11541 246NC 28/19
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30280 Carolina Beach Inlet Buoy 4 OFF STA 11534 106NC 14/19
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31170 Whale Head Bay Light 1 STRUCT DEST/TRLB 12204 220NC 18/15
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31365 Powells Point Daybeacon 2PP DAYMK DMGD 12204 178NC 21/19
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<td>12222</td>
<td>432HR</td>
<td>51/16</td>
<td>29/19</td>
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</table>
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.

<table>
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<th>Chart No.</th>
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### TEMPORARY CHANGES CORRECTED

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### PLATFORM TEMPORARY CHANGES

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### PLATFORM TEMPORARY CHANGES CORRECTED

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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.

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Chart Edition</th>
<th>Edition Date</th>
<th>Last Local Notice to Mariners</th>
<th>Horizontal Datum Reference</th>
<th>Source of Correction</th>
<th>Current Local Notice to Mariners</th>
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<tr>
<td>12327</td>
<td>91st Ed.</td>
<td>19-APR-97</td>
<td>Last LNM: 26/97</td>
<td>NAD 83</td>
<td>CGD01</td>
<td>27/97</td>
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<td>Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER</td>
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<tr>
<td>Main Panel 2245 NEW YORK HARBOR</td>
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</tr>
<tr>
<td>(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W</td>
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Corrective Action: Add. Green can at 33-08-59.9N 077-05-16.1W Position 33-08-59.9N 077-05-16.1W

(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.

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

DELETES Carolina Beach Inlet Buoy 8A

RELOCATE New River - Cape Fear River Daybeacon 149 from 34-06-32.142N 077-52-25.494W to 34-06-30.985N 077-52-25.412W


ADD Sunny Point Terminal South Entrance Lighted Junction Buoy SP Green/red/green Fl (2+1)G 6s at 33-58-41.847N 077-56-59.541W

ChartTitle: Cape Fear River Cape Fear to Wilmington

CHART NC- CAPE FEAR RIVER- CAPE FEAR RIVER TO WILMINGTON. Page/Side: N/A

ADD Sunny Point Terminal South Entrance Lighted Junction Buoy SP Green/red/green Fl (2+1)G 6s at 33-58-41.847N 077-56-59.541W

ChartTitle: Intracoastal Waterway Neuse River to Myrtle Grove Sound

CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A

CHANGE New River Inlet Buoy 1 Change to New River Inlet Lighted Buoy 1, FL G 4s, 6nm. 077-20-17.047W

CHANGE New River Inlet Buoy 2 Change to New River Inlet Lighted Buoy 2, FL R 4s, 6nm. 077-20-09.313W

ChartTitle: New River; Jacksonville

CHART NC- NEW RIVER. Page/Side: N/A
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

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
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<tbody>
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Advance Notice(s)

**** DISCONTINUANCE OF THE NATIONWIDE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (NDGPS)****

The U.S. Coast Guard (USCG) announces the discontinuance of its remaining 38 maritime Differential Global Positioning System (DGPS) sites. The USCG will implement the closures through a phased reduction in service, which will commence in September of 2018, and conclude by September of 2020. These closures will culminate in the complete cessation of the Nationwide Differential Global Positioning System (NDGPS) service. Please see the link attached for additional information published in the Federal Register, https://www.federalregister.gov/documents/2018/03/21/2018-05684/discontinuance-of-the-nationwide-differential-global-positioning-system-ndgps

Specific site broadcast termination dates will be published via Local Notice to Mariners.

LNM: 27/19

NJ – MANASQUAN TO CAPE MAY – AIDS TO NAVIGATION CHANGES
On or about the last week of July, the Coast Guard will convert the following fixed aids in the New Jersey Intracoastal Waterway to floating seasonal aids.

New Jersey Intracoastal Waterway Light 38 (LLNR 35115)
New Jersey Intracoastal Waterway Daybeacon 53 (LLNR 35196)
New Jersey Intracoastal Waterway Daybeacon 65 (LLNR 35245)
New Jersey Intracoastal Waterway Daybeacon 67 (LLNR 35250)
New Jersey Intracoastal Waterway Daybeacon 71 (LLNR 35275)
New Jersey Intracoastal Waterway Daybeacon 72 (LLNR 35280)
New Jersey Intracoastal Waterway Daybeacon 76 (LLNR 35295)
New Jersey Intracoastal Waterway Daybeacon 79 (LLNR 35305)
New Jersey Intracoastal Waterway Daybeacon 80 (LLNR 35310)
New Jersey Intracoastal Waterway Daybeacon 87 (LLNR 35340)
New Jersey Intracoastal Waterway Daybeacon 89 (LLNR 35350)
New Jersey Intracoastal Waterway Daybeacon 94 (LLNR 35365)
New Jersey Intracoastal Waterway Light 153 (LLNR 35620)
New Jersey Intracoastal Waterway Light 163 (LLNR 35655)
New Jersey Intracoastal Waterway Daybeacon 166 (LLNR 35670)
New Jersey Intracoastal Waterway Daybeacon 266 (LLNR 36020)
New Jersey Intracoastal Waterway Daybeacon 342 (LLNR 36280)
New Jersey Intracoastal Waterway Daybeacon 345 (LLNR 36290)
New Jersey Intracoastal Waterway Daybeacon 401 (LLNR 36475)
New Jersey Intracoastal Waterway Daybeacon 469A (LLNR 36690.1)

In preparation for this year’s annual Pony Swim scheduled for 24 and 25 July, 2019, 10 yellow special purpose buoys will be established to assist with spectator temporarily watercraft control for this event as published in 33 CFR 100.501. Upon completion of the event the temporary aids will be removed.

- Assateague Channel Buoy A, 37-54-50.130N 075-23-01.300W
- Assateague Channel Buoy B, 37-54-49.850N 075-22-59.960W
- Assateague Channel Buoy C, 37-54-49.440N 075-22-58.550W
- Assateague Channel Buoy D, 37-54-49.080N 075-22-57.180W
- Assateague Channel Buoy E, 37-54-48.740N 075-22-56.050W
- Assateague Channel Buoy F, 37-54-59.160N 075-22-47.370W
- Assateague Channel Buoy G, 37-54-57.720N 075-22-47.650W
- Assateague Channel Buoy H, 37-54-56.280N 075-22-48.000W
- Assateague Channel Buoy I, 37-54-55.780N 075-22-48.350W
- Assateague Channel Buoy J, 37-54-53.430N 075-22-48.630W

To assist with egress and ingress of safety zone enforcement vessels, six additional white buoys will be established in the following approximate positions:

North Side: South Side
- 37-54.99N 075-22.75W a. 37-54.86N 075-23.03W
- 37-54.97N 075-22.74W b. 37-54.85N 075-23.02W
- 37-54.96N 075-22.80W c. 37-54.84N 075-23.02W

The Coast Guard will remove and discontinue St. George Creek West Channel Warning Daybeacon C (LLNR 16770) on or about July 29, 2019.

- Discontinue St Patrick Creek Daybeacon 6 (LLNR 17140).
- Change St Patrick Creek Daybeacon 7 (LLNR 17145) to St Patrick Creek Buoy 9 (LLNR 17144*) and relocate to approximate position: 38 14 05.090N, 76 44 57.150W, Red nun, maintained from March 15 to December 1.

Due to the ongoing shoaling in St Patrick Creek, the Coast Guard will make the following changes, on or about July 29, 2019, to the Aids to Navigation marking St. Patrick Creek.

- Discontinue St Patrick Creek Buoy 3 (LLNR 17123).
- Rename St Patrick Creek Buoy 3A (LLNR 17125) to St Patrick Creek Buoy 5 (LLNR 17125) and relocate to approximate position: 38 14 05.090N, 76 44 57.150W, Red nun, maintained from March 15 to December 1.
- Establish St Patrick Creek Warning Daybeacon A (LLNR 17120).
- Establish St Patrick Creek Daybeacon 4 (LLNR 17130) to St Patrick Creek Buoy 6 (LLNR 17130) and relocate to approximate position: 38 14 00.590N, 76 44 49.700W, Green can, maintained from March 15 to December 1.
- Change St Patrick Creek Daybeacon 5 (LLNR 17135) to St Patrick Creek Buoy 7 (LLNR 17135) and relocate to approximate position: 38 14 00.590N, 76 44 49.700W, Red nun, maintained from March 15 to December 1.
- Change St Patrick Creek Daybeacon 7 (LLNR 17145) to St Patrick Creek Buoy 9 (LLNR 17144*) and relocate to approximate position: 38 14 03.620N, 76 44 49.700W, Green can, maintained from March 15 to December 1.
- Change St Patrick Creek Daybeacon 8 (LLNR 17150) to St Patrick Creek Buoy 10 (LLNR 17150) and relocate to approximate position: 38 14 05.090N, 76 44 57.150W, Red nun, maintained from March 15 to December 1.
****MD – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – DISCONTINUANCE OF CLIFTON BEACH LIGHT****

On or about July 29, 2019 the Coast Guard will discontinue Clifton Beach Light (LLNR 18030).

Charts: 12285 12288

LNM: 27/19

****MD – CHESAPEAKE BAY – CHESTER RIVER – LANGFORD CREEK - AID TO NAVIGATION CHANGE

On or about July 22, 2019 the Coast Guard will make the following changes to the aids to navigation marking Langford Creek.

Change Langford Creek Junction Buoy LC (LLNR 26665) to Langford Creek Junction Light LC (LLNR 26665) and relocate to approximate position: 39 04 47.220N, 76 10 46.440W with a flashing (2+1) 6 second green light and JG dayboards.

Change Langford Creek Buoy 1 (LLNR 26670) to Langford Creek Daybeacon 1 (LLNR 26670) and relocate to approximate position: 39 04 51.750N, 76 11 32.570W with SG dayboards.

Change Langford Creek Buoy 3 (LLNR 26675) to Langford Creek Daybeacon 3 (LLNR 26675) and relocate to approximate position: 39 05 25.960N, 76 10 49.020W with SG dayboards.

Change Langford Creek Buoy 5 (LLNR 26680) to Langford Creek Daybeacon 5 (LLNR 26680) and relocate to approximate position: 39 05 41.100N, 76 10 40.570W with SG dayboards.

Change Langford Creek Buoy 7 (LLNR 26685) to Langford Creek Daybeacon 7 (LLNR 26685) and relocate to approximate position: 39 06 44.270N, 76 10 03.820W with SG dayboards.

Charts: 12272 12273

LNM: 26/19

****VA – CAPE HENRY TO THIMBLE SHOAL LIGHT – DISCONTINUE - NORFOLK ENTRANCE REACH RANGE FRONT AND REAR LIGHTS

On or about 15 July 2019, the Coast Guard will:

Discontinue the Range Light on Norfolk Entrance Reach Range Front Light (LLNR 9370) and install a flashing 4 second white light, NW dayboards and rename it Norfolk Range Front Warning Light until the structure can be removed.

Discontinue the Range Light on Norfolk Entrance Reach Range Rear Light (LLNR 9375) and install a flashing 4 second white light, NW dayboards and rename it Norfolk Entrance Reach Range Rear Warning Light until the structure can be removed.

Charts: 12221 12222 12245 12256 12280

LNM: 28/19

****NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – DISCONTINUANCE OF AIDS TO NAVIGATION****

UPDATED DATE INFORMATION. The Coast Guard will discontinue the following 23 aids due to significant shoaling on or about 25 Jul 2019.

30035 New Topsail Inlet Buoy 10
30037 New Topsail Inlet Buoy 11
30040 New Topsail Inlet Buoy 12
30047 New Topsail Inlet Buoy 14
30048.02 Banks Slough Channel Buoy 3
30048.04 Banks Slough Channel Buoy 4
30048.08 Banks Slough Channel Buoy 7
30140.02 Old Topsail Creek Buoy 2
30140.04 Old Topsail Creek Buoy 4
30140.05 Old Topsail Creek Buoy 5
30140.06 Old Topsail Creek Buoy 6
30140.07 Old Topsail Creek Buoy 6A
30140.08 Old Topsail Creek Buoy 7
30140.09 Old Topsail Creek Buoy 8
30140.10 Old Topsail Creek Buoy 10
30140.11 Old Topsail Creek Buoy 11
30140.12 Old Topsail Creek Buoy 12
30140.25 Old Topsail Creek Buoy 12A
30140.13 Old Topsail Creek Buoy 13
30140.14 Old Topsail Creek Buoy 14
30140.15 Old Topsail Creek Buoy 15
30140.16 Old Topsail Creek Buoy 16
30140.17 Old Topsail Creek Buoy 17

Chart 11541

LNM: 18/19

****NC – CAPE FEAR RIVER – SOUTHPORT CHANNEL - PRECISION DIRECTIONAL LIGHT****

On or about 15 August 2019, the Coast Guard will establish a new Precision Directional Light (PDL) for the outbound traffic in the Southport Channel. The Southport Channel Outbound Precision Directional Light will have precise red, white, and green sectors in relation to the center of the channel. Please see Enclosure 7. The PDL will be on the same structure as Bald Heal Shoal Channel Range Rear Light (LLNR 30335).

Charts: 11534 11536 11537

LNM: 24/19
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

<table>
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<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
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Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

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

LNM: 41/11

****MD – CHESAPEAKE BAY – EASTERN BAY – CRAB ALLEY BAY - PROPOSAL TO CHANGE AID TO NAVIGATION****
The Coast Guard is proposing changing Crab Alley Bay Buoy 1 (LLNR 26280) to Crab Alley Bay Daybeacon 1C (LLNR 26280) with SG dayboards. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to August 12 2019 to be considered in the analysis. Please reference project 05-19-051(D).
Send comments to CGD5Waterways@uscg.mil or mailed to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Chart 12270

LNM: 25/19

****MD – CHESAPEAKE BAY – MIDDLE RIVER - PROPOSAL TO CHANGE AIDS TO NAVIGATION****
The Coast Guard is proposing the following changes to the approach to Middle River:
- Discontinue Middle River Approach Lighted Buoy 3 (LLNR 27115).
- Relocate Middle River Approach Lighted Buoy 1 (LLNR 27110) to approximate position: 39 16 21.640N, 76 20 10.710W. This position is approximately halfway between Pooles Island Flats Channel Lighted Buoy 5 (LLNR 8660) and Middle River Light 5 (LLNR 27117).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to July 22, 2019 to be considered in the analysis. Please reference project 05-19-045(D).
Send comments to CGD5Waterways@uscg.mil or mailed to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Charts: 12274 12278

LNM: 22/19

****MD – CHESAPEAKE BAY – TANGIER SOUND – ST. PETERS CREEK – PROPOSED CHANGE TO AIDS TO NAVIGATION****
On June 3, 2019, the Coast Guard changed the aids to navigation marking St. Peters Creek due to significant shoaling. The Coast Guard is proposing marking those changes permanent.
- Rename St. Peters Creek Entrance Light 1SP (LL 23435) to Mankin River Channel Light 7.
- Convert St. Peters Creek Daybeacon 2 (LL 23440) to St. Peters Creek Warning Daybeacon A with NW dayboards worded "Danger Shoal", until pile can be removed and discontinued.
- Convert St. Peters Creek Daybeacon 3 (LL 23445) to St. Peters Creek Warning Daybeacon B with NW dayboards worded "Danger Shoal", until pile can be removed and discontinued.
- Convert St. Peters Creek Daybeacon 5 (LL 23450) to St. Peters Creek Warning Daybeacon C with NW dayboards worded "Danger Shoal", until pile can be removed and discontinued.
- Convert St. Peters Creek Daybeacon 6 (LL 23455) to St. Peters Creek Warning Daybeacon D with NW dayboards worded "Danger Shoal", until pile can be removed and discontinued.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at...
**MD – CHESAPEAKE BAY – SASSAFRAS RIVER – PROPOSED CHANGES TO AIDS TO NAVIGATION**

The Coast Guard is proposing to:

- Change Sassafras River Channel Lighted Buoy 2 (LLNR 27435) to Sassafras River Light 2 in approximate position: 39 22 38.880N, 75 59 39.930W with a flashing 2.5 second red light and TR dayboards.
- Change Sassafras River Channel Buoy 3 (LLNR 27440) to Sassafras River Daybeacon 3 in approximate position: 39 22 19.700N, 75 59 02.250W with SG dayboards.
- Establish Sassafras Daybeacon 4 in approximate position: 39 22 02.890N, 75 58 46.770W with TR dayboards.
- Discontinue Sassafras River Channel Buoy 5 (LLNR 27450).
- Discontinue Sassafras River Channel Buoy 6 (LLNR 27455).
- Relocate Sassafras River Channel Light 7 (LLNR 27460) to approximate position: 39 22 38.680N, 75 57 50.520W and rename to Sassafras River Light 5.
- Change Sassafras River Channel Buoy 8 (LLNR 27465) to Sassafras River Daybeacon 6 in approximate position: 39 22 29.650N, 75 57 22.210W with TR dayboards.
- Relocate Sassafras River Channel Light 9 (LLNR 27470) to approximate position: 39 22 11.230N, 75 56 33.310W with a flashing 2.5s green light and rename to Sassafras River Light 7.
- Change Sassafras River Channel Light 10 (LLNR 27495) to Sassafras River Daybeacon 8 in approximate position: 39 22 14.010N, 75 55 45.880W.
- Change Sassafras River Channel Buoy 12 (LLNR 27500) to Sassafras River Light 10 in approximate position 39 21 50.690N, 75 54 43.900W with a flashing 2.5 second red light and TR dayboards.
- Change Sassafras River Channel Buoy 14 (LLNR 27505) to Sassafras River Daybeacon 12 in approximate position: 39 21 54.850N, 75 53 44.670W with TR dayboards.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: https://www.navcen.uscg.gov/pdf/l nms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf All comments will be carefully considered and are requested prior to August 5, 2019 to be considered in the analysis. Please reference project number 05-19-009(D).

Send comments to CGD5Waterways@uscg.mil or mailed to:
U. S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Charts: 12230 12231

**VA – CHESAPEAKE BAY ENTRANCE - YORK RIVER - PROPOSED CHANGE TO AIDS TO NAVIGATION**

The Coast Guard is proposing installing a LED optic on York Spit Light (LLNR 13455). The new optics nominal range will be reduced from 8nm to 7nm.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: https://www.navcen.uscg.gov/pdf/l nms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf All comments will be carefully considered and are requested prior to July 29, 2019 to be considered in the analysis. Refer to project number 05-19-046(D)

Send comments to: CGD5Waterways@uscg.mil, or mail to:
U. S. Coast Guard Fifth District
Waterways Management (dpw)
Attn: Mr. Albert Grimes
431 Crawford Street
Portsmouth, VA 23704
Charts: 12273 12274

**VA – VIRGINIA BEACH – LONG CREEK - PROPOSAL TO CHANGE AIDS TO NAVIGATION****

Upon completion of dredging by the Norfolk District, Army Corp of Engineers of Long Creek, Broad Bay and Linkhorn Bay the Coast Guard and project partners, Army Corp of Engineers and the City of Virginia Beach, are proposing the following changes:

- Establish Long Creek Light 1LC in approximate position: 36 54 22.570N-76 05 27.590W with a quick; (Q), flashing green light and SG dayboards.
- Discontinue Long Creek Channel Daybeacon 2 (LLNR 10160).
- Convert Long Creek Channel Warning Daybeacon A (LLNR 10165) to Long Creek Light 2 in approximate position: 36 54 15.702N-76 05 27.590W with a flashing 2.5 second red light and TR dayboards.
- Discontinue Long Creek Channel Warning Daybeacon B (LLNR 10166).
- Rebuild Long Creek Channel Daybeacon 7 (LLNR 10167).
- Convert Long Creek Channel Daybeacon 8 (LLNR 10168) in approximate position: 36 54 14.502N-76 05 11.940W and rename to Long Creek Daybeacon 4.
- Convert Long Creek Channel Daybeacon 10 (LLNR 10170) to Long Creek Light 6 in approximate position: 36 54 16.014N-76 05 05.322W with a flashing 4 second light and TR dayboards.
- Rebuild Long Creek Channel Daybeacon 11 (LLNR 10175) in approximate position: 36 54 15.657N-76 04 57.121W and rename to Long Creek...
Rename Long Creek Channel Daybeacon 12 (LLNR 10180) to Long Creek Daybeacon 8.

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

All comments will be carefully considered and are requested prior to July 22, 2019 to be considered in the analysis. Please reference project 05-19-001(D).

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

Daybeacon 7.

Charts: 12285 12286

LNM: 22/19

****VA – VIRGINIA BEACH – BROAD AND LINKHORN BAYS - PROPOSAL TO CHANGE AIDS TO NAVIGATION****

Convert Broad Bay Channel Daybeacon 13 (LLNR 10395) to Broad Bay Buoy 9 in approximate position: 36 54 07.730N-76 03 34.410W, Green can.

Convert Broad Creek Channel Light 14 (LLNR 10400) to Broad Bay Lighted Buoy 10 in approximate position: 36 54 06.000N-76 03 11.360W with a flash 2.5 second red light, Red.

Discontinue Broad Bay Channel Light 16 (LLNR 10405).

Establish Broad Bay Lighted Buoy 12 in approximate position: 36 54 00.000N-76 02 18.180W with a flashing 2.5 second red light, Red.

Discontinue Broad Bay Channel Daybeacon 17 (LLNR 10410).

Convert Broad Bay Channel Light 17A (LLNR 10415) to Broad Bay Lighted Buoy 13 in approximate position: 36 53 37.860N-76 01 25.704W with a flashing 2.5 second green light, Green.

Convert Broad Bay Channel Daybeacon 18 (LLNR 10420) to Broad Bay Buoy 14 in approximate position: 36 53 37.140N-76 01 26.030W Green can.

Convert Broad Bay Channel Daybeacon 19 (LLNR 10425) to Broad Bay Buoy 15 in approximate position: 36 53 29.350N-76 01 09.650W, Green can.

Convert Broad Bay Channel Daybeacon 20 (LLNR 10430) to Broad Bay Buoy 16 in approximate position: 36 53 28.490N-76 01 10.660W, Red nun.

Convert Linkhorn Bay Daybeacon 20A (LLNR 10435) to Linkhorn Bay Buoy 18 in approximate position: 36 53 17.150N-76 00 58.320W, Red nun.

Convert Linkhorn Bay Light 21 (LLNR 10440) to Linkhorn Bay Lighted Buoy 19 in approximate position: 36 53 17.990N-76 00 57.450W with a flashing 2.5 second green light, Green.

Convert Linkhorn Bay Daybeacon 22 (LLNR 10445) to Linkhorn Bay Buoy 20 in approximate position: 36 53 14.040N-76 00 52.620W, Green can.

Convert Linkhorn Bay Light 23 (LLNR 10450) to Linkhorn Bay Lighted Buoy 21 in approximate position: 35 52 17.640N-76 00 31.950W with a flashing 2.5 second green light, Green.

Convert Linkhorn Bay Daybeacon 24 (LLNR 10455) to Linkhorn Bay Buoy 22 in approximate position: 36 52 09.630N-76 00 53.760W, Red nun.

Convert Linkhorn Bay Daybeacon 26 (LLNR10460) to Linkhorn Bay Buoy 24 in approximate position: 36 51 54.830N-77 00 43.390W, Red nun.

Discontinue Linkhorn Bay Daybeacon 27 (LLNR 10465).

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

All comments will be carefully considered and are requested prior to July 22, 2019 to be considered in the analysis. Please reference project 05-19-001(D).

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

Charts: 12285 12286

LNM: 22/19

****NC - NEW RIVER - NEW RIVER INLET – PORPOSAL TO DISCONTINUE AIDS TO NAVIGATION****

During the first week of July, the Coast Guard re-establish ATO N marking best water for New River Inlet. The following aids are no longer needed an the Coast Guard is proposing to discontinue them.

New River Inlet Buoy 11 (LLNR 29725)

New River Inlet Buoy 11A (LLNR 29726)

New River Inlet Buoy 13 (LLNR 29727)

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

All comments will be carefully considered and are requested prior to September 9, 2019 to be considered in the analysis. Refer to project number 05-19-053(D).

Send comments to CGDSWaterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
**SECTION VII - GENERAL**

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

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

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

Charts: 12210 12211  
LNM: 04/17

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

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

Charts: 12222 12254  
LNM: 19/16

****MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT - CHESAPEAKE CHANNEL – SANDY POINT SHOAL LIGHT****

Due to the deteriorating condition of the Sandy Point Shoal Light structure, which has become a sever health hazard and a hazard to access for maintenance crews, the Coast Guard discontinued the light. The structure is privately owned and maintained, the Coast Guard is continuing to work with the owner concerning maintenance.

Charts: 12263 12270 12273 12278 12280 12282  
LNM: 23/19

**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 knots. 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 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. Vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Charts: 12200 12205 12221 12222 12245 12254  
LNM: 01/16

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

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

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

Charts: 11541 11542  
LNM: 29/19
VA - VIRGINIA CAPES OPERATING AREA (VCOA) - PERMANENT MINE WARFARE TRAINING FIELDS
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 with a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

LNM: 13/16

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

LNM: 01/16

****NJ - SEACOAST - APPROACHES TO NEW YORK - FIRE ISLAND LIGHT TO SEA GIRT - MARINE GEOFTECHNICAL TESTING****
The M/V TIDEWATER CONTI will be conducting seabed floor testing and core sampling offshore of NJ and NY within the following approximate positions 40°17'-05.4939'N, 73°16'-30.3000'W, 40°35'-23.435N, 73°31'-22.756W, 40°39'-43.282N, 74°00'-29.201W, 40°13'-04.746N, 40°13'-04.476N, 74°-00'-17.661W. Operations will be conducted from Jun to Aug 2019. The TIDEWATER CONTI may be contacted on VHF-FM channel 16 and at 832-245-7993 or Contibridge@gulfmark.com. For more information, contact Flanery Tangang at 757-478-2919 or f.tangang@fugro.com.

Chart 12326

LNM: 26/19

****NJ - MANASQUAN INLET - THE GLIMMER GLASS - PROPOSED BRIDGE****
The Commander, Fifth Coast Guard District has received a proposal from Monmouth County, NJ with plans for the modification of an existing highway drawbridge over a navigable waterway of the United States. Glimmer Glass, at position (40° 42.27N, 74° 39.9W), at Monmouth County, NJ.

The proposed project is to replace the existing W9 (Brielle Road) drawbridge with a fixed bridge. The purpose of the project is to maintain the safety of the travelling public and replace a bridge design that is no longer considered acceptable, eliminating the need for increasingly costly bridge repairs and avoiding potential vehicular traffic disruption and delays. The existing drawbridge has a horizontal clearance of 31.9 feet and a vertical clearance of 9 feet above mean high water in the closed position and an unlimited vertical clearance in the open position. The replacement bridge will be a fixed bridge with a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water.

A copy of Public Notice D05PPN-03-2019, which describes the proposal in detail, can be obtained by calling (757) 398-6587 or by viewing at https://www.navcen.uscg.gov/?pageName=pnBridges. Comments on this proposal should be forwarded to the address in the notice no later than August 17, 2019.

Chart 12324

LNM: 27/19

NJ - ATLANTIC CITY - OFF SHORE - SURVEY ACTIVITIES
Updated information. Ocean Wind Survey Vessels OCEAN RESEARCHER and SHEARWATER are conducting surveys in this area for the next several months. All Mariners transting or fishing in the survey area are requested to give a wide berth to survey vessels, as they may be limited in their ability to maneuver (VRAM) and towing gear out to 300 meters behind the vessel. For additional information or questions, contact John O'Keefe at 857-332-4485.

Chart 12318

LNM: 14/19

****NJ - INTRACOASTAL WATERWAY - LITTLE EGG HARBOR TO CAPE MAY - STONE HARBOR - BOULEVARD BRIDGE - CLOSED TO NAVIGATION****
The Stone Harbor Boulevard Bridge (CR 657) over Great Channel, New Jersey Intracoastal Waterway, mile 102.0, at Cape May County, NJ, will be maintained in the close-to-navigation position pending an engineering inspection to perform a structural analysis on the bascule span. The bridge will open for emergency vessels as defined in Title 33 Code of Federal Regulations section 117.31. Vessels able to transit through the bridge in the closed position may do so at any time. Mariners should use caution when transiting the area.

Chart 12316

LNM: 29/19

****PA - NJ - DELAWARE RIVER - PHILADELPHIA - PETTY ISLAND - NOAA DATA BUOY****
NOAA/National Ocean Service/Center for Operational Oceanographic Products and Services will be collecting oceanographic observations in the Delaware River near Petty Island. A moored surface buoy equipped with a downward facing acoustic doppler current profiler will be temporarily deployed at Petty Island in approximate position 39°58'-02.63"N, 75°07'-01.36"W to measure currents. The buoy will be deployed on or about July 9, 2019 and will remain in place up to 90 days. This effort is supporting a NOAA/CO-OPS currents circulation study in the area that will improve tidal current predictions that may help save lives and property. For more information or questions contact, Eddie Roggenstein at
******PA - NJ – DELAWARE RIVER – PHILADELPHIA – PETTY ISLAND – NOAA DATA BUOY****
eddie.rogenstein@noaa.gov or Katie Kirk at katie.kirk@noaa.gov.
Chart 12313  
LNM: 28/19

******MD – OCEAN CITY – DREDGING****
The ACOE dredge CURRITUCK will be conducting dredging of the Ocean City Inlet on or about 8-12 Aug 2019.
Chart 12211  
LNM: 29/19

******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 - TANGIER SOUND - HAZARD TO NAVIGATION****
The Coast Guard received a report of multiple sections of dredge pipeline remaining within and around the waterways at Big Thorofare East, Goat Island, Back Cove, and Janes Island. The dredging company is monitoring and removing the pipelines, but the hazards remain until all sections are recovered.
Chart 12231  
LNM: 27/19

******MD – CHESAPEAKE BAY – PATUXENT RIVER AND VICINITY – SAILING REGATTA****
An annual sailing regatta is scheduled to occur on the Chesapeake Bay and Patuxent River, during July 20-22, 2019, between 9 a.m. and 4 p.m. each day. Approximately 70 sailboats (23-40 feet in length) will compete in various classes at three designated course areas located (1) in the Chesapeake Bay, between Drum Point and Little Cove Point, (2) in the Chesapeake Bay, southeast of Cedar Point, and (3) in the Patuxent River, west of Fishing Point. During the “Screwpile Lighthouse Challenge 2019” event, the Southern Maryland Sailing Association Chief Race Officer may be contacted on the 46-foot power boat NORTH STAR via marine band radio VHF-FM channels 72 and 78. 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: 12264 12284  
LNM: 27/19

******MD – CHESAPEAKE BAY – POPLAR ISLAND – ONGOING MARINE CONSTRUCTION****
Marine construction of the new dredge 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 for future dredge material. Mariners should avoid the area and if necessary contact the work vessels on VHF-FM channels 13 and 16.
Chart 12266  
LNM: 19/19

******MD – CHESAPEAKE BAY – TRED AVON RIVER – HARRIS CREEK - OYSTER REEFS
The U.S. Army Corps of Engineers and Maryland Department of Natural Resources have placed rock and shell on the bottom at sites to restore Oyster Reef Habitat in the Tred Avon River in Talbot County, MD. In those areas, water depths are between 1 ft to 2 ft shallower than what is currently shown on NOAA nautical charts. More information including maps and site coordinates may be obtained from http://www.nab.usace.army.mil/Missions/Environmental/Oyster-Restoration/ or the USACE Project Manager at 410-962-7440. Please also see Enclosure 5.
Chart 12266  
LNM: 42/18

******MD – CHESAPEAKE BAY – US 50 - WILLIAM PRESTON LANE JR. MEMORIAL BRIDGE – REMOVAL OF NAVIGATION LIGHT****
END DATE UPDATED. An engineering firm will be installing supplemental suspension cables on the west bound lane at the US 50 (William Preston Lane Jr.) Memorial Bridge across Chesapeake Bay, mile 138.1, in Annapolis, MD. To facilitate the work, the top navigation light on the north and sound sides of the west bound suspension bridge at mid span will be temporarily removed from July 17, 2018 to June 1, 2019. Mariners should use caution when transiting the area.
Chart 12270  
LNM: 20/19

******MD – BALTIMORE HARBOR – PATAPSCO RIVER (MIDDLE BRANCH) – STUCK IN THE CLOSED POSITION****
The SR-2 (Hanover Street) Bridge, at mile 12.0, across the Middle Branch of the Patapsco River in Baltimore, MD, is having electrical problems and the center and tail locks are frozen in place. Bridge repairs have commenced and will be ongoing until further notice. The bridge is inoperable and cannot open at this time. The bridge has a vertical clearance of 21 feet above Mean High Water in the closed position. Mariners should exercise caution when transiting the area.
Chart 12281  
LNM: 07/19

******MD – OFFSHORE - OCEAN CITY – RESEARCH BUOYS AND EQUIPMENT DEPLOYMENT
The U.S. Naval Research Lab will deploy 3 orange and white hazard buoys and other equipment in the following positions offshore of Ocean City MD. The buoys and equipment will remain on scene from 18 Jun to 10 Aug 2019. The Buoy will have a flashing amber light. The R/V SHARP, TIKI and dive boat NAVO will be on scene for the deployment and recovery and for maintenance.
38° 18' 2.10" N, 75° 5' 4.66" W, Lighted Hazard Buoy
38°17' 52"N, 75° 3' 11"W, No surface profile
38° 17' 39.77"N, 75° 1' 51.49"W, Lighted Hazard Buoy
38°17' 28"N, 74° 58' 38"W, No surface profile
38°17' 30"N, 74° 58' 35"W, Lighted Hazard Buoy
Contact Dr. Swann, U.S. Naval Research Lab, Marine Geoscience Division, Stennis Space Center at 228-688-4210 for any questions.
Chart 12211
A construction firm, on behalf of the Maryland Department of Transportation, State Highway Administration, is constructing a new bridge to replace Bridge No. 0803800 (MD-254) Bridge across the Neale Sound, at mile 0.6, Cobb Island, Charles County, MD. Erection of girders over the navigation span is scheduled to commence on July 1, 2019, and is anticipated to be completed within two weeks. Upon erection of the first girder on or about July 1, 2019, the vertical clearance will be 20 feet above mean high water and the horizontal clearance will be 55 feet, in the navigation span. During the erection of girders, mariners should anticipate delays in transiting the waterway in the vicinity of the bridge from 6 a.m. to 6 p.m., Monday through Friday. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. 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.

An engineering firm, on behalf of the District Department of Transportation, will be performing an inspection at the US 29 (Francis Scott Key Memorial) bridge, across the Potomac River, mile 113.0, Washington, DC. The inspection will be conducted from 8 a.m. to 5 p.m.; Monday-Tuesday; from 8 a.m. on July 8, 2019, through 5 p.m on July 9, 2019. A 30 foot bucket inspection vessel will be operating under and in the vicinity of the bridge to provide access for inspection. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. The vessel may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (717) 715-9830. Mariners should notify the work foreman no less than five minutes prior to transiting the bridge. Mariners should use extreme caution when navigating through the area.

Major rehabilitation of the Arlington Memorial Bridge will commence in the Potomac River in Washington, DC on or about July 2, 2018 and will continue until November 2020. The initial work consists 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. On or about July 16, 2018, the project will require the temporary relocation of the federal navigation channel, which currently is located under the center span of the bridge (Arch 5). The temporary channel will be located under the adjacent span to the east (Arch 4), and will be established until the fall of 2020. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. Once the temporary channel is established, work will begin to assemble a large work platform, which will completely obstruct the federal navigation channel. Upstream of this platform, a protection system will be deployed, which will be comprised of a floating pipe boom on the water surface attached to concrete anchors. 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 Kewlitt bridge construction contractor can 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.

The Captain of the Port Hampton Roads will establish a special local regulation in support of the Chincoteague Volunteer Fire Company Wild Pony Swim. The regulated area encompasses all waters of Assateague Channel from shoreline to shoreline bounded to the east by a line drawn from position 37-55-01N/075-22-40W, thence south to position 37-54-50N/075-22-46W, and to the southwest by a line drawn from position 37-54-54N/075-23-00W, thence east to position 37-54-49N/075-22-49W. The regulated area will be enforced from 6 a.m. to 1 p.m. on July 24 and July 26, 2019. Mariners must remain outside of the safety zone unless authorized by the Captain of the Port or a designated representative.

During periods of daylight and darkness from 22 - 25 July 2019, a military exercise will be conducted in vicinity of Fort Story operating areas. The exercise will include small combatant-craft operating in the areas. Mariners are requested to avoid this area if possible or use caution if required to transit near the area. For questions, contact Matt Brand at 757-763-4335.

During periods of daylight and darkness from 08 - 12 July 2019 and 15 - 19 July 2019, a military exercise will be conducted in vicinity of Little Creek Harbor (Naval Anchors C/D) operating areas. The exercise will include small combatant-craft operating in the areas. Mariners are requested to avoid this area if possible or use caution if required to transit near the area. For questions, contact Matt Brand at 757-763-4335.

During periods of darkness from 30 July 2019 – 01 August 2019, a military exercise will be conducted in vicinity of W-50 A, B, and C operating areas. The exercise will include small combatant-craft operating in the areas. Mariners are requested to avoid this area if possible or use caution if required to transit near the area. For questions, contact Ed Smith at 757-763-4335.
**VA – CHESAPEAKE BAY – CAPE CHARLES TO NORFOLK HARBOR – JOINT EXPEDITIONARY BASE LITTLE CREEK FORT STORY – MILITARY OPERATIONS**

Joint Expeditionary Base Little Creek Fort Story (JEBLCS) Military Operations will be conducted in the following areas during the dates and times listed. Operations may consist of swimmers in the water, small boat operations, parachute drops, helicopter airdrops and recovery, blank firing, flares, UAV ops:

Naval Anchorage A & B, Fort Story Restricted Area, 16 May to 24 May 2019, continuous.
Naval Anchorage A, 21 May 2019, 9:00 am to 4:00 pm.
Fort Story Restricted Area, Utah Beach 2, 28 May to 29 May 2019, continuous.
Naval Anchorage A, 31 May 2019, 6:00 pm to 9:00 pm.

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

Charts: 12222 12254  
LNM: 01/17

**VA – CHESAPEAKE BAY – CAPE HENRY TO THIBLE SHOAL LIGHT – LYNNHAVEN INLET – LESNER BRIDGE**

An engineering firm, on behalf of the City of Virginia Beach, will be performing an underwater inspection at the US 60 (John A. Lesner) bridge, across Lynnhaven Inlet, mile 0.0, at Virginia Beach, VA. The inspection will be conducted from 5 a.m. to 8 p.m.; 7 days a week; from 5 a.m. on July 15, 2019, through 8 p.m. on August 9, 2019. A work vessel and divers will be operating under and in the vicinity of the bridge to provide access for inspection. The vessel may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (513) 313-0610. Mariners should use extreme caution when navigating through the area.

Chart 12254  
LNM: 28/19

**VA – LOWER JAMES RIVER – OYSTER SHELL DREDGING AND PLANTING**

H & L Contracting will be conducting dredging operations in the Lower James River, VA From 6 Jun to 31 Aug 2019 for the purpose of harvesting and planting oyster shells. Work hours are 24 hours a day, 7 days a week. There will be one 200’ x 50’ dredge (vessel name: OYSTER BAY), One 260’ x 50’ barge (un-named) for oyster shells, one 140’ x 35’ barge (un-named) for oyster shells; a 60’ tug boat (vessel name: GOOSE CREEK) A 40’ x 14’ push boat (vessel name: MENEMSHA), skiff (un-named), and other support vessels. the work area will be a square with corners at 36°57'22"N / 76°26'10"W AND 36°57'00"N / 76°27'00"W AND 36°56'12"N / 76°25'50"W. The dredge OYSTER BAY will be spudded in place and other vessels moored to the dredge. A mooring buoy will be anchored south-west of the dredging area to create an anchor for three (3) 260’ x 50’ barges and three (3) 140’ x 35’ barges. The anchorage area will be at approximately 36°56'30"N / 76°26'10"W. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & I supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are requested to reduce speed and proceed with caution in the area.

Chart 12248  
LNM: 25/19

**VA – JAMES RIVER – JAMESTOWN ISLAND TO JORDAN POINT – DREDGING**

Cottrell Contracting Corporation of Chesapeake, VA Dredge MARION will be conducting dredging operations on the James River between James River Channel Lighted Buoy 57 (LLNR 12200) and James River Channel Lighted Buoy 66 (LLNR 12250) from 8 July to 20 September 2019.

Chart 12251  
LNM: 27/19

**VA – JAMES RIVER – JORDAN POINT TO RICHMOND - BENJAMIN HARRISON MEMORIAL BRIDGE – INSPECTION**

An engineering firm, on behalf of the Virginia Department of Transportation, will be performing an inspection of the Benjamin Harrison Memorial Bridge over the James River, at mile marker 65.0, near Hopewell, VA. The inspection will be conducted from July 15, 2019, through July 19, 2019, from 9 a.m. to 3 p.m.; with alternate weather delay dates from July 22, 2019, through July 26, 2019, from 9 a.m. to 3 p.m. The bridge will be maintained in the closed-to-navigation position. The bridge will open on request or signal, if at least a 45-minute notice is given to the bridge tender. If an emergency occurs, the access equipment on the bridge will be removed and the bridge will open within 20 minutes. Vessels not requiring a lift may transit in the closed position; however, a 10-minute notification to the bridge tender is requested.

Chart 12252  
LNM: 29/19

**VA – CHESAPEAKE BAY – SALT PONDS – MOORING BUOYS**

NEW POSITION INFORMATION. The following white with blue band mooring buoys will be established approximately Jun 20 in Salt Ponds to provide mooring locations for barges working on the rock jetty improvements.

CD and C Buoy A in approximate position 37-03-18N, 76-16-06W
CD and C Buoy B in approximate position 37-03-06N, 76-16-06W
CD and C Buoy C in approximate position 37-04-01N, 76-16-36W
CD and C Buoy D in approximate position 37-03-55N, 76-16-06W
CD and C Buoy E in approximate position 37-05-52N, 76-16-36W

For more information or questions, please contact Richard Gunn at 804-824-6556.

Chart 12222  
LNM: 24/19

**VA – RAPPAHANNOCK RIVER – OYSTER SHELL DREDGING AND PLANTING**

H & L Contracting will be conducting dredging operations in Tanger and Pocomoke Sounds, VA from 17 Jun to 31 Aug 2019 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: GOOSE CREEK), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: JAKE), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. the designated areas are: 37°40'02"N / 76°28'37"W; 37°36'55"N / 76°18'42"W; 37°36'39"N / 76°18'19"W; 37°36'30"N / 76°18'14"W; 37°38'20"N / 76°32'36"W; 37°38'06"N / 76°32'30"W;
VA – RAPPAHANNOCK RIVER – OYSTER SHELL DREDGING AND PLANTING****

AND 37°41'25"N / 76°34'20"W; The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & I supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are requested to reduce speed and proceed with caution in the area.

Chart 12228  LNM: 25/19

VA – INGRAM BAY – OYSTER SHELL DREDGING AND PLANTING****

H & L Contracting will be conducting dredging operations in Ingram Bay, VA from 17 Jun to 31 Aug 2019 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60' tug boat (vessel name: GOOSE CREEK), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: JAKE), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°48'40"N / 76°19'14"W; 37°47'37"N / 76°18'28"W; AND 37°47'37"N / 76°17'13"W; The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & I supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are requested to reduce speed and proceed with caution in the area.

Chart 12235  LNM: 25/19

VA – TANGIER AND POCOMOKE SOUNDS – OYSTER SHELL DREDGING AND PLANTING****

H & L Contracting will be conducting dredging operations in Tanger and Pocomoke Sounds, VA from 17 Jun to 31 Aug 2019 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: GOOSE CREEK), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: JAKE), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°54'17"N / 75°56'40"W; 37°55'15"N / 75°58'25"W; 37°52'25"N / 75°55'48"W; 37°52'10"N / 75°55'38"W; 37°51'58"N / 75°55'34"W; 37°51'38"N / 75°55'40"W; The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & I supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are requested to reduce speed and proceed with caution in the area.

Chart 12228  LNM: 25/19

VA – NC – OFFSHORE – KITTY HAWK AREA - GEOPHYSICAL SURVEY

Geophysical Survey Work, seabed mapping and characterization with towed sidescan sonar, magnetometer and Ultra-High Resolution Seismic. Towed equipment on the surface and 3-10m above the seabed. The towed equipment may be up to 1000 feet from the M/V GERRY BORDELO

Vessel will be stationary while grab samples of the seabed are collected. Main survey area: 43nm SE of the Cape Henry lighthouse, 37nm NNE of Oregon Inlet, NC and 26nm E of Corolla, NC. A series of lines from the main survey area at 43nm SE of the Cape Henry Lighthouse to shore approximately 11nm S of the Cape Henry Lighthouse. Center of main survey area: 36d 21’ 05.88"N 75d 08’ 42.46"W, Main survey area stretches from 36d 08’ N to 36d 28’ N and 75d 20’ W to 75d 00’ W. See Enclosure 6 for a chartlet of the area. For questions or more information, contact James Hougharm at 713-690-4900. Charts: 12200 12204 12207

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 outside 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: 23/19

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

Herbert C. Bonner Bridge across the Oregon Inlet, at mile 0.9, Dare County, NC. 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.

Chart 12205  LNM: 21/19

NC – BEAUFORT INLET – CORE SOUND – THE STRAITS OF HARKERS ISLAND****

The North Carolina Department of Transportation, who owns and operates the Harkers Island Road Bridge (SR 1332) across the Straits of Harkers Island, is planning to conduct oyster shell placement using a 37°54'17"N / 75°56'40"W; 37°55'15"N / 75°58'25"W; 37°52'25"N / 75°55'48"W; 37°52'10"N / 75°55'38"W; 37°51'58"N / 75°55'34"W; 37°51'38"N / 75°55'40"W; The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & I supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are requested to reduce speed and proceed with caution in the area.

Chart 12228  LNM: 25/19

VA – TANGIER AND POCOMOKE SOUNDS – OYSTER SHELL DREDGING AND PLANTING****

VA –.NORTH CAROLINA – OFFSHORE – THE ORAL, PUGET, TOTEM, BONNER, HARKERS ISLAND, KITTY HAWK AND STRAITS OF HARKERS ISLAND – NAVIGATION SPANS

VA – OREGON INLET – BONNER BRIDGE – NAVIGATION SPANS

VA – RAPPAHANNOCK RIVER – OYSTER SHELL DREDGING AND PLANTING

VA – TANGIER AND POCOMOKE SOUNDS – OYSTER SHELL DREDGING AND PLANTING

VA – OREGON INLET - BONNER BRIDGE – NAVIGATION SPAN

VA – TANGIER AND POCOMOKE SOUNDS – OYSTER SHELL DREDGING AND PLANTING

VA – RAPPAHANNOCK RIVER – OYSTER SHELL DREDGING AND PLANTING

VA – TANGIER AND POCOMOKE SOUNDS – OYSTER SHELL DREDGING AND PLANTING

VA – TANGIER AND POCOMOKE SOUNDS – OYSTER SHELL DREDGING AND PLANTING
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):

SUNUP - SUNSET: 01 JUL 19 - 15 JUN 19 MONDAY THROUGH FRIDAY, RIFLE RANGE TRAINING.

8:00 AM TO MIDNIGHT: 01 JUL 19 - 15 JUN 19, AVIATION RANGE TRAINING.

Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when Boating in this area. This area will not be patrolled by Military Personnel or vessels.

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

Charts: 11548 11552

LNM: 51/17

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

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, may 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:

- **STONE CREEK SECTOR**
- **STONE BAY SECTOR**
- **WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.**
- **THE TARGET BOMBING AREA N1/BT-3 IMPACT AREA IN THE ATLANTIC OCEAN EAST OF THE NEW RIVER INLET AS SHOWN ON NATIONAL OCEAN SERVICE CHART 11543, MAY BE CLOSED TO NAVIGATION BECAUSE OF FIRING EXERCISES DURING THE FOLLOWING PERIODS:**
  - 08:00 P.M. - 11:59 P.M. 12 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)
  - 00:01 A.M. - 04:00 A.M. 13 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)
  - 08:00 P.M. - 11:59 P.M. 13 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)
  - 00:01 A.M. - 04:00 A.M. 14 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)

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

- 08:00 P.M. - 11:59 P.M. 12 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)
- 00:01 A.M. - 04:00 A.M. 13 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)
- 08:00 P.M. - 11:59 P.M. 13 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)
- 00:01 A.M. - 04:00 A.M. 14 JUL 19 LIVE FIRE OPERATIONS, (RSU-ST 18 / H-1)

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

Chart 11537

NC - APPROACHES TO CAPE FEAR RIVER – ARTIFICIAL REEF AR - 460
North Carolina Division of Marine Fisheries is notifying mariners of Artificial Reef AR-460 which is currently uncharted. It is located approximately 3 nautical miles south of Shallotte Inlet Lighted Whistle Buoy SH (LLNR 31050), centered at 33 50 05N, 78 22 01W and extends 500 yards in all directions. The reef maintains a 15-foot minimum depth. Division of Marine Fisheries is working to get the AR-460 charted, at which time this notice will expire. For more information, contact Jason Peters with the division's Artificial Reef Program at 252-808-8063 or Jason.Peters@ncdenr.gov.

Chart 11536

SECTION VIII - LIGHT LIST CORRECTIONS
An Asterisk *, indicates the column in which a correction has been made to new information

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<tr>
<th>(1) No.</th>
<th>(2) Name and Location</th>
<th>(3) Position</th>
<th>(4) Characteristic</th>
<th>(5) Height</th>
<th>(6) Range</th>
<th>(7) Structure</th>
<th>(8) Remarks</th>
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<td>34-31-14.296N 077-20-17.047W</td>
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<td>30570</td>
<td>Sunny Point Terminal South Entrance Lighted Junction Buoy SP</td>
<td>33-58-41.847N 077-56-59.541W</td>
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<td>* 29/19</td>
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<td>*</td>
<td>SG-SY on pile.</td>
<td>* 29/19</td>
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ENCLOSURES

Enclosures
1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
5. Tred Avon River Oyster Restoration.
6. NC Offshore Geophysical Survey, Kitty Hawk Area
7. Southport Channel Range Precision Directional Light
SUMMARY OF SHOALING REPORTED  
IN THE FIFTH COAST GUARD DISTRICT

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 between 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 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 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

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

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

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET - SHOALING
A Maryland Department of Natural Resources Bathymetric Survey conducted in Nov 2017 has identified shoaling midway between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Lighted Buoy 10 (LLNR 4750) to a depth of less than five feet at MLLW and extending approximately 150 feet into the channel. Shoaling has been identified between Ocean City LB 11 (LLNR 4755) and LB 12 (LLNR 4757) to a depth of less than seven feet 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 three feet at mean low water and extending approximately 10 yards into the Channel boundaries. 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 three feet. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy (LLNR 5017), water depth of four andone half feet. 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 - 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 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) 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 PINHEY POINT - ST. JEROME CREEK - SHOALING
Maryland DNR survey of the mouth of St. Jerome Creek indicates shoaling, to at least depth of 3.1 feet MLLW, in the channel between St. Jerome Creek Light 4 (LLNR 18810), St. Jerome Creek Daybeacon 4A (LLNR 18812) and St. Jerome Creek Daybeacon 6 (LLNR 18815). The channel width in the area of St. Jerome Daybeacon 4A (LLNR 18812) and Deep Point is reduced to approx 20 ft. MD-NCR BNM 415-16, Ref LNM 52/16 Chart 12233

MD/VA - POTOMAC RIVER - PINHEY 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, CCGDS BNM 524-16 Chart 12286

MD – CHESAPEAKE BAY - ST. PETERS CREEK – SHOALING
Shoaling has been located within the channel limits of St. Peters Creek from Entrance Light 1SP (LLNR 23435) to St. Peters Creek Daybeacon 2 (LLNR 23440) least depth of 5.3' in center of channel, 4.3' on the green side of the channel, and 2.3' on the red side of the channel. From St. Peters Creek Daybeacon 2 (LLNR 23440) to St. Peters Creek Daybeacon 3 (LLNR 23445) least depth of 3.7' in the center of channel, 1.7' on the green side of the channel, and 1.7' on the red side of the channel. From St. Peters Creek Daybeacon 3 (LLNR 23445) to St. Peters Creek Daybeacon 5 (LLNR 23450) least depth of 3.3 in center of channel, 1.7' on the green side of the channel, and 2.3' on the red side of the channel. From St. Peters Creek Daybeacon 5 (LLNR 23450) to St. Peters Creek Daybeacon 6 (LLNR 23455) least depth of 3' in the center of the channel, 2.3' on the green side of the channel and 2.7' on the red side of the channel. Chart 12231

MD - LITTLE CHOPTANK RIVER – SLAUGHTER CREEK – SHOALING
Shoaling in the western portion of Slaughter Creek in the vicinity of Holland Point have encroached easterly in most of the federally marked channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4' in between tide cycles. Shoaling to 5' MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17 Chart 12264, 12268

MD - CHESAPEAKE BAY - HONGA, NANTICOCHE 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

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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.

MD – CHESAPEAKE BAY - ROCK HALL HARBOR – SHOALING
The MD DNR Survey of Rock Hall Harbor Entrance, dated April 21, 2017 indicates shoaling across the marked channel from Rock Hall Harbor Entrance Buoy 1 (LLNR 26890) to Rock Hall Harbor Light 5 (LLNR 26900), Least depths range to 6.9 feet to 4.8 feet MLLW. Chart 12272, 12278

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 between Bonum Creek Light 2B (LLNR 16880), Bonum Creek Channel Daybeacon 3 (LLNR 16885) and Bonum Creek Buoy 3A (LLNR 16887). MD-NCR BNM 149-17. Chart 12286

VIRGINIA SHOALING

****VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE – BRADFORD BAY – SHOALING****
Shoaling has been identified 480' past Wachapreague Channel Junction LT WB (LLNR 6695) and continues to 850' past Bradford Channel Buoy 5A (LLNR 6035). Least depth range from 5.9' TO 2.9' MLLW. Shoaling has been identified in vicinity of Wachapreague Channel 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 – NANDUA CREEK
Shoaling has been reported at the entrance to Nandua Creek to 2 feet. HR BNM 311-13 Chart 12226

****VA – CHINCOTEAGUE BAY CHANNEL – SHOALING****
Shoaling has been identified IVO 400 yds south of Chincoteague Bay Channel Buoy 4 (LLNR 5420) and continuing along the channel to 700 yds north of Chincoteague Bay Channel Buoy 9 (LLNR 5435). Depths at low tide range from 3.6 feet at the south end to 5 feet at the north end. Chart 12211

VA – CHINCOTEAGUE CHANNEL – SHOALING
The shoal adjacent to Chincoteague Channel Lighted Buoy 28 (LLNR 5397) has encroached approximately 30-40 yds into the channel, depths of 3 - 4' at MLW. LNM 12/19 Chart 12210

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

VA – VIRGINIA INSIDE PASSAGE (VIP)
VIP Day beacon 184 (LLNR 6220) to VIP Day beacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16 Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785), Shoaling to less than 6 ft MLW. HR BNM 104-16 VIP Day beacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6690) 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 – CAPE HENRY TO THIMBLE SHOAL LIGHT – LYNNHAVEN INLET – SHOALING
Shoaling has been observed in Lynnhaven Basin and connected tributaries, south of Lesner Bridge. Depths of 0-3 feet from Pleasure House Creek eastbound to Long Creek Daybeacon 10 (LLNR 10170), in Crab Creek, Lynnhaven Inlet, Long Creek and at Great Neck Point. Depths of 3-5.9 feet east of Long Creek Daybeacon 10 to the entrance of Broad Bay. Navigation of the area requires extreme caution due to shoaling and the shifting nature of these shoals because of weather and tidal currents. HR BNM 407-18 Chart 12254

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 – CHESAPEAKE BAY – LYNNHAVEN INLET – LONG CREEK CHANNEL
Shoaling to 2.4 feet has been reported in Long Creek Channel east of Long Creek Channel Day beacon 7 (LLNR 10167) in the vicinity of Pleasure House Point. HR BNM 293-14
Chart 12294

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE – DAVIS CREEK – SHOALING
Significant shoaling has been identified from USACE 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 - MD - 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 from May 31 indicates shoaling outbound on outer south jetty, least depth 8.7.
Chart 12200

NORTH CAROLINA SHOALING

NC – OREGON INLET – SHOALING
Shoaling to a depth of 2 feet MLW has been observed in Oregon Inlet within the Bonner Bridge Navigation Span extending several hundred feet to the west. Mariners are advised to use extreme caution while navigating this area. NC BNM 492-18
Chart 12205
NC – CAPE HATTERAS – HATTERAS INLET
Shoaling has been found encroaching 40 yards into the channel, depths of 2-3 at MLW. Shoaling to 2-3 MLW has been observed on the red side of the channel between Hatteras Inlet Channel Lighted Buoy 12 (LLNR 28732) and Buoy 12A (LLNR 28732.1). NC BNM 321-18
Chart 11555

NC – CAPE HATTERS – BARNEY SLOUGH
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.
Chart 11555

****NC – BARDEN INLET – BACK SOUND – SHOALING****
Significant shoaling exists in Barden Inlet and Back Sound between Barden Inlet Buoy 8 (LLNR 29180) and Barden Inlet Buoy 15 (LLNR 29210) to an average channel 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. Mariners are advised to use extreme caution while navigating this area. NC BNM 136-19
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 – BOUGE 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 feet MLW. Multiple aids to navigation have been removed from Peletier Creek and Peletier Creek Entrance Daybeacon 1 (LLNR 38820) and Peletier Creek Entrance Daybeacon 5 (LLNR 38835) have been converted into a 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 – LOCKWOODS FOLLY INLET – SHOALING****
Significant shoaling exists in Carolina Beach Inlet to a depth of less than 4 feet at mean low water. Multiple aids to navigation are unreliable and not marking good water. Mariners should use extreme caution while navigating this area. NC BNM 112-19
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 has been reported in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19
Chart 11542

NC - NEW 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 – LOCKWOODS FOLLY INLET – SHOALING****
Shoaling exists in Lockwoods Folly Inlet to a 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 Cape Fear River – Little River Buoy 47A (LLNR 40230). Mariners are advised to use caution while navigating this area. NC BNM 186-19
Chart 11534

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER
Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54'25.55"N, 078-23'4.41"W. Shoaling is across the entire channel.
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, 2016; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
  Racoon 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 -

  All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from Monmouth County, NJ with plans for the modification of an existing highway drawbridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Glimmer Glass, at position (40˚ 42.27N, 74˚ 39.9W), at Monmouth County, NJ.

CHARACTER OF WORK: The proposed project is to replace the existing W9 (Brielle Road) drawbridge with a fixed bridge. The purpose of the project is to maintain the safety of the travelling public and replace a bridge design that is no longer considered acceptable, eliminating the need for increasingly costly bridge repairs and avoiding potential vehicular traffic disruption and delays. The existing drawbridge has a horizontal clearance of 31.9 feet and a vertical clearance of 9 feet above mean high water in the closed position and an unlimited vertical clearance in the open position. The replacement bridge will be a fixed bridge with a horizontal clearance of 31.9 feet and a vertical clearance of 11 feet above mean high water. A copy of Public Notice D05PPN-03-2019, which describes the proposal in detail, can be obtained by calling (757) 398-6587 or by viewing at https://www.navcen.uscg.gov/?pageName=pnBridges. Comments on this proposal should be forwarded to the address in the notice no later than August 17, 2019. (MS)

- 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 150 feet centered on the axis of the navigable channel. (KB)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

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

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

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

SECTOR HAMPTON ROADS

- 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)

  Perquimans River – US 17 Business Bridge (Herford, NC) – replacement swing drawbridge Preliminary Navigation Clearance Determination (PNCD) issued on November 1, 2017; vertical clearance of 33 feet above mean high water and a horizontal clearance of 55 feet. NCDOT
Regulations:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR HAMPTON ROADS

- Virginia (Southern) - None

SECTOR NORTH CAROLINA

- North Carolina - None

Construction, et al.

SECTOR DELAWARE BAY

- Delaware

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from September 24, 2018, through January 24, 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 (215) 394-7997. Mariners should use extreme caution when transiting the area. (MT)
Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 21, 2019, to January 8, 2020, Monday through Saturday, from 7 a.m. to 3 p.m. Mariners should adjust their transits accordingly and should use caution when transiting the area.

The bridge will be maintained in the close-to-navigation position to facilitate bridge construction. The construction personnel will not be operating in the navigable channel. The Project Foreman may be reached at (267) 907-5087 or (215) 208-1759. Mariners should use extreme caution when transiting the area.

Townsend Inlet - CR619 (Ocean Drive) Bridge – Bridge maintenance will be conducted from Monday through Saturday, 6 a.m. to 3 p.m., from September 21, 2018, to July 30, 2019. The construction personnel will not be operating in the navigable channel. The Project Foreman may be reached at (609) 624-9090. Mariners should use caution when transiting the area.

The bridge tender may be reached on VHF-FM channel 13. The project foreman may be reached at (215) 394-7797. Mariners should use extreme caution when transiting the area.

NJICW (Cape May Canal) - SR 109 Bridge – Bridge maintenance, which began in September, 2017, will continue to be conducted from 7 a.m. to 3 p.m. Mariners should use caution when transiting the area.

Fortescue Creek - SR 637 (Downe Avenue/ Fortescue Road) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday through Friday; on November 1, 2018, through September 17, 2019. A crane vehicle will be on and around the vicinity of the bridge. Maintenance personnel, equipment and vessel will relocate from the navigable channel, upon request. The onsite-foreman may be reached on VHF-FM channel 13

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 21, 2019, to January 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance of the bridge will require a vertical clearance restriction of 3 feet in the arch span, between piers D and E, and 4 feet vertical clearance restriction along the remaining sections of the bridge. The project supervisor may be reached at (267) 767-2550. The bridge tender may be reached on VHF-FM channels 13 or 16. Mariners are urged to use caution when transiting the area.

Delaware River - SR 413 (Burlington-Bristol) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate bridge construction. The bridge will be maintained in the closed position 24 hours a day, 7 days a week; from 6 a.m. on June 19, 2019, through 7:59 a.m. on September 17, 2019. During bridge maintenance, work platforms will occupy the bridge span reducing the vertical clearance to approximately 58 feet above mean high water in the closed position and approximately 132 feet above mean high water in the open position. The bridge will open on signal, if two hours prior notification is given. The bridge will not be able to open for emergencies. At all other times the bridge will open per 33 CFR 117.716 (a), Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. The bridge tender may be reached using VHF-FM channels 13/16. The project foreman may be reached at (267) 767-2550. Mariners should use extreme caution when transiting the area.

Great Channel, New Jersey Intracoastal Waterway - Stone Harbor Boulevard Bridge (CR 657) – The bridge will be maintained in the close-to-navigation position pending an engineering inspection to perform a structural analysis on the bascule span. The bridge will open for emergency vessels as defined in Title 33 Code of Federal Regulations section 117.31. Vessels able to transit through the bridge in the closed position may do so at any time. Mariners should use caution when transiting the area.

Pennsylvania –

Schuylkill River - Grays Ferry Railroad Bridge - Modification (pedestrian bridge) activities which began June 2018, are expected to finish on May 1, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should use caution when transiting the area.

Schuylkill River - I-76 (Schuylkill) Expressway, west bank, between University Avenue - Bridge maintenance will be conducted between Wednesday, March 27, 2019, and Friday, November 22, 2019; 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.
Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 21, 2019, to January 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. and from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed beneath the bridge and reduce the vertical clearance by 4 feet at the Tacony Truss Spans and by 3 feet at the Arch Spans. The Project Foreman may be reached at (267) 767-2550. The bridge tender may be reached on VHF-FM channels 13 or 16. Mariners are urged to 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 beneath the bridge and reduce the vertical clearance by 4 feet at the Tacony Truss Spans and by 3 feet at the Arch Spans. 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)

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from 7 a.m. through 3:30 p.m.; Monday-Friday; from May 13, 2019, through August 9, 2019. Two work barges (45-foot crane barge and 35-foot supply barge) and several workboats will be in and around the vicinity of the bridge. The crane barge will be located adjacent to the navigational channel. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Vessels that require the crane barge relocate, should notify the bridge tender no less than 24 hours prior to transiting through the bridge. The bridge tender may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (215) 651-6278. Mariners should use extreme caution navigating through the area. (MT)

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; pedestrian 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 supervisor 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)

Chesapeake Bay - US 50/301 (William Preston Lane Jr. Memorial) Bridge - Underwater inspections will be conducted from October 8, 2018, to July 19, 2019. from 7 a.m. to 4 p.m. A 25ft dive boat will be utilized during the inspections and will be moored to the bridge pier and fender system during dive operations. Mariners should use extreme caution when transiting the areas. (MS)

Patapsco River - SR-2 (Hanover Street) Bridge – Bridge is having electrical problems and the center and tail locks are frozen in place. Bridge repairs have commenced and will be ongoing until further notice. The bridge is inoperable and cannot open at this time. The bridge has a vertical clearance of 21 feet above Mean High Water in the closed position. Mariners should exercise caution when transiting the area. (MB)

Choptank River - SR 331 (Dover) Drawbridge – Bridge maintenance will be conducted from 7 a.m. to 8 p.m.; 7 days a week. The Project Foreman may be reached at (215) 651-6278. Mariners should use extreme caution when transiting the area. (MT)

Delaware River - SR 413 (Burlington-Bristol) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge lift span. The bridge will be maintained in the closed position 24 hours a day; 7 days a week; from 6 a.m. on June 19, 2019, through 7:59 a.m. on September 17, 2019. During bridge maintenance, work platforms will occupy the bridge span reducing the vertical clearance to approximately 58 feet above mean high water in the closed position and approximately 132 feet above mean high water in the open position. The bridge will open on signal, if two hours prior notification is given. The bridge will not be able to open for emergencies. At all other times the bridge will operate per 33 CFR 117.716 (a). Vessels able to pass through the bridge in the open position will do so at any time. The bridge tender may be reached using VHF-FM channels 13/16. The project foreman may be reached at (267) 767-2550. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

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; pedestrian 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 supervisor 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)

Washington DC

Potomac River - Arlington Memorial Bridge - Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC on or about July 2, 2018, and will continue until November 2020. The initial work consists of pinning a pier 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. On or about July 16, 2018, the project will require the temporary relocation of the federal navigation channel, which will be located under the center span of the bridge (Arch 5). The temporary channel will be located under the adjacent span to the east (Arch 4), and will be established until the fall of 2020. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. Once the temporary channel is established, work will begin to assemble a large work platform, which will completely obstruct the federal navigation channel. Upstream of this platform, a protection system will be deployed, which will be comprised of a floating pipe boom on the water surface attached to concrete anchors. 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 913-323-4611. 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 2021. The current work consists of building the temporary West Trestle from the western shoreline out to the center of the Federal Channel. A work barge will be stationed in the western/down bound side of the Federal Channel.
channel during trestle construction and properly lit. The existing western and center fender piers will also be partially demolished, south of the existing bridge. The western half of the Federal channel is currently closed as demarcated by the white exclusion buoys upstream and downstream of the bridge. The East Trestle is also being constructed, which will extend from the eastern shoreline to the east side of the Federal channel. Multiple barges and push vessels are supporting this activity. The eastern half of the Federal channel, east of the center fender pier, will be open for navigation at all times. Construction work will be conducted Mondays through Saturday, between 7 a.m. and 7 p.m., with no pile driving work on Saturday. 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 caution when transiting the area, control wake, and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners may contact the vessels "Ms. Becky" or "Claire Marie" via marine band radio VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH)

**Virginia (Northern)** - None

**Virginia (Southern)**

- Lynnhaven Inlet – US 60/John A. Lesner (fixed) Bridge – Work is in progress through August 30, 2019 for a new replacement bridge at essentially the same location. The new bridge will have a vertical clearance of 45 feet above MHW, along with a horizontal clearance of 150 feet between face of the fenders. A dredge material placement site will be located southwest of the existing bridge, adjacent to the boat ramp facility and used as a staging area. The contractor will access the lay down and staging area via the waterway through a proposed temporary bulkhead. (HP)
- 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)
- York River - US 17 (Coleman Memorial Bridge) – Bridge maintenance will be conducted from April 15, 2019, to September 6, 2019. Bridge maintenance will include installation of submarine cable protection panels outside the navigation channel. Mariners should use caution when transiting the area. (MS)
- James River - US 17/US 258/SR 32 (James River Bridge) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday from April 1, 2019, through 8 p.m. on September 6, 2019. A crane barge, work barge, a dive boat with diver, will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 817-1338. Mariners should notify the work force no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area (MT)
- Sarah Creek (Northwest Branch) - SR 641 (Tidemill Road) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday, from June 1, 2019, through November 30, 2019. During work hours, a work platform and workboat will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman may be reached at (804) 238-1182 or (804) 432-0179. Mariners should use caution navigating through the area. (MT)
- Lynnhaven Inlet - US 60 (John A. Lesner) Bridge – Bridge inspection will be conducted from 5 a.m. to 8 p.m.; 7 days a week from May 15, 2019, through 8 p.m. on August 9, 2019. A work vessel and divers will be operating under and in the vicinity of the bridge to provide access for inspection. The vessel may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (513) 313-0610. Mariners should use extreme caution when transiting the area. (MT)
- James River - Benjamin Harrison Memorial Bridge – Bridge inspection will be conducted from July 15, 2019, through July 19, 2019, from 9 a.m. to 3 p.m.; with alternate weather delay dates from July 22, 2019, through July 26, 2019, from 9 a.m. to 3 p.m. The bridge will be maintained within the closed-to-navigation position. The bridge will open on request or signal, if at least a 45-minute notice is given to the bridge tender. If an emergency occurs, the access equipment on the bridge will be removed and the bridge will open within 20 minutes. Vessels not requiring a lift may transit in the closed position, however, a 10-minute notification to the bridge tender is requested. Mariners should use extreme caution when transiting the area. (MB)

**SECTOR NORTH CAROLINA**

- North Carolina
  - Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Work is in progress through 2018 (TBD), for construction of a high-level fixed bridge relocated between Radio Island and Michael J Field in Carteret County, and demolition of the existing bridge. The new high-level fixed bridge has a vertical clearance of 65 feet above mean high water and a horizontal clearance of 100 feet between pile bents. Tugboats and barges will be used and will monitor VHF channel 13 in the event that mariners need to contact the contractor. Waterway closures are being planned. (HP)
  - Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Bridge demolition activities will be conducted in the vicinity of the US-70/Grayden Paul (bascul drawbridge), at mile 0.1, over Beaufort (Gallants) Channel at Beaufort NC. Vessels, construction equipment and personnel will be working in the bridge from 7 a.m. to 6 p.m., daily, from mid-November 2018, through February 28, 2019. Construction vessels may use VHF-FM channels 13 and 86. Mariners should exercise caution when transiting area. (HP)
  - Oregon Inlet - Herbert C. Bonner Bridge – Construction activities for the replacement bridge will begin on March 7, 2016 and are expected to finish on August 30, 2019. Work will be on-going 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. A work trestle/loading dock will be constructed approximately 200 yards south of the southeastern end of the existing Bonner Bridge, on the southwest side of South Point in Pamlico Sound, extending 150 feet southwesterly from the shoreline and terminate at approximately 35.766 N, 75.526 W. Running parallel to the dock will be a 245-foot breast-line comprised of eight 36-inch hollow pipe piles spaced fifty feet apart, to be used for mooring purposes. The breast-line will begin near shore and terminate at approximately 35.765N, 75.527 W. Each pile will be lit by a flashing white light. PCL Civil Constructors tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplacement/. (HP)
  - Oregon Inlet - Herbert C. Bonner Bridge - 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)

Currituck Sound - US 158 (Wright Memorial) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; from October 3, 2017, through November 1, 2019. A 40 ft. barge, several work boats, several work platforms and a team of divers will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman may be reached at (252) 340-2471 or (936) 404-9514. Mariners should notify the work foreman no less than one hour prior to transiting through the bridge and should use caution when navigating the area. (MT)

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 January 31, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in the vicinity of the bridge. The snooper truck will be performing concrete repairs outside the navigation span from September 1, 2019, through November 30, 2019, and within the navigation span from December 1, 2019, through January 31, 2020. During work hours, within the navigation span period from December 1, 2019, through January 31, 2019, the snooper truck will extend below low steel of the bridge approximately five feet, reducing the vertical clearance in the navigation span to approximately 60 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 50 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)

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 HAMPTON ROADS

- 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

****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, 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 – DEAL – DEMOLITION AND INSTALLATION OF NEW SEWER OUTFALL
Weeks Marine, INC will be conducting demolition of the existing diffuser leg of Township of Ocean, NJ sewer outfall and installation of a new sewer outfall consisting of approx. 1,112ft of 42” Diameter HDPE pipe which will be covered in rock and covered by articulating concrete mats. Divers will be in the water during the majority of the work. Piles will be driven along the new outfall location during a portion of the work. Work location is offshore of Deal, NJ running in the East-West direction starting approx. 1,220ft offshore and ending approx. 2,100ft offshore, in approximate position N 40° 19’ 17.65” / W 73° 59’ 08.07” to N 40°15’ 13.17” / W 73° 58’ 56.73”. Starting June 20, 2019 and continuing until November 30, 2019. Crane Barges, Material Deck Barges, Crew Boats, Tug Boats, and Pile Driving Equipment will be on scene and may be contacted on VHF-FM 65, 13 and 16. For more information or questions, contact Tim Straut at 908-463-4906 or trstraut@WeeksMarine.com.

Chart 12324

NJ – SHARK RIVER INLET – DREDGING
The US Army Corps of Engineers will be conducting maintenance dredging with the hopper dredge CURRITUCK in the vicinity of Shark River Inlet daily from 6:00 a.m. to 6:00 p.m. beginning July 1 through July 15, 2019. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels. The dredge CURRITUCK can be contacted on VHF-FM Channel 13 or 16. LNM 2619

Chart 12324

NJ – MANASQUAN INLET TO BARNEGAT INLET – BEACHFILL OPERATIONS
UPDATED END DATE. Continuing until 22 Jul 2019 the Dredges R.N.WEEKS, B.E.LINDHOLM and MAGDALEN will be operating 3 miles offshore of Tom’s River South and Seaside Heights Beach, Ocean County, NJ. The dredged material will be transported through a combination of floating and submerged pipeline to the beach fill placement areas. For questions and or additional information contact macruz@weeksmarine.com or contact Project Manager(s) on-site: Matt Henry (985) 237-5050, mhenry@weeksmarine.com, Site Manager, Ted Tarvin - (856) 217-4509, ttarvin@weeksmarine.com. Ref LNM 34/17

Chart 12324

NJ – LITTLE EGG HARBOR – HORIZONTAL DRILLING
New Jersey Natural Gas Company (NJNG) and CDM Smith Inc. will be installing an underground utility distribution main beneath Little Egg Harbor via horizontal directional drilling (HDD). Construction activities will continue until the summer 2019. The work includes the installation of a 12-inch steel utility distribution main below the Little Egg Harbor via HDD “intersect drill method”. The HDD will be supported by a temporary cofferdam and 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. Work vessels may be contacted on channel 16 VHF-FM. For more information or questions, contact Scott Murray at 973-579-4100. LNM 47/18

Chart 12324

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 terminals. 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. Mariners are urged to use caution when transiting near the area, stay clear of all equipment, and maintain a minimal wake. For questions or concerns contact United States Coast Guard Sector Delaware Bay Waterways. Chart 12312

****MD – OCEAN CITY – DREDGING****
The ACOE dredge CURRITUCK will be conducting dredging of the Ocean City Inlet on or about 8 -12 Aug 2019. Charts 12211

MD – CHESAPEAKE BAY – WEST RIVER – MARINE CONSTRUCTION
Central Marine will be starting the Jack Creek Park Shoreline Stabilization Project June 15, 2019 in approximate position 38°8404 N, 76°4892 W near the entrance to the West River MD. The project is expected to continue until 30 Dec 2019. Work will be conducted 7 days a week during daylight hours. For additional information or questions, contact Charlie Young at Central Marine Construction at 410-320-7030. Chart 12270
MD - CHESAPEAKE BAY - POPLAR ISLAND - ONGOING MARINE CONSTRUCTION
Marine construction of the new dredge 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 for future dredge material. Mariners should avoid the area and if necessary contact the work vessels on VHF-FM channels 13 and 16. Ref LNM 1919
Chart 12266

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT - BRIDGE REHABILITATION CONTINUES AT THE WILLIAM P. LANE JR
An engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance at US 50/US 301 (William P. Lane Jr. Memorial) (eastern channel) westbound bridge, over Chesapeake Bay, mile 138.1, near Stevensville, MD. The maintenance will continue through June 20, 2019, 24 hours a day; 7 days a week. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. To facilitate the work, a 265 ft wide by 48 ft wide barge is anchored along the north bridge (westbound) at span 46, between bridge piers 45 and 46, outside the eastern channel in approx pos lat 38-59-17.16 n, lon 076-21-20.88 w. The anchored barge has a 4-point mooring system held in place with a cable at each of the four corners of the barge leading to a lighted buoy attached to and marking each anchor. The barge and buoys are marked and lighted IAW USCG regulations. A hanging staircase ladder is installed at this location to provide bridge workers access from the barge. Work vessels may be reached on VHF-FM channel 13. The projectforeman can be reached at (910) 229-9164. Ref LNM 39/17
Chart 12270

MD - DC - UPPER POTOMAC RIVER - 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 2021. The work is being conducted Mon through Sat, between 7 am and 7 pm., and currently consists of building two structures:
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. A work barge will be stationed in the western side of the federal navigation channel during trestle construction. Starting in Nov, the existing center fender pier, south of the existing bridge will be partially demolished. To support active demolition of the center fender, a 28-foot vessel will be positioned in the navigable channel. Mariners transiting this area are urged to contact the vessel MS. BECKY for passing arrangements. 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 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. 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 fender pier (eastern half), approximately 150 feet wide, remains available for navigation. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. Interested mariners can contact the MS. BECKY or CLAIRE MARIE via VHF-FM channels 16 and 13.
Chart 12289

MD - VA - DC - POTOMAC RIVER - COBB ISLAND - ENTRANCE TO THE WICOMICO RIVER - BRIDGE CONSTRUCTION
A construction firm, on behalf of the Maryland DOT, State Highway Administration, is constructing a new bridge to replace Bridge No. 0803800 (MD-254) Bridge across the Neale Sound, at mile 0.6, Cobb Island, Charles County, MD. Construction activities are expected to continue until Aug 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday; pedestrian 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. Mariners can 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. LNM 50/18
Chart 12285

MD - BALTIMORE HARBOR - MARINE CONSTRUCTION
Conduit construction installation operations on behalf of CSX Transportation, at the Bear Creek Rail Road Bridge, Bear Creek, Baltimore County Maryland, will commence on or about 15 Jun, 2019 in the vicinity of 39° 14.88’ N, 076° 29.477’ W. The Construction Barge R-5 (175’ x 43’), will be performing the activities with the assistance of a Tender Tug ARTIE. Vessels will be moored on spuds while working, on standby, and moored. The vessels will monitor VHF channels 13 and 7 during operations. Construction activities will continue on a daily basis until the estimated completion date of 31 Jul. For questions or more information, contact Jim Matters at (410) 320-7534, JMatters@ComanMarine.com
Chart 12281

MD - BALTIMORE HARBOR - PATAPSCO RIVER - CURTIS BAY TERMINAL - DREDGING
Dredging operations on behalf of CSX Transportation, at the Patapsco River Curtis Bay Terminal, in the vicinity of 39° 13.325’ N, 076° 34.577’ W. Loaded scows will be towed from this location to the MES Masonville Dredge Material Containment Facility at 39° 15.243’N, 076° 35.388’W for offloading on a daily basis. The Dredge CKC 2400 (125’ x 50’), scows 403 & 404 (260’ x 52’), Unloader #2 (160’ x 52’) will be dredging the area with the assistance of a Tender Tug ARTIE. Vessels will be moored on spuds while working, on standby, and moored. The vessels will monitor VHF channels 13 and 7 during operations. Dredging operations will continue on a daily basis until the estimated completion date of 31 Jul. For questions or more information, contact Jim Matters at (410) 320-7534, JMatters@ComanMarine.com
Chart 12281

DC - UPPER POTOMAC RIVER - GEORGETOWN CHANNEL - BRIDGE REHABILITATION PROJECT
UPDATED INFORMATION. Major rehabilitation of the Arlington Memorial Bridge will commence in the Potomac River in Washington, DC on or about July 2, 2018 and will continue until November 2020. The initial work consists 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 construction 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. On or about July 16, 2018, the project will require the temporary relocation of the federal navigation channel, which currently is located under the center span of the bridge (Arch 5). The temporary channel will be located under the adjacent span to the east (Arch 4), and will be established until the fall of 2020. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. Once the temporary channel is established, work will begin to assemble a large work platform, which will completely obstruct the federal navigation channel. Upstream of this platform, a protection system will be deployed, which will be comprised of a floating pipe boom on the water surface attached to concrete anchors. 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. Vessels will contact BULLDOG II and CAPT. JACK via VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor can be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector MD-NCR, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693.
Chart 12289
VA – CHESAPEAKE BAY - THIMBLE SHOAL CHANNEL – DREDGING
Manson Construction Co. will be conducting dredging operations in Thimble Shoal Channel from Thimble Shoal Lighted Buoy 19 (LLNR 9305) to Thimble Shoal Lighted Buoy 2 (LLNR 9210) beginning 18 Jun and with an expected completion date of 31 Aug 2019. Work will be conducted 24 hours a day, seven days a week. The Dredge GLEN EDWARDS will be on scene and may be contacted on VHF-FM 13, 16 and 66. The dredge material will be transported and disposed of in the Dam Neck Material Management Area (DNMMA). Contact Dave Howard, Operations Manager at 941-315-1010 or Juan Valdez, Asst. Operations Manager at 904-697-6099 for questions or concerns.
Chart 12222

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS
Chesapeake Tunnel Joint Venture will commence Tug, Crane and Barge operations along with the Tug Robert T (or other similar vessel) around the existing Chesapeake Bay Bridge Tunnel protection berms for Island 1 and Island 2 on or about February 11, 2019. Work is expected to last 2020. This work will not impede the navigational channel. Operators of vessels of all types should be aware that at different times, the crane barge and material barges may be held in place by way of spuds and at other times, it may be held in place by a single, or up to a six point anchoring system. Buoys are attached to the anchors so that the anchors may be moved as the crane barge advances along the project. All Mariners are cautioned to strictly comply with the Rules of the Road when in the vicinity of the job site and approaching or leaving the area of operations, and remain a safe distance away from any and all buoys, cables, barges, workboats, and tugs working at the job site. The anchor buoys will be illuminated at night by flashing white lights and the barges will be illuminated by steady white lights on all corners. Work vessels in the area will standby by on VHF-FM channels 13 and 16.
Charts 12222

VA – CHESAPEAKE BAY - CAPE HENRY TO THIMBLE SHOAL LIGHT - BRIDGE CONSTRUCTION
Construction continues on a new bridge to replace the John A. Lesner (US 60) Bridge across the Lynnhaven Inlet in Virginia Beach, VA until Aug 30, 2019. At times, small portions of the channel will be blocked to prevent anyone from passing underneath the portion of the bridge being worked on. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be lighted with fixed white lights until they are removed from the waterway. The new bridge will have a vertical clearance of 45 ft above MHW and a horizontal clearance of 150 ft between the fenders. Ref LNM 14/17
Chart: 12254

VA – LYNNHAVEN INLET – BROAD AND NARROWS CHANNELS – DREDGING
Cottrell Contracting Corporation of Chesapeake Virginia dredge LEXINGTON will be conducting 24/7 dredging operations within the Lynnhaven Inlet Federal Navigation Channel from 3 Jun until 1 Sep 2019 in multiple locations within the inlet and adjoining waterways. First phase of dredging operations are scheduled to begin in the Turning Basin on or around 3 Jun and continue through 15 Jul. The operation will also include sections along Long Creek during the latter part of this phase. Phase two of dredging will be in the vicinity of the Lynnhaven Inlet seaward of the Lesner Bridge. The dredge and associated equipment is expected to remain in the channel until completion on or around 5 Aug 2019. The final stage of the dredging project will involve working the Narrows in the vicinity of Linkhorn Bay. This work will continue until the project’s anticipated completion date of 1 Sep. Mariners are requested to use extreme caution when transiting in the vicinity of the dredge, buoys, pipelines, barges wires, cables, pipelines, barges, derricks, wires and related equipment. The dredge LEXINGTON monitors VHF channels 13 and 16. All vessels are requested to contact the dredge prior to passing and maintain a safe speed and distance while transiting this area due to numerous areas of shoaling throughout the narrow waterway.
Chart: 12225, 12224

VA – PORTSMOUTH – CRANEY ISLAND – MARINE CONSTRUCTION
Marine construction of two new breasting dolphins at North Pier D located at the Defense Fuel Supply Point (DFSP), Craney Island, Portsmouth, Virginia will begin June 12, 2019 and last through the end of October. The structure consists of 24 inch square precast, concrete batter piles with a 25 feet by 30 feet cast-in-place concrete pile cap for the north breasting dolphin, and a 21.5 feet by 33 feet cast-in-place concrete pile cap for the north breasting dolphin. The breasting dolphins will be constructed with a top elevation of EL +12.00 feet (project datum), which is 12 feet above the mean lower low water level (MLLW) in order to match the existing top of North Pier D elevation. The top of the existing mooring dolphins will remain at their current elevation of +9.00 feet. The on-site construction barge expected to extend approximately 200 feet off the pier in an eastwardly direction.
Chart 12245

VA – NORFOLK HARBOR – ELIZABETH RIVER - US NAVY DEGAUSSING RANGE
Precon Marine will be working on the US Navy Degaussing Range which is located at the entrance of the Elizabeth River. Work will include diving operations, crane operations, and cable laying operations. The work will commence on April 29, 2019, and will end on October 31, 2019. We are scheduled to work 7 days a week, and the work hours will be during the daylight hours. The caution area will be from buoys 1ER (LLNR 9445) to Buoy 3 (LLNR 9465). The actual work station will be at 36 degrees 58.916 N, / 76 degrees 19.290 W. Tug Boat on site will be DOTTI J, tug will monitor VHF Channels 13/16. Mariners are requested to use a slow bell and wide berth.
Chart 12246

VA - ELIZABETH RIVER - WESTERN BRANCH - I-164 – BRIDGE
Ryan Construction Company has extended the completion date for its fender replacement project on the 1-164/west Norfolk Bridge until June 30, 2019. Mariners are advised the horizontal clearance of the navigable channel will be reduced to approximately 50 feet during construction. The tug CATHERINE and at least two construction barges will be on site and may be contacted on VHF-FM channel 13. For questions or additional information contact the onsite Forman at 757-328-6537 or the Project Manager at 757-879-0854. Mariners should use extreme caution when transiting the area.
Chart 12248

VA - CHESAPEAKE BAY - ELIZABETH RIVER
Crofton Construction Services Inc. will begin a 2-year construction project at Norfolk Naval Shipyard in the vicinity of berths 18 & 19 beginning Monday Dec 3, 2018 and continue until Feb, 2020. Work will consist of pier replacement and repair of existing structures requiring multiple surface assets to including a crane barge, material barges, tugs and assist vessels. All equipment will be provided with navigational devices indicating to any potential traffic to stay clear of the barges. Equipment will be spudded down on-site with nighttime navigational lights present. Mariners are advised to maintain a minimal wake zone while transiting within 500 feet of the work site. On-scene vessels can be contacted via VHF-FM channels 13 and 16.
Chart 12253
VA – CHESAPEAKE BAY - BACK RIDER - DREDGING
McLean Contracting Company will be conducting dredging in the Back River, Hampton, VA from 25 Feb to 26 Aug 2019. The vessel SOUTHERN STAR may be contacted on VHF-FM channels 16, 13 and at least two barges will be in the area. Contact Scott White at 757-641-2132 for questions or more information. LNM 08/19
Chart 12222

VA – JAMES RIVER – JAMESTOWN ISLAND TO JORDAN POINT – DREDGING
Cottrell Contracting Corporation of Chesapeake, VA Dredge MARION will be conducting dredging operations on the James River between James River Channel Lighted Buoy 57 (LLNR 12200) and James River Channel Lighted Buoy 66 (LLNR 12250) from 8 Jul to 20 Sep 2019. Chart 12251

VA – POTOMAC RIVER – DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN
In conjunction with the Shoreline Stabilization Project, a Turbidity Curtain 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 Lat 38.549073, Long -77.274838, to Lat 38.547058, Long -77.276584 and will be lighted every 100 feet. For any questions, contact Jessica Kelly at 757-778-7337. Chart 12288

VA – VIRGINIA BEACH – HURRICANE PROTECTION PROJECT
Great Lakes Dredge & Dock Company will be working on the Virginia Beach Hurricane Protection Project. This Project includes placing 1,400,000 cubic yards of beach fill along 19,700 linear feet of beach located at Virginia Beach, VA. Beach fill material will be dredged using hopper dredges and will come from both the Atlantic Ocean Channel Borrow and the Thimble Shoals Borrow. Hopper dredge PADRE ISLAND and DODGE ISLAND, tug BRANGUS, tug VOLUNTEER STATE and crewboat ST. LOUIS will be in the area and may be contacted on VHF-FM channels 5, 13 and 16. The project is expected to last until 1 Dec 19. LNM 24/19.
Chart 12222

NC – NAGS HEAD BEACH - BEACH RE-NOURISHMENT
Great Lakes Dredge & Dock Company, LLC (GLDD) for the Town of Nags Head, NC. Dredging will consist of digging from pre-designated borrow areas entitled “Borrow Area 3A” and “Borrow Area 4”. GLDD will be placing the material on Nags Head Beach utilizing various submerged pipelines to pump the material from the dredge on to the beach. The installed submerged pipelines will have flexible floating pipeline attached to a yellow cube at the water’s surface. Dredged material will be transported to the pump out stations by hopper dredges. All pipelines will be marked with flashing yellow lights and orange buoys. For questions concerning this project, please contact Site Manager Bryan Dast at 630-699-9995 or at BPDast@gldd.com. LNM 13/19 Chart 12205

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 - OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE - CONSTRUCTION & REPLACEMENT
Construction is ongoing until Aug 30, 2019. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. NCDOT Resident Engineer (252) 473-3637 and PCL Civil Constructors (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/. Chart 12205

NC – BUXTON RESTORATION – DEMOBILIZATION
Starting approximately 15 July 2019 and continuing until approximately 30 August 2019 Weeks Marine will be demobilizing (2nd phase) pipeline and equipment from the Buxton Beach Project. Chart 11555

NC – BEAUFORT INLET – MOREHEAD HARBOR – DREDGING
Great Lakes Dredge & Dock Company will be conducting maintenance dredging of Morehead City Harbor Cutoff and Range A. This project includes maintenance dredging maintenance dredging of approximately 1,410,000 cubic yards of material in Morehead City Harbor, Range A, and approximately 235,000 cubic yards of material from the Morehead City Harbor Cutoff in the Morehead City Harbor Ocean Bar. Material will be disposed in the Nearshore West Placement Area cells R-5 to R-8 or Nearshore East Placement Area cells R-2, R-3, R-10 and R-11. The dredge ILLINOIS will be conducting the dredging and may be contacted on VHF-FM channels 13 and 16. Dredging will commence on 15 Apr and run until approximately 12 Sep 2019. Contact Nicholas Williams (630) 247-2256, Nicholas Yancy at (630) 207-3593 for more information. Chart 11545

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/us-12-rodanthe/Pages/default.aspx Chart 12204
Orion Marine Construction, Inc will be conducting dredging operations north of the Port of Wilmington, General Cargo Terminal Berth 1, east of the channel and turning basin. The dredge and approximately 100 ft radius around the dredge will be surrounded by an anchored floating turbidity curtain. Loaded scow barges will be transporting dredge material from the east side of turning basin to west side via tugboats. For questions or more information, contact John Vannoy at 813-205-6352.

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

Construction crews will be working on the waterfront at the State Port in Wilmington, NC from April through December 2019. Workers and equipment may be present on or near the water from 7 AM to 5:30 PM daily at Berth 7 near approximate position 34°11'43"N 77°57'20"W. Mariners are requested to transit at no wake speeds in this area during work hours.

Chart 11537
SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS
IN THE FIFTH COAST GUARD DISTRICT

NJ – ATLANTIC OCEAN POINT PLEASANT BEACH WEEKLY FIREWORKS DISPLAY
The Jenkins’ Boardwalk fireworks display series is scheduled for each Thursday between 9:30 P.M. from June 20, 2019 to August 29, 2019. Displays will also occur on two additional dates: September 2 and September 19, 2019. The display discharge site will be on the beach adjacent to the boardwalk in Point Pleasant Beach, NJ. Displays will start gradually earlier throughout the season with the final displays starting at approximately 8:45 P.M. Absent specific guidance, should remain 100 yards from the fireworks discharge barge. For comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12316

NJ – METEDECONK RIVER – BRICK TOWNSHIP – BRICK SUMMERFEST FIREWORKS SERIES SAFETY ZONE
An aerial fireworks display is scheduled at Windward Beach Park over the Metedeconk River in Brick Township, NJ on July 18, and July 25, 2019. A safety zone will be in effect each date from 6:00PM to 10:00PM to include all navigable waters within a 300 yard radius of the fireworks launch site located at approximate position 40°03’24”N, 74°06’42”W. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Captain of the Port or designated Coast Guard patrol personnel on scene. Mariners may contact official patrol personnel on scene via VHF-FM channel 16. For comments or questions contact Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12316

NJ – LITTLE EGG HARBOR/BARNEGAT BAY – JORA RACING SERIES
The Jersey Outlaws Racing Association racing season will occur on the on the waters of Little Egg Harbor and Barnegat Bay on the dates listed below. All racing will begin at noon and end at 4:00PM. Race courses will be oval-shaped approximately ¼ mile long. Sponsor-provided safety and dive boats will be on-scene monitoring VHF Channel 11. Mariners are urged to use caution when transiting near the area, reduce speed to minimize wake, and heed direction of official event patrol.

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>JULY 21</td>
<td>Parkertown – End of Fern Street</td>
</tr>
<tr>
<td>JULY 28</td>
<td>Tuckerton – End of Green Street</td>
</tr>
<tr>
<td>AUGUST 4</td>
<td>Parkertown – End of Fern Street</td>
</tr>
<tr>
<td>AUGUST 18</td>
<td>Tuckerton – End of Green Street</td>
</tr>
<tr>
<td>AUGUST 25</td>
<td>Parkertown – End of Fern Street</td>
</tr>
<tr>
<td>SEPTEMBER 1</td>
<td>Parkertown – End of Fern Street</td>
</tr>
<tr>
<td>SEPTEMBER 8</td>
<td>Tuckerton – End of Green Street</td>
</tr>
<tr>
<td>SEPTEMBER 15 (Rain Date)</td>
<td>Tuckerton – End of Green Street</td>
</tr>
</tbody>
</table>

For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814. Chart 12324, 12316

NJ - Atlantic Ocean – ATLANTIC CITY – RED BULL SURF & RESCUE COMPETITION
The Red Bull Surf & Rescue lifeguard competition is scheduled for July 16, 2019 from 5:00PM to 8:00PM on the beach and waters of the Atlantic Ocean in Atlantic City, NJ between Iowa Ave. and California Ave. Mariners are urged to use caution when transiting near the area and maintain a safe distance from event area. For comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12316

NJ – ATLANTIC OCEAN – ATLANTIC CITY – WEEKLY FIREWORKS DISPLAY
The Tropicana Hotel and Casino Resorts fireworks display series is scheduled for each Saturday at 10:00 PM from May 25, 2019 to September 7, 2019. The display barge will be located on the waters of the Atlantic Ocean adjacent to the boardwalk in Atlantic City, NJ. Mariners are urged to use caution when transiting the area, and absent specific guidance, should remain 100 yards from the fireworks discharge barge. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12316

****PA - NJ – DELAWARE RIVER – PHILADELPHIA – FIREWORKS SAFETY ZONE****
An aerial fireworks display will occur on the Delaware River adjacent to Penn’s Landing in Philadelphia, PA on Aug 1, 2019 at approximately 8:30 p.m. A safety zone will be in effect for the duration of the display to include all navigable waters with a 500 yard radius of the fireworks barge located adjacent position 39°56’40.14”N, 75°08’16.82”W. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Captain of the Port or official event patrol on scene. Mariners may contact official patrol personnel on scene via VHF-FM channel 16. For comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12312

****DE – DELAWARE RIVER – DELAWARE CITY – FIREWORKS DISPLAY****
The Delaware City Day fireworks display is scheduled for July 21, 2019 between 9:00pm and 10:00pm. The display discharge site will be land-side north of the Delaware City Branch Channel. Mariners are urged to use caution when transiting the area, and absent specific guidance, should remain 100 yards from the fireworks discharge barge. For comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12311

MD – SEACOAST – FENWICK ISLAND TO CHINCOTEAGUE ISLAND – OCEAN CITY INLET – OPEN WATER DISTANCE SWIM EVENT
An open water long distance swim will occur in the North Atlantic Ocean at Ocean City, MD on July 20, 2019 between 7 a.m. and 5 p.m. The event includes up to 35 swimmers competing on marked 3-mile and 9-mile linear courses extending approximately 300 feet from the shoreline, between the Ocean City Inlet (to the south) and the MD/DE boundary (to the north). The swim courses will be marked with small inflatable buoys set into place at 8:30 a.m. the day of the event. The 9-mile swim race will start at 10 a.m. and a 3-mile race will start at 12 noon. Each 9-mile swimmer will be supported by a kayaker from start to finish. Participants will be supported by sponsor-provided motorized safety patrol vessels, and lookouts and beach patrols located on shore. Official patrol personnel on scene can be contacted on VHF-FM channel 16. Additional is available at www.oceangamesusa.org. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12211
An annual lighted boat parade charity event is scheduled to occur in Ocean City Harbor on July 24, 2019 (rain date July 25, 2019), between 9 p.m. and 10 p.m. Up to 25 boats (up to 50 feet in length) will transit under power along a designated route located entirely within the Commercial Fishing Harbor at Ocean City, MD. The parade start and finish will occur at the entrance to the harbor. Mariners are urged to use caution when transiting the area and remain clear of the parade participants, and if necessary, pass the procession safely as instructed and reduce vessel speed to that necessary to maintain safe course while operating near participating vessels. Official patrol personnel on scene can be contacted on VHF-FM channel 16. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12211

The annual Thunder on the Choptank power boat races are scheduled to occur in the Choptank River during July 27-28, 2019, between 10 a.m. and 6 p.m. both days. The Coast Guard special local regulations establish a regulated area, which includes all navigable waters within Choptank River and Hambrooks Bay bounded by a line connecting the following coordinates: commencing at the shoreline at Long Wharf Park, Cambridge, MD, at position latitude 38°34′34″ N, longitude 076°04′39″ W; thence north along the shoreline to latitude 38°34′50″ N, longitude 076°05′17″ W; thence east along the shoreline to latitude 38°35′33″ N, longitude 076°06′25″ W; thence southwest to latitude 38°35′43″ N, longitude 076°06′13″ W; thence northwest along the shoreline to latitude 38°35′56″ N, longitude 076°05′54″ W; thence west along the shoreline to latitude 38°35′30″ N, longitude 076°03′40″ W; thence north and west along the shoreline to latitude 38°35′32″ N, longitude 076°04′15″ W; thence southwest along the Choptank River to latitude 38°35′31″ N, longitude 076°04′57″ W; thence west along the Hambrooks Bay breakwall to latitude 38°35′33″ N, longitude 076°06′17″ W; thence south and east along the shoreline to and terminating at the point of origin. Within the regulated area are the following described areas. 

**Race area:** Located within the waters of Hambrooks Bay and Choptank River, between Hambrooks Bar and Great Marsh Point, MD. **Buffer area:** All waters within Hambrooks Bay and Choptank River (with the exception of the Race Area designated by the marine event sponsor) bound to the north by the breakwall and continuing along a line drawn from the east end of breakwall located at latitude 38°35′27.6″ N, longitude 076°04′50.1″ W, thence southeast to latitude 38°35′17.7″ N, longitude 076°04′29″ W, thence south to latitude 38°35′01″ N, longitude 076°04′29″ W, thence west to the shoreline at latitude 38°35′01″ N., longitude 076°04′41.3″ W. **Spectator area:** All waters of the Choptank River, eastward and outside of Hambrooks Bay breakwall, thence by bound line that commences at latitude 38°35′28″ N, longitude 076°04′50″ W; thence northeast to latitude 38°35′30″ N, longitude 076°04′47″ W; thence southeast to latitude 38°35′23″ N, longitude 076°04′29″ W; thence southwest to latitude 38°35′19″ N, longitude 076°04′31″ W; thence south and east along the shoreline to and terminating at the point of origin. The regulated area will be enforced from 9:30 a.m. to 6:30 p.m. both days on July 27, 2019 and July 28, 2019. The Captain of the Port (COTP) Maryland-National Capital Region or the Coast Guard Patrol Commander (PATCOM) may forbid and control the movement of all vessels and persons, including event participants, in the regulated area.

The annual Thunder on the Choptank and Spectator areas shall immediately begin enforcing the regulations when the COTP Maryland-National Capital Region or PATCOM believe it necessary to do so for the protection of life or property. 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 12266

**Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.**
MD – CHESAPEAKE BAY – SEVERN RIVER – SAILING REGATTA WEEKLY SERIES

A sailboat racing weekly series is scheduled to occur in the Severn River each Thursday evening from May 9, 2019 through August 29, 2019, between 6:30 pm and 9:30 pm. Up to 80 participants (small keel sailboats, 22-26 feet in length) will race in heats along a course located between the mouth of the Severn River and Severn River Middle Ground Anchorage. Mariners are urged to use caution and remain alert for other watercraft when transiting the area, proceed at the minimum speed necessary to maintain a safe course that minimizes wake while operating near the race course, and heed the directions of official patrol vessels, which can be contacted on VHF-FM channel 16. For comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2674 or (410) 576-2693.
Charts 12282, 12283

****MD – CHESAPEAKE BAY – CHESAPEAKE CHANNEL–SEVERN RIVER – SAILING REGATTA****

An annual sailing regatta will occur in the Severn River and Chesapeake Bay on August 17, 2019, between 11 am and 5 pm. Up to 75 auxiliary sailing vessels (24 to 50 feet in length) will compete in two different sail races using three race course areas designated as follows: Harbor 20 race, in the Severn River, between 10 a.m. and 8 p.m. (6); (2) race along a 69-mile-long course on the Chesapeake Bay that start near the mouth of the Severn River near Annapolis, MD on Friday at 3 p.m. and 5 p.m.; (2) race on the Patuxent River, near Solomons, MD on Friday at 7 p.m.. All races will finish in the St. Mary’s River near St. Mary’s City, MD on Saturday by 3:30 p.m. and (4) race between Annapolis Harbor Channel LB 2 (LLNR 19695), Chesapeake Channel LB WR87 (LLNR 7765), and South River Junction Buoy 2 SR (LLNR 19695): or (3) located between Annapolis Harbor Channel LB 2 (LLNR 19695), Chesapeake Channel LB WR87 (LLNR 7765), and Hackett Point Shoal Buoy 1 (LLNR 7820). More information may be obtained at website https://www.eastportyc.org/crab-cup. Interested mariners may contact the Eastport Yacht Club race committee via VHF-FM channels 16 and 73. For comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12270, 12282

****MD – VA – CHESAPEAKE BAY (SMITH POINT TO SANDY POINT) AND POTOMAC RIVER (LOWER CEDAR POINT TO CHESAPEAKE BAY) – SAILING RACES****

An annual overnight distance sail races are scheduled to occur during August 2-3, 2019. Up to 120 total participating sailboats (24 to 75 feet in length) will compete in five races along four designated race courses as follows: (1) two races along a 69-mile-long course on the Chesapeake Bay that start near the mouth of the Severn River near Annapolis, MD on Friday at 3 p.m. and 5 p.m.; (2) one race on the Patuxent River that starts near Dahlgren, VA on Friday at 6 p.m.; (3) one race on the Chesapeake Bay that starts near the mouth of the Rappahannock River, VA on Friday at 4 p.m.; and (4) one race on the Chesapeake Bay that starts near the mouth of the Potomac River, near Solomons, MD on Friday at 7 p.m.. All races will finish in the St. Mary’s River near St. Mary’s City, MD on Saturday by 3:30 p.m. and (4) Additional information on the “SOMC Governor’s Cup Yacht Race” can be obtained from the St. Mary’s College of Maryland website at http://www.smcm.edu/events/govcups/. 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 12280, 12285

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

The Annapolis Yacht Club (AYC) will conduct annual sailing regattas in the Severn River and the Chesapeake Bay, near the mouth of the Severn River, between 10 a.m. and 8 p.m. AYC events with competing sailing vessels are scheduled on the following dates in 2019: (9) July 27-28 (Annual Regatta - 45 participants, 24 to 50 feet in length); (10) August 23-25 (Corinthian Cup - 4 participants, 22 feet in length); (11) August 31-September 1 (Annapolis Labor Day Regatta - 150 participants, 22 to 50 feet in length); (12) September 13-15 (Annapolis YC 3-2-1 Invitational - 8 to 10 participants, 20 to 30 feet in length); (13) September 20-22 (J/30 North Americans - 17 participants, 30 feet in length); (14) September 21 (Fall Race to Solomons - 30 participants, 30 to 50 feet in length); (15) September 28-29 (Fall Series Weekend 1 - 30 participants, 22 to 34 feet in length); (16) October 5-6 (Fall Series Weekend 2 - 30 participants, 30 to 50 feet in length); (17) October 12 (Fall Series River Course - 25 participants, 20 to 28 feet in length); (18) October 15-18 (Warrior Sailing Project - 8 participants, 22 feet in length); (19) October 19-20 (Eschells ACC - Lippincott - 30 participants, 23 & 31 feet in length); (20) October 26-27 (Halloweek Howl - 50 participants, 8 feet in length); (21) October 26-27 (J/70 & J/35 Fall Championships - 25 participants, 35 feet in length); and (22) November 3-December 8 (Frostbite Series - 1st Half - 80 participants, 22 to 45 feet in length). Additional information http://www.annapolisyc.com/racing/regattas. The AYC Race Committee can be contacted via VHF-FM and at http://www.annapolisyc.com/racing/contacts. For any comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12270, 12282, 12283

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – SAILING REGATTA SERIES

An annual sail racing series is scheduled to occur in the Severn River each Friday evening from May 10 through Aug 23, 2019, between 5 p.m. and 9 p.m. Up to 45 auxiliary sailboats (25 to 45 feet in length) will compete in sail races along a designated course located in the Severn River, between the mouth of the Severn River and the entrance to Spa Creek at Annapolis, MD. For additional information visit: www.eastportyc.org/beer-cans. Interested mariners can contact the Eastport Yacht Club Race Committee via marine band radio VHF-FM channel 16 or 73. For any comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12282, 12283

MD – CHESAPEAKE BAY – CHESTER RIVER – KAYAK RACES

An annual kayaking competition is scheduled to occur on the Chester River at Chestertown, MD on August 24, 2019, between 7 a.m. and 4 p.m. Athletes will compete in small, 1 to 4-person pontoon boats along a 500-meter sprint-type course located outside the navigable channel and near the shoreline in approximate position latitude 39° 12' 10" N, longitude 076° 03' 58" W, with race trials starting from, and kayaking race lanes extending downriver of, the Washington College boathouse dock. Participants will be supported by sponsor-provided watercraft. More information on this Special Olympics Maryland Kayaking Championships event can be obtained at website www.somd.org. Mariners are urged to use extreme caution and remain alert for participants and their support craft, and operate vessels at a safe speed that minimizes wake when transiting near the event area. For any comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12272

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – NORTHWEST HARBOR – SAILING REGATTA WEEKLY SERIES

An annual sailboat racing weekly series is scheduled to continue in Baltimore Harbor each Thursday evening from April 25, 2019 through October 10, 2019, between 5:30 p.m. and 8:30 p.m. Up to 16 sailboats (22-23 feet in length) will compete along a designated race course located in one of three areas in Northwest Harbor: (A) NW of Tide Point and East of Harbor View Tower; (B) NW of Fort McHenry and East of Broadway Pier; (C) Patapsco River North and Fort McHenry; or (D) East of Fort McHenry. Participants will be supported by sponsor-provided motorized launchers. Interested mariners may contact the Downtown Sailing Center’s Race Committee on VHF-FM Channels 16 and 71. For comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12281
****MD – HEAD OF CHESAPEAKE BAY – POKER RUN****
An annual power boat poker run event is scheduled to occur on the upper Chesapeake Bay on August 3, 2019 (rain date August 4, 2019), between 10 a.m. and 4 p.m. Up to 40 participating vessels (25 to 52 feet in length) will depart North East, MD at approximately 10:30 a.m., proceed southward on the Northeast River to stops at locations in the upper Chesapeake Bay off Tolchester Beach, MD on the Gunpowder River at Joppatowne, MD and on the Susquehanna River at Port Deposit, MD, before returning northward on the Northeast River to North East, MD. Additional “Rock the Bay” event information can be found at www.thunderintheeast.com. Interested mariners can contact the event’s 47-foot safety boat POKER RUNS AMERICA via marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12273, 12274

****MD – CHESAPEAKE BAY AND DELAWARE CANAL AND HEAD OF CHESAPEAKE BAY – POWER BOAT POKER RUN****
An annual power boat poker run is scheduled to occur in the upper Chesapeake Bay on July 20, 2019, between 9:30 a.m. and 5 p.m. High-performance power boats of various lengths will depart the Chesapeake Inn at Chesapeake City, MD, transit westbound in the Chesapeake and Delaware Canal and southbound in the upper Chesapeake Bay, to planned stops including Sassafras River (the mouth of Lloyds Creek), Pooles Island (north side), Back River (Tiki Lee’s Dock Bar), and Tolchester Marina (Shanty Beach Bar Dock), before participants return to Chesapeake City, MD. The first wave of boats will depart Chesapeake City at 10:15 a.m., and the second wave will depart at 10:30 a.m. Additional information on the “Thunder in the City” event can be obtained at website www.thunderinthecity.com. Official patrol vessels can be contacted via marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12274, 12278

****VA – MD – POMOC RIVER – PINETOWN TO LOWER CEDAR POINT – BRETON BAY - REGULATED AREA****
The annual “Southern Maryland Boat Club Summer Regatta” is scheduled to occur in Breton Bay during July 27-28, 2019, between 9 a.m. and 5 p.m., both days. Up to 50 vintage and historic race boats (12 to 21 feet in length) will conduct demonstrations along a designated course in scheduled heats. As described in Title 33 CFR Section 100.501, a regulated area is established for all waters within of Breton Bay, immediately adjacent to Leonardtown, MD shoreline, from shoreline to shoreline, within an area bounded to the east by a line drawn along latitude 38°16′43″ N., and bounded to the west by a line drawn along longitude 076°38′29″ W., located at Leonardtown, MD. The regulated area will be enforced from 8:30 a.m. to 5:30 p.m., both days, on July 27, 2019 and on July 28, 2019. The Coast Guard Patrol Commander (PATCOM) or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel in this area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The operator of any vessel in the regulated area shall (i) stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed, (ii) all persons and vessels shall comply with the instructions of the Official Patrol, and (iii) when authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course. The marine event patrol and PATCOM may be contacted on VHF-FM Channel 16. The Coast Guard PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. Only designated marine event participants and their vessels and official patrol vessels are authorized to enter the regulated area. Spectators are only allowed inside the regulated area if they remain within a designated spectator area. Spectators may contact the Coast Guard PATCOM to request permission to either enter the Spectator Area or pass through the regulated area. If permission is granted, spectators may enter the Spectator Area or must pass directly through the regulated area as instructed by PATCOM at safe speed and without loitering. For comments or questions, contact Coast Guard Sector MD-NCR, at (410) 576-2674 or (410) 576-2693. Chart 12278

****VA – MD – CHESAPEAKE BAY (SMITH POINT TO SANDY POINT) AND POTOMAC RIVER (LOWER CEDAR POINT TO CHESAPEAKE BAY) – SAILING RACES****
An annual overnight distance sail races are scheduled to occur during August 2-3, 2019. Up to 120 total participating sailboats (24 to 75 feet in length) will compete in five races along four designated race courses as follows: (1) two races along a 69-mile-long course on the Chesapeake Bay that start near the mouth of the Severn River near Annapolis, MD on Friday at 3 p.m. and 5 p.m.; (2) one race on the Potomac River that starts near Dahlgren, VA on Friday at 6 p.m.; (3) one race on the Chesapeake Bay that starts near the mouth of the Rappahannock River, VA on Friday at 4 p.m.; and (4) one race on the Chesapeake Bay that starts near the mouth of the Patuxent River, near Solomons, MD on Friday at 7 p.m.. All races will finish in the St. Mary’s River at St. Mary’s City, MD on Saturday by 3:30 p.m.; and (4) Additional information on the “SMCM Governor’s Cup Yacht Race” can be obtained from the St. Mary’s College of Maryland website at http://www.smcm.edu/events/govcyr/. 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 12280, 12285

****DC – UPPER POTOMAC RIVER – ALEXANDRIA CHANNEL - SAILING REGATTA****
A sailing competition is scheduled to occur in the Upper Potomac River on July 20, 2019, between noon and 3 p.m. Up to 18 sailboats will operate along a designated race course near Alexandria, VA, located between Alexandria Channel Buoy 2 (LLNR 18610) and Buoy 4 (LLNR 18615). Sponsor-provided safety patrol personnel will be on scene. Information on the “Virginia Invitational Regatta” can be obtained at www.specialolympicsva.org/. For comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Chart 12289

****VA – ASSATEAGUE CHANNEL – CHINCOTEAGUE ISLAND - WILD PONY SWIM****
The Captain of the Port Hampton Roads will establish a special local regulation in support of the Chincoteague Volunteer Fire Company Wild Pony Swim. The regulated area encompasses all waters of Assateague Channel from shoreline to shoreline bounded to the east by a line drawn from position 37°55′01″N/76°22′40″W, thence south to position 37°54′50″N/075°23′00″W, thence east to position 37°54′49″N/075°22′49″W. The regulated area will be enforced from 6 a.m. to 1 p.m. on July 24 and July 26, 2019. Mariners must remain outside of the safety zone unless authorized by the Captain of the Port or a designated representative. Chart 12211
The CCV Moonlight Triangle Race will occur in the Lower Chesapeake Bay on July 20, 2019 beginning at 2:00 p.m. and ending at 11:55 p.m. The course for this event will start in the vicinity of Fort Monroe and travel north to York Spit, southeast to the Chesapeake Bay Bridge Tunnel, then west to finish near Fort Monroe. Mariners are requested to use caution and bare steerage when transiting the area.

VA – CHESAPEAKE BAY – LITTLE CREEK TO CAPE CHARLES – SAILING RACE****
The Broad Bay Sailing Association is sponsoring the 2019 Leo Wardrup Memorial Cape Charles Cup Sailing Race in the Southern Chesapeake Bay between Little Creek and Cape Charles. Day 1 of the event will begin on August 10, 2019 approximately 2 nautical miles north of the Little Creek entrance buoy (LLNR 10468) at 9:30 a.m. and end at the Cape Charles Entrance Buoy (LLNR 21450) at 5:00 p.m. Day 2 is scheduled for the following day, August 11, 2019 set to begin at the Cape Charles Entrance Buoy at 9:30 a.m. and end in the vicinity of Buckroe Beach in Hampton VA at approximately 4:30 p.m. Mariners are requested to use caution and bare steerage when transiting the area.

VA – ATLANTIC OCEAN – UNITED STATES LIFEGUARD ASSOCIATION NATIONAL CHAMPIONSHIP
The United States Lifeguard Association National Championships will occur on the Virginia Beach oceanfront in the vicinity of 26th and 30th Street, Virginia Beach, VA. This event will begin at 8:00 a.m. and end at 7:00 p.m. on August 7 through August 10, 2019.

VA – ROANOKE RIVER – JOHN H. KERR RESERVOIR
The Clarksville Lake County Chamber of Commerce will sponsor a land fired aerial fireworks display from the Highway 58 Business Bridge, Clarksville, VA near the Bugg Island Lake. This event will take place on July 20, 2019 from 9:30 p.m. to 10:00 p.m. Mariners are urged to use caution when transiting the area and are reminded to heed the directions of patrolling law enforcement and public safety officials.
December 2016 and spring 2017 constructed sites are planned to receive seed in spring/summer 2017.
The White Sector will be visible up to 88ft off centerline at the far end of channel and decreasing to 41ft on near end of channel.

The Red & Green Sectors will be visible outside the White Sector up to 263ft off centerline at the far end of channel and decreasing to 123ft on near end of channel.

NOT TO BE USED FOR NAVIGATION