LOCAL NOTICE TO MARINERS

District: 5

Week: 32/19

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 Buys
www.buoybay.noaa.gov

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

Weather
http://www.weather.gov
### ABBREVIATIONS

<table>
<thead>
<tr>
<th>A through H</th>
<th>I through O</th>
<th>P through Z</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADRIFT - Buoy Adrift</td>
<td>I - Interrupted</td>
<td>PRIV - Private Aid</td>
</tr>
<tr>
<td>AICW - Atlantic Intracoastal Waterway</td>
<td>ICW - Intracoastal Waterway</td>
<td>Q - Quick</td>
</tr>
<tr>
<td>AI - Alternating</td>
<td>IMCH - Improper Characteristic</td>
<td>R - Red</td>
</tr>
<tr>
<td>B - Buoy</td>
<td>INL - Inlet</td>
<td>RACON - Radar Transponder Beacon</td>
</tr>
<tr>
<td>BKW - Breakwater</td>
<td>INOP - Not Operating</td>
<td>RA ref - Radar reflector</td>
</tr>
<tr>
<td>bl - Blast</td>
<td>INT - Intensity</td>
<td>RBN - Radio Beacon</td>
</tr>
<tr>
<td>BNM - Broadcast Notice to Mariner</td>
<td>ISL - Islet</td>
<td>REBUILT - Aid Rebuilt</td>
</tr>
<tr>
<td>bu - Blue</td>
<td>Iso - Isophase</td>
<td>RECOVERED - Aid Recovered</td>
</tr>
<tr>
<td>C - Canadian</td>
<td>kHz - Kilohertz</td>
<td>RED - Red Buoy</td>
</tr>
<tr>
<td>CHAN - Channel</td>
<td>LAT - Latitude</td>
<td>REFL - Reflective</td>
</tr>
<tr>
<td>CGD - Coast Guard District</td>
<td>LB - Lighted Buoy</td>
<td>RRL - Range Rear Light</td>
</tr>
<tr>
<td>C/O - Cut Off</td>
<td>LBB - Lighted Bell Buoy</td>
<td>RELIGHTED - Aid Reilt</td>
</tr>
<tr>
<td>CONT - Contour</td>
<td>LHB - Lighted Horn Buoy</td>
<td>RELOC - Relocated</td>
</tr>
<tr>
<td>CRK - Creek</td>
<td>LGB - Lighted Gong Buoy</td>
<td>RESET ON STATION - Aid Reset on Station</td>
</tr>
<tr>
<td>CONST - Construction</td>
<td>LONG - Longitude</td>
<td>RFL - Range Front Light</td>
</tr>
<tr>
<td>DAYMK/Daymk - Daymark</td>
<td>LNM - Local Notice to Mariners</td>
<td>RIV - River</td>
</tr>
<tr>
<td>DBN/Dbn - Daybeacon</td>
<td>LT - Light</td>
<td>RRASS - Remote Radio Activated Sound Signal</td>
</tr>
<tr>
<td>DBD/DAYBD - Dayboard</td>
<td>LT CONT - Light Continuous</td>
<td>s - seconds</td>
</tr>
<tr>
<td>DEFAC - Defaced</td>
<td>LTR - Letter</td>
<td>SEC - Section</td>
</tr>
<tr>
<td>DEST - Destroyed</td>
<td>LWB - Lighted Whistle Buoy</td>
<td>SHL - Shoaling</td>
</tr>
<tr>
<td>DISCON - Discontinued</td>
<td>LWP - Left Watching Properly</td>
<td>si - silent</td>
</tr>
<tr>
<td>DMGD/DAMGD - Damaged</td>
<td>MHz - Megahertz</td>
<td>SIG - Signal</td>
</tr>
<tr>
<td>ec - eclipse</td>
<td>MISS/MSNG - Missing</td>
<td>SND - Sound</td>
</tr>
<tr>
<td>EST - Established Aid</td>
<td>MRASS - Marine Radio Activated Sound Signal</td>
<td>SPM - Single Point Mooring Buoy</td>
</tr>
<tr>
<td>ev - every</td>
<td>MSLD - Misleading</td>
<td>SS - Sound Signal</td>
</tr>
<tr>
<td>EVAL - Evaluation</td>
<td>STR - Station</td>
<td>STRUCT - Structure</td>
</tr>
<tr>
<td>EXT - Extinguished</td>
<td>N/C - Not Charted</td>
<td>St M - Statute Mile</td>
</tr>
<tr>
<td>F - Fixed</td>
<td>NGA - National Geospatial-Intelligence Agency</td>
<td>TEMP - Temporary Aid Change</td>
</tr>
<tr>
<td>fl - flash</td>
<td>NO/NUM - Number</td>
<td></td>
</tr>
<tr>
<td>FI - Flashing</td>
<td>NOS - National Ocean Service</td>
<td></td>
</tr>
<tr>
<td>G - Green</td>
<td>NW - Notice Writer</td>
<td>TMK - Topmark</td>
</tr>
<tr>
<td>GIWW - Gulf Intracoastal Waterway</td>
<td>OBSCU - Obscured</td>
<td>TRLB - Temporarily Replaced by Lighted Buoy</td>
</tr>
<tr>
<td>HAZ - Hazard to Navigation</td>
<td>OBST - Obstruction</td>
<td>TRLT - Temporarily Replaced by Light</td>
</tr>
<tr>
<td>HBR - Harbor</td>
<td>OBSTR - Obstruction</td>
<td>TRUB - Temporarily Replaced by Unlighted Buoy</td>
</tr>
<tr>
<td>HOR - Horizontal Clearance</td>
<td>Oc - Occulting</td>
<td>USACE - Army Corps of Engineers</td>
</tr>
<tr>
<td>HT - Height</td>
<td>ODAS - Anchored Oceanographic Data Buoy</td>
<td>W - White</td>
</tr>
<tr>
<td>si - silent</td>
<td>SIG - Signal</td>
<td></td>
</tr>
<tr>
<td>SEC - Section</td>
<td>SHL - Shoaling</td>
<td></td>
</tr>
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<td>LT - Light</td>
<td>LTR - Letter</td>
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<td>TRUB - Temporarily Replaced by Unlighted Buoy</td>
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<td></td>
</tr>
<tr>
<td>USACE - Army Corps of Engineers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W - White</td>
<td></td>
<td></td>
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<tr>
<td>Y - Yellow</td>
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</tbody>
</table>

**Additional Abbreviations Specific to this LNM Edition:** None

### SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

In an effort to bring attention to new, 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.
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: http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx

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

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

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION
The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision 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 afloat 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

LNM: 25/19
LNM: 17/16
LNM: 13/16
WESTERN ATLANTIC AND U.S. COASTAL WATERS - NORTH CAROLINA – SUNKEN MILITARY CRAFT ACT (SMCA) – PROHIBITION ON DISTURBING, REMOVING ARTIFACTS OR DAMAGING SUNKEN CRAFT

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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 Delaware Bay (DB) - 206, 209, 210, 211, 213, 218, 219, 220-19.
Sector Maryland (MD) - 232, 233, 235, 239, 240, 241, 242, 243, 244-19.
Sector Hampton Roads (HR) - 221, 222, 224, 225, 226, 227, 228-19.

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>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>Five Fathom Bank Lighted Buoy F</td>
<td>RAC INOP</td>
<td>12214</td>
<td>NONEDB</td>
<td>27/19</td>
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<tr>
<td>165</td>
<td>Delaware Lighted Buoy D</td>
<td>RAC INOP</td>
<td>12214</td>
<td>NONEDB</td>
<td>28/19</td>
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<tr>
<td></td>
<td>North Chesapeake Entrance Lighted Gong Buoy NCB</td>
<td>MISSING</td>
<td></td>
<td>32/19</td>
<td></td>
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<tr>
<td>410</td>
<td>Chesapeake Bay Southern Approach Lighted Whistle Buoy CB</td>
<td>RAC INOP</td>
<td>12208</td>
<td>191HR</td>
<td>26/19</td>
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<td>455</td>
<td>Chesapeake Bay Southern Approach Lighted Buoy 9</td>
<td>REDUCED INT</td>
<td>12200</td>
<td>013HR</td>
<td>03/19</td>
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<td>460</td>
<td>Chesapeake Bay Southern Approach Lighted Buoy 10</td>
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<td>12200</td>
<td>569HR</td>
<td>49/18</td>
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<td>REDUCED INT</td>
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<td>014HR</td>
<td>03/19</td>
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<td>Chesapeake Bay Southern Approach Lighted Buoy 16</td>
<td>REDUCED INT</td>
<td>12200</td>
<td>125HR</td>
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<td>570</td>
<td>Navy Air Combat Maneuvering Range Tower Light A</td>
<td>LT EXT</td>
<td>12200</td>
<td>413NC</td>
<td>32/16</td>
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<td>585</td>
<td>Navy Air Combat Maneuvering Range Tower Light G</td>
<td>LT EXT</td>
<td>12200</td>
<td>407NC</td>
<td>27/12</td>
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<td>755</td>
<td>Camp Lejeune Danger Zone Lighted Buoy D</td>
<td>MISSING</td>
<td>11543</td>
<td>203NC</td>
<td>24/19</td>
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<td>960</td>
<td>Barnegat Inlet Lighted Buoy 12</td>
<td>OFF STA</td>
<td>12324</td>
<td>067DB</td>
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<td>1292</td>
<td>Great Egg Harbor Inlet Buoy 10</td>
<td>SINKING</td>
<td>12316</td>
<td>211DB</td>
<td>31/19</td>
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<td>Delaware Bay Approach Lighted Whistle Buoy CH</td>
<td>OFF STA</td>
<td>12214</td>
<td>191DB</td>
<td>29/19</td>
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<td>1525</td>
<td>South Shoal Lump Buoy 8B</td>
<td>MISSING</td>
<td>12216</td>
<td>213DB</td>
<td>32/19</td>
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<td>1620</td>
<td>Delaware Bay Main Channel Light 32</td>
<td>LT EXT</td>
<td>12304</td>
<td>105DB</td>
<td>20/19</td>
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<td>1695</td>
<td>East Point Light</td>
<td>LT EXT</td>
<td>12311</td>
<td>220DB</td>
<td>32/19</td>
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<td>2050</td>
<td>Harbor Of Refuge North End Light 1</td>
<td>STRUCT DEST/TRLB</td>
<td>12216</td>
<td>601DS</td>
<td>52/16</td>
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<td>2275</td>
<td>Mispillion Inlet North Jetty Light 2</td>
<td>DAYMK MISSING</td>
<td>12304</td>
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<td>12311</td>
<td>173DB</td>
<td>28/19</td>
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13965  Croaker Landing Daybeacon 2  STRUCT DEST  12243  233HR  11/18
14405  Green Mansion Cove Daybeacon 2  DAYMK IMCH  12238  285HR  38/17
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18012.6  Aquia Creek Daybeacon 18A  STRUCT DEST  12288  NONEMD  24/19
18170  Leesylvania Park Light 2  LT IMCH  12288  082MD  11/19
18180  Leesylvania Park Daybeacon 4  DAYMK MISSING  12288  082MD  11/19
18190  Leesylvania Park Daybeacon 6  DAYMK DMGD  12288  082MD  11/19
18200  Leesylvania Park Warning Daybeacon B  DAYMK IMCH  12288  082MD  11/19
18210  Leesylvania Park Warning Daybeacon D  DAYMK IMCH  12288  082MD  11/19
18220  Leesylvania Park Warning Daybeacon F  DAYMK IMCH  12288  082MD  11/19
18230  Leesylvania Park Warning Daybeacon H  DAYMK IMCH  12288  082MD  11/19
18793.1  Tanner Creek Warning Daybeacon A  DAYMK IMCH  12233  179MD  23/13
18793.3  Tanner Creek Daybeacon 2  DAYMK IMCH  12233  196MD  08/18
18793.6  Tanner Creek Warning Daybeacon B  DAYMK IMCH  12233  197MD  08/18
19375  South Herrington Harbour Light 5  DAYMK DMGD  12266  139MD  19/19
19613  South River Warning Buoy B  MISSING  12270  NONEMD  39/18
19870  Chesapeake Harbor Jetty Light 8  LT IMCH  12282  219MD  30/19
19875  Chesapeake Harbor Jetty Light 9  LT IMCH  12282  221MD  30/19
20705  Solers Point Daybeacon 1  STRUCT DEST  12281  106MD  13/19
20760  HAW Generating Plant Channel Buoy 7  OFF STA  12278  191MD  26/19
20765  HAW Generating Plant Channel Buoy 9  MISSING  12278  192MD  26/19
20990  CSX Ore Pier Obstruction Light D  LT EXT  12278  369MD  27/18
22430  Pocomoke Sound State Boundary Line Daybeacon H  STRUCT DEST/TRUB  12228  165MD  13/15
22440  Pocomoke Sound State Boundary Line Daybeacon K  STRUCT DEST/TRUB  12228  NONEMD  31/15
22865  Jenkins Creek Daybeacon 3  STRUCT DEST  12231  023MD  04/19
22880  Jenkins Creek Daybeacon 7  STRUCT DEST/TRUB  12231  130MD  20/17
24562  Wallace Creek Daybeacon 4  DAYMK DMGD  12261  279NC  32/19
26667  Grays Inn Creek Lighted Data Buoy B  MISSING  12272  204MD  28/19
26700  Davis Creek Entrance Daybeacon 2  STRUCT DMGD  12272  321MD  44/17
28552  Shallowbag Bay Warning Light A  DAYMK IMCH  12205  582NC  47/17
28553  Shallowbag Bay Warning Light D  DAYMK IMCH  12205  583NC  47/17
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... (continues with similar entries for other light and markers)
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.

### SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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LNM: 32/19
06 August 2019
SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. 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>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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<td>12327</td>
<td>91st Ed.</td>
<td>19-APR-97 Last LNM: 26/97</td>
<td>NAD 83</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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</table>

(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W
Green can
Corrective Action
Object of Corrective Action
Position

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.
RELOCATE  Beaufort Harbor Channel Buoy 2A
               CGD05
               from 34-42-19.413N  076-40-38.663W
               to  34-42-17.150N  076-40-39.036W

11555  43rd Ed.  01-SEP-18  Last LNM:  18/19  NAD 83  32/19
ChartTitle: Cape Hatteras-Wimble Shoals to Ocracoke Inlet
Main Panel 525  CAPE HATTERAS WIMBLE SHOALS TO OCRACOKE INLET - -.  Page/Side: -
RELOCATE  South Ferry Terminal Buoy 2SF
               CGD05
               from 35-11-28.916N  075-45-43.159W
               to  35-11-30.041N  075-44-44.246W
RELOCATE  South Ferry Terminal Buoy 3SF
               CGD05
               from 35-11-27.822N  075-45-51.492W
               to  35-11-28.518N  075-45-51.696W
RELOCATE  South Ferry Terminal Buoy 5SF
               CGD05
               from 35-11-26.935N  075-46-01.444W
               to  35-11-26.913N  075-46-01.501W
RELOCATE  South Ferry Terminal Lighted Buoy 1SF
               CGD05
               from 35-11-26.699N  075-45-42.855W
               to  35-11-27.639N  075-45-42.684W
RELOCATE  South Ferry Terminal Lighted Buoy 6SF
               CGD05
               from 35-11-29.027N  075-46-17.419W
               to  35-11-32.280N  075-46-16.929W

12204  39th Ed.  01-JUN-18  Last LNM:  20/19  NAD 83  32/19
ChartTitle: Currituck Beach Light to Wimble Shoals
Main Panel 527  CURRITUCK BEACH LT TO WIMBLE SHOALS - -.  Page/Side: -
RELOCATE  Oregon Inlet Buoy 17
               CGD05
               from 35-46-10.264N  075-32-10.740W
RELOCATE  Oregon Inlet Lighted Buoy 15
               CGD05
               from 35-46-00.767N  075-31-59.646W
               to  35-46-02.568N  075-31-58.297W

12205  35th Ed.  01-FEB-17  Last LNM:  20/19  NAD 83  32/19
ChartTitle: Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights
CHART  VA-NC- CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND).  Page/Side: N/A
RELOCATE  Oregon Inlet Buoy 17
               CGD05
               from 35-46-10.264N  075-32-10.740W
RELOCATE  Oregon Inlet Lighted Buoy 15
               CGD05
               from 35-46-00.767N  075-31-59.646W
               to  35-46-02.568N  075-31-58.297W

12230  67th Ed.  01-JAN-17  Last LNM:  47/17  NAD 83  32/19
ChartTitle: Chesapeake Bay Smith Point to Cove Point
CHART  VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT.  Page/Side: N/A
RELOCATE  Manokin River Channel Daybeacon 8
               CGD05
               from 38-08-12.070N  075-48-47.424W
               to  38-08-12.130N  075-48-47.813W

12231  32nd Ed.  01-JUN-19  Last LNM:  24/17  NAD 83  32/19
ChartTitle: Chesapeake Bay Tangier Sound Northern Part
Main Panel 569  TANGIER SOUND - NORTHERN PART - -.  Page/Side: -
RELOCATE  Manokin River Channel Daybeacon 8
               CGD05
               from 38-08-12.070N  075-48-47.424W
               to  38-08-12.130N  075-48-47.813W

12233  39th Ed.  01-SEP-17  Last LNM:  40/17  NAD 83  32/19
ChartTitle: Potomac River Chesapeake Bay to Piney Point
Main Panel 570  POTOMAC RIVER-CHESAPEAKE BAY TO PINEY POINT - -.  Page/Side: -
DELETE  St. George Creek West Channel Warning Daybeacon C at
               CGD05
               38-08-14.844N  076-29-55.755W

12248  45th Ed.  01-JAN-18  Last LNM:  43/18  NAD 83  32/19
ChartTitle: James River Newport News to Jamestown Island; Back River and College Creek
**CHANGE**
Pagan River Channel Light 16
Removed light and converted aid to Pagan River Channel Warning Daybeacon A, NW on pile worded "DANGER SHOALING"

**ADD**
Pagan River Channel Buoy 16A
Red Nun

**ADD**
Pagan River Channel Lighted Buoy 16
Red Nun
Q R

---

**CHART** VA- JAMES RIVER: NEWPORT NEWS TO JAMESTOWN ISLAND (BACK RV / COLLEGE CK). Page/Side: N/A

**CHANGE**
Pagan River Channel Light 16
Removed light and converted aid to Pagan River Channel Warning Daybeacon A, NW on pile worded "DANGER SHOALING"

**ADD**
Pagan River Channel Buoy 16A
Red Nun

**ADD**
Pagan River Channel Lighted Buoy 16
Red Nun
Q R

---

**CHART** MD-VA-DC- POTOMAC RIVER. Page/Side: N/A

**DELETE**
St. George Creek West Channel Warning Daybeacon C at

**DELETE**
St. Patrick Creek Channel Daybeacon 4

**DELETE**
St. Patrick Creek Channel Warning Daybeacon A

**RELOCATE**
Aqua Creek Daybeacon 5

**CHANGE**
Ragged Point Light
Converted to Ragged Point Warning Light, Fl W 6s, 25 ft, 6nm, light and NWs on platform of structure.

**ADD**
St. Patrick Creek Buoy 4
Red Nun

**ADD**
Swan Point NSWC Dahlgren Lighted Data Buoy A
Yellow
Fl (4)Y 20s

---

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

**CHANGE**
New Jersey Intracoastal Waterway Daybeacon 342

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Coast Guard District 5

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LNM: 32/19
06 August 2019
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>
<th>Ref. LNM</th>
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</thead>
<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

****MD – POTOMAC RIVER – CHESAPEAKE BAY TO PINEY POINT – ST. GEORGES CREEK – AID TO NAVIGATION CHANGES****

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

Chart 12233

LNM: 27/19

****MD – POTOMAC RIVER – PINEY POINT TO LOWER CEDAR POINT – ST. PATRICK CREEK – AID TO NAVIGATION CHANGES****

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 Light (LLNR 18030).

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

Charts: 12285 12288

LNM: 27/19

****VA – LEWIS CREEK – CHINCOTEAGUE BAY CHANNEL – AID TO NAVIGATION CHANGES****

On or about July 29, 2019 the Coast Guard will make the following changes to the aids to navigation marking Lewis Creek - Chincoteague Bay Channel due to shoaling, least depth of 4.3' MLLW.

Change Chincoteague Bay Channel Light 3 (LLNR 5415) to Chincoteague Channel Bay Warning Daybeacon A, with NW dayboards worded "Danger Shoal".

Discontinue Chincoteague Bay Channel Buoy 4 (LLNR 5420).

Change Chincoteague Bay Channel Buoy 6 (LLNR 5425).

Chart 12211

LNM: 30/19
****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 – 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>
<thead>
<tr>
<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: https://www.navcen.uscg.gov/pdf/lmns/D05_LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

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

LNM: 41/11

****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/lmns/D05_LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.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 – SASSAFRAS RIVER – PROPOSED CHANGES TO AIDS TO NAVIGATION****
The Coast Guard is proposing:
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 with TR dayboards.
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/lmns/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to August 19, 2019 to be considered in the analysis. Refer to project number 05-19-052(D)
Send comments to: CGDSWaterways@uscg.mil
Charts: 12273 12274

LNM: 26/19

****NC - BEAUFORT INLET – PROPOSAL TO DISCONTINUE AND CHANGE AID TO NAVIGATION****
The Fifth Coast Guard District is proposing to discontinue Beaufort Inlet Channel Lighted Buoy 1 (LLNR 29329), Beaufort Inlet Channel Lighted Buoy 2 (LLNR 29330), Beaufort Inlet Channel Lighted Buoy 3 (LLNR 29331), and Beaufort Inlet Channel Lighted Buoy 4 (LLNR 29332) based on review of the Waterway Analysis completed in March 2019.
Beaufort Inlet Channel Lighted Buoy BM (LLNR 720) will be relocated approximately 2.5nm north along channel line. The buoys in Beaufort Inlet Channel will be renamed/renumbered starting with Beaufort Inlet Channel Lighted Buoy 5 (LLNR 29333) which will be the new Beaufort Inlet Channel Buoy 1. This change will enhance safety of navigation and align the channel entrance with routine marine traffic entering the port.

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 30, 2019 to be considered in the analysis. Refer to project number 05-19-061(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
Attn: Ethan Coble
Portsmouth, VA 23704
Charts: 11520 11543 11544 11547

LNM: 32/19

****NC - NEW RIVER - NEW RIVER INLET – PROPOSAL 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 and 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
Attn: Ethan Coble
Portsmouth, VA 23704
Charts: 11541 11542

LNM: 29/19

****NC – CAPE FEAR RIVER – PROPOSED CHANGES TO AID TO NAVIGATION****
The Coast Guard is proposing converting Cape Fear River Channel Light 63 (LLNR 30955) to Cape Fear River Channel Lighted Buoy 63 (LLNR 30955).

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 16, 2019 to be considered in the analysis. Refer to project number 05-19-056(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
This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

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

Charts: 12210 12211

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

Charts: 12222 12254

**VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS**
Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:
- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.
During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pickup truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels. All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.
These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Charts: 12200 12205 12221 12222 12245 12254

**VA - VIRGINIA CAPES OPERATING AREA (VCOA) - PERMANENT MINE WARFARE TRAINING FIELDS**
The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:
- AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.0N 075-34.7W.
- AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.
- AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.
- AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.
Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart: 12200

**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...
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, crab pots and structures in the general area must be removed prior to commencement of any work. A NO WAKE transit is requested of all vessels passing the dredge and if necessary to clarify a SAFE PASSAGE contact the dredge on the appropriate VHF-FM channels.

****NJ – SEACOAST – APPROACHES TO NEW YORK – FIRE ISLAND LIGHT TO SEA GIRT - MARINE GEOTECHNICAL 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 40-17-05.493N, 73-16-30.300W, 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

NJ – ATLANTIC CITY – OFF SHORE – SURVEY ACTIVITIES

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

Chart 12318

****NJ – GREAT EGG HARBOR BAY – BEESLEYS POINT – TRANSITION TOWER CONSTRUCTION****

In mid-August 2019, South State Contractors will begin construction of new transition towers in Great Egg Harbor Bay west of the Garden State Parkway Great Egg Harbor. The new towers will be located approximately 500’ to the west of the existing towers. All barges and work boats involved will be monitoring VHF channel 13. Project work will be conducted 7 days a week between the hours of 5:00 a.m. and 8:00 p.m. A floating dock consisting of Shugart barges will be staged outside of navigable channel near the old Route 9 bridge. Mariners are advised to use caution when transiting the area.

Chart 12316

****NJ – INTRACOASTAL WATERWAY--LITTLE EGG HARBOR TO CAPE MAY--ATLANTIC CITY - US40-322/ALBANY AVENUE BRIDGE – CLOSED TO NAVIGATION****

The US40-322 (Albany Avenue) Bridge over NJICW (Inside Thorofare), mile 70.0, in Atlantic City, NJ will remain in the closed-to-navigation position to accommodate the free movement of pedestrians and vehicles during the 9th Annual Atlantic City Triathlon, the US40-322 (Albany Avenue) Bridge will be maintained in the closed-to-navigation position from 6 a.m. to 1 p.m. on August 10, 2019. The bridge is a double bascule bridge and have vertical clearances in the closed position of 10 feet above mean high water. Vessels able to pass through the bridge in the closed-to-navigation position may do so at anytime. The bridge will be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. At all other times, the drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.733(f).

Chart 12316

****NJ – CAPE MAY CANAL – NJ ROUTE 162/SEASHORE ROAD BRIDGE – DIVING OPERATIONS****

The New Jersey Department of Transportation will be conducting diving operations on the NJ Route 162/Seashore Road Bridge spanning the Cape May Canal/Intracoastal Waterway. This operation is scheduled for Thursday, August 15, 2019 between the hours of 8:00AM and 4:00PM. Inclement weather dates of Monday, August 19, 2019 through Thursday, August 22 have also been set. Work will take place from a small boat in the channel that requires 25% of the channel width. Should any vessel require the full channel width to transit the area, a one hour advance notice is requested. Vessels may contact Rebecca Collins at 856-264-9542 to request a full channel opening.

Chart 12316

****PA – DELAWARE RIVER – CHRISTINA RIVER – WILMINGTON HARBOR – DREDGING****

Norfolk Dredging Company Dredge ESSEX along with support equipment, tender boats, PUSHER 11, DUKE and CAPTAIN ED will commence dredging operations in Wilmington Harbor, Christina River, DE on or about July 22, 2019. A submerged pipeline will be placed from the dredging area to the Pedricktown North Disposal area, on the New Jersey side of the river. The project is expected to continue until approximately September 15, 2019. The Dredge Operator will standby on VHF-FM channels 13 and 16. Traffic should call 30 minutes prior to expected time of passage. For any emergencies, the dredge operator can be reached at 757-373-5253.
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 eddie.roggenstein@noaa.gov or Katie Kirk at katie.kirk@noaa.gov.

An engineering firm, on behalf of Delaware Department of Transportation, will be conducting maintenance on Bridge 3-150 (State Road 1) Bridge, mile 7.0, across Lewes and Rehoboth Canal, at Rehoboth, DE. The maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32ft above MHW. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area.

The Coast Guard Fifth District is proposing discontinuing the below Seacoast aids to navigation based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using 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 October 7, 2019, to be considered in the analysis. Refer to project number 05-19-054(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: 12200 12210 12211 12221 12224

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

Coastal Design and Construction will establish 5 mooring buoy in in the following position in the Potomac River between the Harry Nice Bridge and Popes Creek to assist with the Shore Protection Project and Rock Sill Construction. The buoys are 3’ diameter balls, white with blue bands.

Maintenance dredging operations are scheduled to occur in entrance of Snug Harbor at Shady Side in Anne Arundel County, MD, from Aug 5, 2019
until Feb 15, 2020. The work is located at the approximate position 38° 50'4.52"N, 76°29'25.73"W. The channel width of the Snug Harbor entrance will be reduced during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 6 hours advance notice for passage into Snug Harbor, and reduce to a no-wake speed in the vicinity of the marine equipment. The Edwin A. and John O. Crandell Inc. tug boat BIG C TOO and dredge can be contacted on VHF-FM channels 13 and 16.

Chart 12270
LNM: 31/19

**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

**DE – CHESAPEAKE AND DELAWARE CANAL – HARBOR CHART**
An engineering firm on behalf of the US Army Corps of Engineers will be performing maintenance at the St Georges Bridge, across Chesapeake and Delaware Canal, at mile 4.5, at St Georges, DE. The maintenance will be conducted between Thursday, September 05, 2019, and Friday, September 6, 2019; from 6 a.m. to 6 p.m. The inspection and support vessel will not be located in the navigation channel and will not impede mariners transiting the area. The project superintendent can be reached at (215) 656-6605. Mariners should use extreme caution when transiting the area.

Chart 12277
LNM: 31/19

**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.

Chart 12211
LNM: 24/19

**DE – WICOMICO RIVER – GREAT SHOAL LIGHT – PROPOSAL TO CHANGE NOMINAL RANGE**
The Coast Guard is proposing installing an LED optic, which will reduce the nominal range from 9nm to 7nm. The proposed "NW" dayboards will have a 2nm daytime visibility and worded "DANGER". 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/lnm/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 05-19-057(D)

Send comments to: CGD5Waterways@uscg.mil, or mail to: .S. Coast Guard Fifth District Waterways Management (dpw)
Attn: Mr. Albert Grimes
431 Crawford Street
Portsmouth, VA 23704
Charts: 12231 12261

LNM: 30/19

****VA – SEACOAST – CHINCOTEAGUE – OPERATIONS HAZARDOUS TO SURFACE VESSELS****
Operations Hazardous to Surface Vessels will be conducted from 15 to 17 Aug 2019 within an 11NM radius of position 37-55N, 074-04W, approximately 60 NM East of Assateague Light. Mariners should avoid this area and use caution when transiting the surrounding waters.

Chart 12200
LNM: 31/19
****VA – SEACOAST – WALLOPS ISLAND - DANGER ZONE – ROCKET LAUNCH****

the Atlantic Ocean within the existing Danger Zone off Wallops Island and Chincoteague Inlet (depicted as 334.130) as shown on National Ocean Service Chart 12210, will be hazardous to navigation because of a rocket launch during the periods below.

Primary, Aug 12, 2019 0915Z- 1445Z
Alternate Aug 13, 2019 0415Z- 1045Z
Alternate Aug 14, 2019 0415Z- 1045Z
Alternate Aug 15, 2019 0415Z- 1045Z
Alternates Aug 16, 2019 0415Z- 1045Z

5.5 NM RADIUS OF POSITION 37-49.8N, 75-23.4W
31 NM RADIUS OF POSITION 37-41.6N, 74-19.2W

During the launch window, contact Wallops Plot via Marine Band (VHF) 12 and 22, or land line 757-824-1685. Outside the launch window, contact Surveillance Coordinator (SC) Jordan West 757-824-2949 or Launch Director Kyle McAllen 757-824-2224.

Chart 12200 LNM: 32/19

****VA – SEACOAST – OCEAN CITY TO CAPE HATTERAS – CHESAPEAKE BAY SOUTHERN APPROACH – DANGER ZONE CHANGES****

The Corps of Engineers is amending an existing permanent danger zone in the waters of the Atlantic Ocean south of the entrance to the Chesapeake Bay off of the coast of Virginia. For decades, the Dam Neck Surface Danger Zone (SDZ) served as a firing range for gunnery training at what is now Naval Air Station Oceana’s Dam Neck Annex. While the Navy continues to use the SDZ for training, fixed-mount gunnery operations have not been conducted there for over 30 years. This amendment is necessary to accurately identify the hazards associated with training and mission operations to protect the public. This amendment identifies the area within the current danger zone boundary where live fire exercises are no longer conducted and no restriction to surface navigation exists. In addition, the amendment removes references to live fire range conditions and safety procedures since shore-to-sea gunnery operations are no longer conducted. The changes take effect August 15, 2019. For more information, please visit: https://www.regulations.gov/document?D=COE-2018-0007-0004 and Enclosure 8.

Charts: 12200 12207 LNM: 30/19

****VA – CHESAPEAKE BAY – FORT STORY OPERATING AREA – MILITARY EXERCISE****

During periods of darkness from 06 – 08 August 2019, a military exercise will be conducted in the vicinity of Fort Story Operating Areas. The exercise will include small combatant-craft area in the areas. Mariners are requested to avoid this area if possible or use caution if required to transit near the area. For question, contact Ed Smith at 757-763-4335.

Chart 12222 LNM: 27/19

****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°26'53”W AND 36°57'00”N / 76°27'30”W AND 36°56'12”N / 76°45'25”W / 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 anchorage area for other vessels. A mooring buoy will be anchored south-west of the dredging area to create an anchorage area for other vessels. A mooring buoy will be anchored south-west of the dredging area to create an anchorage area for other vessels. A mooring buoy will be anchored south-west of the dredging area to create an anchorage area for other vessels.

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 – POTOMAC RIVER – PINEY POINT TO LOWER CEDAR POINT – RAGGED POINT LIGHT****

Due to the deteriorating conditions of Ragged Point Light (LLNR 16940), on or about August 1, 2019, the Coast Guard will change the nominal range from 7nm to 6nm, optic height from 44’ to 21’ and change the dayboards to NW Dayboards worded “Danger”.

Charts: 12285 12286 LNM: 31/19

****VA – PAGEN RIVER – SHOALING****

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

Chart 12248 LNM: 31/19

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 37-03-06N, 76-16-06W
CD and C Buoy E in approximate position 37-04-01N, 76-16-36W

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

Chart 12222 LNM: 24/19

****VA - YORK RIVER-YORKTOWN AND VICINITY – US17- COLEMAN BRIDGE****
An engineering firm, on behalf of the Virginia Department of Transportation, will be performing an inspection at the US 17 (Coleman Bridge) bridge, over the York River, mile 7.0, at Yorktown, VA. The inspection will be conducted from 8 a.m. through 5 p.m.; Monday-Friday, from August 12 through September 6, 2019. The project foreman can be reached at (757) 356-3217. Mariners should use caution when navigating through the area.

Chart 12241

LNM: 32/19

****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°48'40"N / 76°19'14"W; 37°47'37"N / 76°17'13"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 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°17'13"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°55'36"W; 37°51'58"N / 75°55'34"W; 37°51'40"N / 75°55'26"W; AND 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 BOREDELON. 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: 12205 12206 12207

LNM: 23/19

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

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

Chart 12205

LNM: 18/16

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

33CFR165.T05-1065 Safety Zone; Oregon Inlet, Dare County, NC.
(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47" -N, 75°32'41" -W, then southeast to 35°46'37" -N, 75°32'33" -W, then southeast to 35°46'09" -N, 75°31'59" -W, then southeast to 35°46'03" -N, 75°31'51" -W, then southeast to 35°46'01" -N, 75°31'40" -W (NAD 1983) in Dare County, NC.

(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. Captain of the Port means the Commander, Sector North Carolina. Demolition crews means persons and vessels involved in support of demolition.

(c) Regulations. (1) The general regulations governing safety zones in §165.23 apply to the area described in paragraph (a) of this section.

(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.

(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.

(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.

(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).

(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2020.

(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

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

The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

STONE CREEK SECTOR

Rifle Range firing exercises during the following periods: 24 HOURS DAILY

The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY

STONE CREEK SECTOR

STONE BAY SECTOR

WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

TRAPS BAY SECTOR

COURTHOUSE BAY SECTOR

STONE BAY SECTOR

GREY POINT SECTOR

EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

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, mile 0.6, at Carteret County, NC, is unable to open due to damage during Hurricane Florence. The 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.

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing. Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahooque 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.

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

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

NC – NEW RIVER - FIRING EXERCISES

Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:

Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times. Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.

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

NONE SCHEDULED.

The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY

STONE CREEK SECTOR

STONE BAY SECTOR

WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

TRAPS BAY SECTOR

COURTHOUSE BAY SECTOR

STONE BAY SECTOR

GREY POINT SECTOR

EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods:

8:00 A.M. TO 2:00 P.M. 01 AUG 19 LIVE FIRE OPERATIONS, (2/8, G-7 RANGE).

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

8:00 A.M. TO 2:00 P.M. 01 AUG 19 LIVE FIRE OPERATIONS.

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 ordinance 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.

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.

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### SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Remarks</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>140</td>
<td>Skipjack Wind Met Buoy SKJ</td>
<td>38-40-50.930N</td>
<td>FY 4s</td>
<td>Yellow</td>
<td>Private Aid.</td>
<td>32/19</td>
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<td>470</td>
<td>* Chesapeake Bay Southern Approach Lighted Buoy 12</td>
<td>36-53-16.298N</td>
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<td>7225</td>
<td>* Chesapeake Channel Lighted Buoy 37</td>
<td>37-17-33.536N</td>
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<td>7430</td>
<td>* Chesapeake Channel Mid-Channel Lighted Whistle Buoy RP</td>
<td>37-42-21.470N</td>
<td>Mo (A) W</td>
<td>Red and white stripes</td>
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<td>32/19</td>
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<tr>
<td>9445</td>
<td>* Elizabeth River Channel Lighted Buoy 1ER</td>
<td>36-59-16.629N</td>
<td>Q G</td>
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<td>32/19</td>
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<tr>
<td>9465</td>
<td>* Elizabeth River Channel Lighted Bell Buoy 3</td>
<td>36-58-26.130N</td>
<td>FG 2.5s</td>
<td>Green</td>
<td>5</td>
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Charts: 11541 11542 11543 11536

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<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
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<td>9500</td>
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<td>36-57-01.930N 076-20-20.896W</td>
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<td>5</td>
<td>Red.</td>
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<tr>
<td>9530</td>
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<td>11438</td>
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<td>NW on multi-pile structure, worded &quot;DANGER SHOALING&quot;.</td>
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<td>11442</td>
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<td>16770</td>
<td>St. George Creek West Channel Warning Daybeacon C</td>
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<td>16940</td>
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<td>38-09-16.302N 076-36-04.603W</td>
<td>Fl W 6s</td>
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<td>17120</td>
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<td>17130</td>
<td>St. Patrick Creek Buoy 4</td>
<td>38-13-59.910N 076-44-34.790W</td>
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<td>Maintained from Mar. 15 to Dec. 1.</td>
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<td>17593</td>
<td>Swan Point NSWC Dahlgren Lighted Data Buoy A</td>
<td>38-18-08.352N 076-55-53.514W</td>
<td>Fl (4)Y 20s</td>
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<td>Yellow.</td>
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<td>38-23-32.768N 077-18-47.869W</td>
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<td>38-08-12.130N 075-48-47.813W</td>
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<td>TR on pile.</td>
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### SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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<td>28045</td>
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<td>28699.1</td>
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<td>35-11-27.639N 075-45-42.684W</td>
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<td>28700</td>
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<td>28707</td>
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<td>29530</td>
<td>Bogue Inlet Buoy 7</td>
<td>34-38-53.319N 077-06-34.863W</td>
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<td>29535</td>
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<td>29536</td>
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<td>34-39-03.946N 077-06-22.354W</td>
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<td>34807</td>
<td>Beaufort Harbor Channel Buoy 2A</td>
<td>34-42-17.150N 076-40-39.036W</td>
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<td>35115</td>
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<td>39-54-47.340N 074-06-57.060W</td>
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* Removed when endangered by ice.
<table>
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<th>No.</th>
<th>Name and Location</th>
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* Removed when endangered by ice.
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.
8. Chesapeake Bay Southern Approach Danger Zone Changes.
SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

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

NEW JERSEY SHOALING

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

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

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

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

PENNSYLVANIA SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.35427w, 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

DELWARE 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 47445) and Lighted Buoy 10 (LLNR 4750) to a depth of less than five 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 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

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 Creek West Channel Warning Light A (LL 16760) to 500 feet up the channel of St. George Creek West Channel Warning Daybeacon B (LL 16765), with a least depth of 3.1 feet MLLW. Chart 12233

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

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

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

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

MD – CHESAPEAKE BAY – 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, 12266

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

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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.

VA – MD – POTO MAC 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 12266

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 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 Chincoteague Bay Channel Lighted Buoy 8 (LLNR 5430) and continuing along the channel to Chincoteague Bay Channel Light 3 (LLNR 5415). Depths at MLLW range from 5 feet at the north end to 3.6 feet at the south 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 164 (LLNR 6220) to VIP Day beacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16 Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785), Shoaling to less than 6 ft MLW. HR BNM 104-16 VIP Day beacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996) LNM 24-13, Oyster Creek Channel Junction Lighted Buoy OC (LLNR 7002/6447) to Oyster Creek Light 10 (LLNR 7025), Shoaling to less than 6ft MLW. HR BNM 107-16, Chart 12210, 12224

VA – 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 12254

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

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

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

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

VA – CHESAPEAKE BAY – YORKTOWN TO WEST POINT - QUEEN CREEK
Shoaling to less the 3 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Day beacon 10
(LLNR 13820). HR BMN 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 Toby's Point extending along the eastern side of Toby's Point to North Bend. HR BMN 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 - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel
ward between position 38-14-17.586N, 076-47-15.562W and position 38-14-32.841N, 076-47-14.761W, and (2) in the vicinity of St. Catherine Sound
Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGD5 BMN 524-16
Chart 12286

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

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

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING
Severe shoaling has been reported within the channel boundaries of Potomac Creek. Shoaling extends 15 yards channel ward of Potomac Creek Buoy
3 (LLNR 17920) with depths of 3 to 4 feet at MLW. Additional shoaling further in has been observed to a depth less than 3 feet at MLW. Ref LNM 14/18
Chart 12286

VA – RUDEE INLET – SHOALING
Survey dated July 18, 2019 of Rudee Inlet indicates shoaling in the south side of the channel; least depth 8.2’ MLLW, from the approximate end of the
South Jetty out eastward for approximately 220’. Additionally, shoaling in the north side of the channel; least depth 8.8’ MLLW, starting approximately
200’ west of the end of the North Jetty westward for approximately 425’.
Chart 12200
NORTH CAROLINA SHOALING

NC – OREGON INLET – SHOALING
Shoaling has been reported IVO Oregon Inlet Buoy 15 (LLNR 28045) and Oregon Inlet 17 (LLNR 28005) near the Bonner Bridge. Mariners are advised to use extreme caution while navigating this area. NC BNM 284-19
Chart 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
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 depth of less than 3 feet at MLW. Under the current condition of the inlet, the aids to navigation can no longer be configured to safely mark a passable channel and the aids to navigation will be discontinued. Two Danger Shoal Buoys will be placed at each end of the removed section. NC BNM 136-19
Chart 11545

NC – 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 – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 262-19
Chart 11541

NC – CAROLINA BEACH 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 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)
  - Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)
  - Glimmer Glass - W9 (Brielle Road) drawbridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of 42 feet above mean high water and a horizontal clearance of 150 feet. (HP)

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 65 feet in the west navigation span and 65 feet in the east navigation span. (MT)
- Darby Creek – S. R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)
- 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)
- Perquimans River – US 17 Business Bridge (Hertford, 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. (MB)

**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)

**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)

**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)

The proposed 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)
preferred alternative would provide a vertical clearance of 12 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 55 feet. (HP)

Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the Chicamacomico Channel and the emergency ferry terminal in Rodanthe, Dare County, NC. Permit (1-19-5) signed on February 20, 2019. (HP)

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
  - Lewes and Rehoboth Canal - Rehoboth Avenue (SR 1A) Bridge – Under this temporary deviation, the bridge will remain in the closed-to-navigation position from Monday, May 13, 2019, and Saturday, August 31, 2019; Mon-Fri, from 8 p.m. to 5:00 a.m. The drawbridge is a bascule drawbridge with a vertical clearance in the closed-to-navigation position of 16 feet above mean high water; however, bridge maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to 13 feet above mean high water throughout the maintenance period. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area. (MB)
  - Christina River - SR 141 (1-501) Bridge – Bridge maintenance will be conducted from July 1, 2019, to September 30, 2019, Monday-Saturday from 7 a.m. to 5 p.m. To facilitate the work, barges will be connected and extended approximately 120 feet into the channel between the James Street Bridge and the SR 141 Bridge to assist with the placement of riprap. This will reduce the horizontal clearance of both bridges by 50%. There will also be divers in and around the vicinity of the crane barges. The Project Foreman may be reached on VHF/FM Channel 13. Mariners are urged to use caution when transiting the area. (MS)
  - Nanticoke River - SR 13 Bridge - Bridge will be maintained in the closed-to-navigation position to facilitate bridge repair and maintenance. This deviation allows the bridge to be maintained in the closed-to-navigation position 24 hours a day; 7 days a week; from 6 a.m. on June 17, 2019, through 5:59 a.m. on July 13, 2019, and from 6 a.m. on July 15, 2019, through 5:59 a.m. on August 26, 2019. Maintenance will be performed, Monday through Friday; from 6 a.m. on June 17, 2019, through 5:59 a.m. on July 13, 2019, and from 6 a.m. on July 15, 2019, through 5:59 on August 26, 2019. The bridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 3 feet above mean high water. However, the bridge will have a containment system under the bridge reducing the vertical clearance to 1 foot above mean high water for the entirety of the project. The bridge will not be able to open in case of an emergency and there is no alternate route for vessels to pass. Mariners should use extreme caution when transiting the area. (MB)
  - Lewes and Rehoboth Canal - Savannah Road (Business Route 9) Bridge – To facilitate bridge maintenance, the bridge will be maintained in the closed-to-navigation position from Monday, May 13, 2019, and Saturday, August 31, 2019; Mon-Fri; from 8 p.m. to 5:00 a.m. The drawbridge is a bascule bridge with a vertical clearance in the closed-to-navigation position of 15 feet above mean high water; however, the maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to approximately 11 feet above mean high water throughout the maintenance period. Vessels able to transit through the bridge in the closed position with a reduced vertical clearance of approximately 11 feet above mean high water may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area. (MB)
  - New Jersey (Central & Southern) - None

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

Delaware River - Interstate 276/Delaware River Turnpike Bridge – Bridge work on the bridge superstructure will continue to be performed from 7 a.m. to 7 p.m.; M-F; and from 6 a.m. to 6 p.m. on the weekends. The repainting and miscellaneous improvements ongoing since mid-November, 2015, will be extended through July 31, 2019. The project foreman may be contacted at 267-767-2850. Mariners should use caution when navigating through the area. (MT)

Delaware River - Betsy Ross Bridge - Painting will be conducted from May 15, 2018, to October 1, 2019; Monday - Saturday, from 7 a.m. to 5 p.m. A work platform will be installed and will extend 3 feet below low steel. The vertical clearance of the bridge will be reduced by 3 feet, to approximately 110 feet above mean high water. There will be no maintenance personnel or equipment in the waterway. A small safety boat will be in vicinity of the bridge when work is conducted over the navigational spans. Mariners are urged to use caution when transiting the area. (MS)

New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) 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

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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)

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 30 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit 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)

Lake Hopatcong - CR 620 (Lake Hopatcong Road) 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 30 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit 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)

Townsend Inlet - CR619 (Ocean Drive) Bridge – Bridge maintenance will be conducted from Monday through Saturday, 6 a.m. to 3 p.m., from July 1, 2019, to July 29, 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. (MS)

Fortescue Creek - SR 637 (Downe Avenue/ Fortescue Road) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday, on November 1, 2018, through September 30, 2019. A crane vehicle will be on and around the vicinity of the bridge. Maintenance personnel, equipment and vehicle will relocate from the navigable channel, upon request. The onsite-foreman may be reached on VHF-FM channels 13 and 16, and may also be reached at (856) 297-2794. Mariners should notify the work foreman no less than thirty minutes prior to transiting the bridge. Mariners should use caution navigating through the area. (MT)

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 21, 2019, to January 8, 2020, Monday-Friday, from 7 a.m. to 5 p.m. The maintenance of the bridge will require a vertical clearance restriction of 3 feet in the arched 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. (MB)

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

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)

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 117.31. 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 adjust their transits accordingly and should exercise caution when transiting the area. (MT)

Delaware River - SR 413 (Burlington-Bristol) Bridge – Bridge painting project will be conducted from May 17, 2020, to June 26, 2020, Monday through Sunday, from 6 a.m. to 5 p.m.; M-F; During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.’s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction Inc.’s project foreman may be contacted at 215-651-6178 or 215-793-2262. Mariners should use extreme caution when transiting the area. (HP)

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 navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.’s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction Inc.’s project foreman may be contacted at 215-651-6178 or 215-793-2262. Mariners should use extreme caution when transiting the area. (MT)

Delaware River - Interstate 276/Delaware River Turnpike Bridge – Bridge work on the bridge superstructure will continue to be performed from 7 a.m. to 7 p.m.; M-F; and from 6 a.m. to 6 p.m. on the weekends. The repainting and miscellaneous improvements ongoing since mid-November, 2015, will be extended through July 31, 2019. The project foreman may be contacted at 267-767-2550. Mariners should use caution when navigating through the area. (MT)

Schuylkill River - I-76 (Schuylkill) Expressway, west bank, between University Avenue - Bridge maintenance will be conducted between 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. (MB)
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 arched 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. (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 fabricated underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony and Palmyra 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)

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 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 adjust their transits accordingly and 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 begin on May 21, 2018, and are expected to conclude on August 31, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the Tug Rising Sun; whirley crane Hampton Road on a 46-foot by 108-foot barge; pedestal crane Patapsco on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot car float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The bridge tender may be reached using VHF-FM channel 13 and 16. The project foreman may be reached at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)
  - Patapsco River - SR-2 (Hanover Street) Bridge - The bridge is currently inoperable and cannot open. Maintenance will be performed from August 13, 2019, through November 29, 2019, Monday through Friday, from 6:00 a.m. to 5:00 p.m., and on several weekends 24-hours/day. A 120-foot by 30-foot barge with equipment and a man-lift will be positioned in the navigation channel, reducing the available horizontal clearance through the bridge to approximately 60 feet on each side of the barge during working hours and 120 feet with the barge alongside the fender system outside of working hours. Vessels able to pass through the bridge in the closed position may do so at any time. Vessels may contact work vessels operators on VHF-FM channel 13 and the project superintendent/boat operator at (443) 694-3916. Mariners should use extreme caution when transiting the area. (KB)
  - Choptank River - SR 331 (Dover) Drawbridge – Bridge maintenance will be conducted from 7 a.m. to 8 p.m.; 7 days a week; from May 20, 2019, through August 30, 2019. During the bridge maintenance period, the bridge will be maintained in the open position; a work platform will be located in one navigation span at all times. The other navigation span will be open for vessels to transit through the bridge. The bridge has a horizontal clearance of approximately 80 feet in each navigation span. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Maintenance personnel and equipment will not be able to relocate from the moveable span and navigable channel. The bridge tender may be reached on VHF-FM channels 13 and 16, and 410-822-0538. The project foreman may be reached at (410) 371-5124. Mariners should exercise caution navigating through the area. (MD)
- **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 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 parties can contact the vessels BULLDOG II and CAPT. JACK via VHF/FM Channel 13 or 16 when actively working on the river, or at telephone number 301-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS)(RH)
  - Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Bridge construction commenced in the Anacostia River in Washington, DC on April 19, 2018, and will continue into 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 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 submersible 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 7 a.m. on April 1, 2019, through 5 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 foreman 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 that will reduce the horizontal clearance of the bridge to approximately 39 feet. The bridge will be unrestricted, at all other times. Vessels able to safely transit through the bridge with the reduced clearance, may do so at any time. Vessels that cannot safely transit through the bridge with the reduced clearance should notify the project foreman no less than one hour prior to transiting through 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 (804) 236-1182 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 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 may be reached at (513) 313-0610.

  Mariners should use extreme caution when navigating through the area. (MT)

**SECTOR NORTH CAROLINA**

- **North Carolina**

  **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 Pamlico, extending 150 feet southwesterly from the shoreline and terminate at approximately 35.766N, 75.526W. 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, 75.527W. 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/bonnerbridgerelocation/. (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 1 (initial October 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)

  **Carrick Roads 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

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

DREDGING AND MARINE CONSTRUCTION CAUTIONS
Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. Dredging projects are usually conducted 24 hours a day, 7 days a week. All fishnets, 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. 1,112’ft 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. 1,220’ft offshore and ending approx. 2,100’ft offshore, in approximate position N 40°15’17.65” / 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 – MANASQUAN INLET TO BARNEGAT INLET – BEACHFILL OPERATIONS
Dredging is complete. Demobilization will continue until 31 Aug 10. 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 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

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

PA – DELAWARE RIVER – CHRISTINA RIVER – WILMINGTON HARBOR – DREDGING
Norfolk Dredging Company Dredge ESSEX along with support equipment, tender boats, PUSHER 11, DUKE and CAPTAIN ED will commence dredging operations in Wilmington Harbor, Christiana River, DE on or about July 22, 2019. A submerged pipeline will be placed from the dredging area to the Pedricktown North Disposal area, on the New Jersey side of the river. The project is expected to continue until approximately September 15, 2019. The Dredge Operator will standby on VHF-FM channels 13 and 16. Traffic should call 30 minutes prior to expected time of passage. For any emergencies, the dredge operator can be reached at 757-373-5253. Chart 12313

PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION
Commerce Construction Corporation will be performing marine construction for Energy Transfer Partners at their Fort Mifflin Terminal Dock, located along the Del River in Tinicum Township, PA. All Work will occur outside of the channel in the immediate vicinity of the Energy Transfer Partners Marine Terminal docks. Crews will be on the water from 6:00 AM to 6:00 PM Monday thru Sunday, thru Dec 2020. Multiple barge mounted cranes, supports 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 U.S. Army Corps of Engineers dredge CURRITUCK will be conducting dredging in Ocean City Inlet at Ocean City, MD during August 5-10, 2019. The work will be conducted within the federal navigation channel. Mariners may contact the CURRITUCK via VHF-FM channels 13 and 16. 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°8’40” N, 76°4’892” 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-EASTERN BAY AND SOUTH RIVER-WEST RIVER-PARISH CREEK-SNUG HARBOR
Maintenance dredging operations are scheduled to occur in entrance of Snug Harbor at Shady Side in Anne Arundel County, MD, from Aug 5, 2019 until Feb 15, 2020. Operations will be coordinated at the approximate position 38° 14.88’ N, 076° 29.477’ W. The dredging activities will be performed from a crane barge and a derrick barge. Vessels will monitor VHF-FM 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@CormanMarine.com Chart 12266

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@CormanMarine.com Chart 12281

MD – CHESAPEAKE BAY – POPULAR 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 – 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 terminalized at this location to the MES Marine Stabilization Facility at 39° 15.243’ N, 076° 35.388’ W for offloading on a daily basis. The Dredge CCK 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@CormanMarine.com Chart 12222

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
Chestatee Tunnel Joint Venture will commence Tug, Crane and Barge operations along with the Tug Robert T (or 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 – 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 working 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 12205, 12254
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 piers with a 25 feet by 30 feet cast-in-place concrete pile cap for the south 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 easterly 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 use a slow bell and wide berth.
Chart 12245

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 RIVER - 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 and at least two barges will be in the area. The SOUTHERN STAR may be contacted on VHF-FM channels 16, 13 and 03, 757-272-4918. 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 Curtin will be installed in the Potomac River at Dumfries, VA. The curtain will extend approximately 75 to 100 feet into the Potomac River in approximate position 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 lineal 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) 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 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° 28.771’W)
Chart 12204
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 11546

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

NC – CAPE FEAR RIVER – PORT OF WILMINGTON – DREDGING
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 – 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

NEW OR UPDATED INFORMATION

New, updated or very important information in this enclosure will be highlighted in yellow.

NJ – ATLANTIC OCEAN POINT PLEASANT BEACH WEEKLY FIREWORKS DISPLAY

The Jenkinson’s Boardwalk fireworks display series is scheduled for each Thursday at 9:30 PM from Jun 20 to Aug 29, 2019. Displays will also occur on two additional dates: Sep 2 and 21, 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 PM. 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. 

NJ – LITTLE EGG HARBOR/BARNEGAT BAY – JORA RACING SERIES

The Jersey Outlaws Racing Association racing season will occur on the waters of Little Egg Harbor and Barnegat Bay on the dates 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.

AUGUST 4  Parkertown – End of Fern Street
AUGUST 18  Tuckerton – End of Green Street
AUGUST 25  Parkertown – End of Fern Street
SEPTEMBER 1  Parkertown – End of Fern Street
SEPTEMBER 8  Tuckerton – End of Green Street
SEPTEMBER 15 (Rain Date) Tuckerton – End of Green Street

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

NJ – ABSECON INLET & ATLANTIC OCEAN – BRIGANTINE – HOE WA’A CHALLENGE

The Hoe Wa’a Challenge canoe and paddle-craft races are scheduled for August 10 and 11, 2019 in Brigantine, NJ. Conditions permitting, Saturday August 10th outrigger canoe racing schedule and location is as follows between Absecon Inlet and along the Brigantine shore:

6:30 a.m.  OC-6 (spec) Short Course Race: 3 miles
8:00 a.m.  Women’s OC-6 Long Course Race: 12 miles
11:00 a.m. Men’s OC-6 Long Course Race: 12 miles
2:00 p.m.  Mixed OC-6 Long Course Race: 9 miles

Position  Latitude  Longitude
Start  39°22'40.71"N  74°24'42.41"W
Buoy 1  39°21'35.49"N  74°23'46.14"W
Buoy 2 (12 mile)  39°25'3.60"N  74°20'18.77"W
Buoy 2 (9 mile)  39°24'7.91"N  74°21'34.90"W
Finish  39°22'40.71"N  74°24'42.41"W

On Sunday August 11th, off-shore races will consist of various types of paddle craft including canoes, surfskis, standup/prone paddleboards. Racing will begin at 9:00 a.m. on the following course:

Position  Latitude  Longitude
Start  39°23'39"N  74°22'07"W
Buoy 1  39°23'18"N  74°21'03"W
Buoy 2  39°24'38"N  74°21'05"W
Finish  39°23'39"N  74°22'07"W

Paddlers will be supported with sponsor provided safety boats equipped with marine radios and monitoring vessel traffic. Mariners are urged to use caution when transiting near the area. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

NJ – ATLANTIC OCEAN – ATLANTIC CITY – AC PAGEANT SWIM

The Atlantic City Pageant Swim is scheduled for August 10, 2019 from 6 a.m. to 8 a.m. on the Atlantic Ocean in Atlantic City, NJ. The event will involve approximately 150 swimmers on course between Michigan Ave and Albany Ave. Mariners are urged to maintain a safe distance, heed direction from official event patrol, and use caution when transiting near the area. Mariners may contact official patrol personnel via marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.


The 2019 Atlantic City Airshow Thunder Over the Boardwalk will occur over the waters of the Atlantic Ocean adjacent to Atlantic City, NJ on August 19, 20, and 21, 2019 from 10:30 a.m. to 4:30 p.m. A special local regulation will be enforced during the above times restricting access to an area bounded by a line drawn between the following points:

Chart 12316

NJ – ATLANTIC CITY INTRACOASTAL – ATLANTIC CITY TRIATHLON – SPECIAL LOCAL REGULATION

The Atlantic City Triathlon will occur in the Intracoastal watersway of Atlantic City on Aug 10, 2019 from 6 am to 8 am. The event will involve approximately 1500 swimmers on course between Michigan Ave and Albany Ave. Mariners are urged to maintain a safe distance, heed direction from official event patrol, and use caution when transiting near the area. Mariners may contact official patrol personnel via VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12316

NJ – ATLANTIC CITY INTRACOASTAL – ATLANTIC CITY TRIATHLON – SPECIAL LOCAL REGULATION

The swim portion of the Atlantic City Triathlon will occur in the Intracoastal watersway of Atlantic City on Aug 10, 2019 from 6 am to 8 am. The event will involve approximately 1200 swimmers on a 1 mile course beginning at the Albany Avenue bridge and continuing on the waters south of Bader Field. A special local regulation for the swim course will be enforced for the duration of the event restricting access area. Mariners are urged to maintain a safe distance, heed direction from official event patrol, and use caution when transiting near the area. Mariners may contact official patrol personnel via VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12316

NJ – ATLANTIC OCEAN - ATLANTIC CITY – THUNDER OVER THE BOARDWALK 2019 ATLANTIC CITY AIRSHOW

The 2019 Atlantic City Airshow Thunder Over the Boardwalk will occur over the waters of the Atlantic Ocean adjacent to Atlantic City, NJ on August 19, 20, and 21, 2019 from 10:30 a.m. to 4:30 p.m. A special local regulation will be enforced during the above times restricting access to an area bounded by a line drawn between the following points:
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 Sept 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

NJ – ATLANTIC OCEAN – NORTH WILDWOOD – TRIATHLON
The swim portion of the 16th Annual Tri the Wildwoods Triathlon is scheduled for August 24, 2019 from 6 a.m. to 10 a.m. on the Atlantic Ocean in North Wildwood, NJ. The event will involve approximately 1200 swimmers on course adjacent to the shore between 12th Ave and 18th Ave. Mariners are urged to maintain a safe distance, heed direction from official event patrol, and use caution when transiting near the area. Mariners may contact official patrol personnel on scene via marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814. Chart 12316

NJ - DE – DELAWARE BAY – LEWES TO CAPE MAY – PADDLE EVENTS – SAFETY ZONE
The Annual DeSatnick Foundation Five Mile Recreational Paddle and Cape to Cape Paddle are scheduled for August 18, 2019. The Five Mile Recreational Paddle is scheduled from 10:30 a.m. to 1:30 p.m. on the Atlantic Ocean adjacent to the shore between Coral Ave in Cape May Point, NJ and Queen St in Cape May, NJ. The event will involve approximately 100 participants on various paddle craft. Official event patrol will be on-scene and can be contacted on VHF-FM channel 16. The Cape to Cape Paddle is scheduled for 8:00 a.m. to 3:00 p.m. beginning in at the Lewes Ferry Terminal, crossing the Delaware Bay, and finishing at the Queen St. Beach in Cape May, NJ. The event will involve approximately 50 participants on various paddle craft. A temporary moving safety zone will be enforced for this event. The safety zone will encompass all waters within 50 yards in front of the lead safety vessel preceding the first event participants, to 50 yards behind the safety vessel trailing the last event participants, and 100 yards on either side of participant and safety vessels during the event. The safety zone will move at the pace of the event patrol vessels and participants. All non-participant persons and vessels are prohibited from entering, transiting through, anchoring in, or remaining within the regulated areas unless authorized by official event patrol. Vessels already moored or anchored may stay moored or anchored within the zone, but must be authorized by the designated representative prior to transiting within the zone. Designated representatives may control vessel traffic throughout the regulated areas as determined by the prevailing conditions. Persons and vessels may request authorization to enter, transit through, anchor in, or remain within the regulated areas by contacting the Captain of the Port or a designated representative via VHF radio on channel 13 or 16. If authorization is granted by the Captain of the Port or a designated representative, all persons and vessels receiving such authorization must comply with the instructions of the Captain of the Port or a designated representative. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814. Chart 12214

PA - NJ – DELAWARE RIVER – BURLINGTON – FESTIVAL OF LIGHTS BOAT PARADE AND FIREWORKS DISPLAY
The Festival of Lights boat parade and fireworks display is scheduled for August 24, 2019 with a rain date of August 25, 2019 on the Delaware River along Burlington, NJ. The boat parade will begin at approximately 8:00 p.m. with a fireworks display to follow at approximately 9:00 p.m. Mariners are urged to use caution and reduce wake when transiting the area and heed direction of official event patrol. A fireworks display will take place after the parade. Fireworks launch site will be waterside on Burlington Island at approximate position latitude 40°05′02″ N., longitude 74°51′20″ W. Mariners may contact official patrol personnel on scene via marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814. Chart 12314

DE – REHOBOTH BAY – DELAWARE SEA SHORE STATE PARK
The Delaware Seashore Paddlefest is scheduled for August 24, 2019 from 8:00 a.m. to 3:00 p.m. on the marshes along Delaware Seashore State Park in Rehoboth Bay, Delaware. The event will involve 200 participants in kayaks. Mariners are urged to use caution when transiting near the area. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814. Chart 12216

MD - SEACOAST - FENWICK ISLAND TO CHINCOTEAGUE ISLAND – ASSAWOMAN BAY - OCEAN CITY – WEEKLY FIREWORKS DISPLAYS
Short-duration, aerial fireworks displays are scheduled to occur along Assawoman Bay weekly between June 16, 2019 and August 26, 2019, at 9:30 p.m. On Sundays during this period, fireworks will be launched from the pier at the west end of Northside Park in Ocean City, MD, in approximate position latitude 38°25′55.15″ N, longitude 75°03′50.51″ W. Mariners are urged to use caution when transiting the area, and absent specific guidance, should remain 400 feet from the fireworks discharge site. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division at (410) 576-2674 or (410) 576-2693. Chart 12211

MD – CHESAPEAKE BAY – PATUXENT RIVER AND VICINITY– SOLOMONS HARBOR – DOCKING CONTEST
An annual boat docking contest is scheduled to occur in Solomons Harbor on September 15, 2019, between noon and 3:30 p.m. Up to 20 Bay Built work boats and charter boats (20-45 feet in length) will participate in a boat-handling competition held along the Watermen’s Wharf at Solomons, MD. Floating markers will be placed around the event area. Mariners are urged to use caution when transiting near the event area, and are reminded to avoid loitering within the navigation channel. Official safety patrol vessel on scene can be contacted via marine band radio VHF-FM channel 16. Additional information on this Calvert County Watermen’s Assoc. event can be obtained at website www.calvertwatermen.org/. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Chart 12264

MD – CHESAPEAKE BAY – EASTERN BAY- MILES RIVER – ST. MICHAELS HARBOR – DOCKING CONTEST
An annual workboat docking contest is scheduled to occur in St. Michaels Harbor on August 11, 2019, between 11 a.m. and 4 p.m. Approximately 15 Chesapeake Bay Built workboats (30–50 feet in length) will participate in a dockside boat-handling competition starting at Noon. The event will be held in waters adjacent to the Chesapeake Bay Maritime Museum, located in St. Michaels, MD at Navy Point, in approximate position latitude 38°47′16″ N, longitude 076°13′08″ W. Mariners are urged to use caution when transiting near the event area, and are reminded to avoid loitering within the navigation channel. Official patrol personnel on scene via marine band radio VHF-FM channel 16. Additional information on this Watermen’s Appreciation Day event is available on website www.cbmm.org. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12264

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 foot 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 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 – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTAS

The Annapolis Yacht Club (AYC) will conduct annual sailing regattas in the Severn River and 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: (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 (J30 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 Race Course - 25 participants, 20 to 28 feet in length); (18) October 15-16 (Warrior Sailing Project - 8 participants, 22 feet in length); (19) October 19-20 (Electra ACC - Lippincott - 30 participants, 23 & 31 feet in length); (20) October 26-27 (Halloween Howl - 50 participants, 8 feet in length); (21) October 26-27 (J/105 & 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, 12262, 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 August 23, 2019, between 5 p.m. and 9 p.m. Up to 45 auxiliary sail boats (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/crab-cup. Interested mariners can contact the Eastport Yacht Club race committee via VHF-FM channels 16 and 73. For any 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 – 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 downstream of, the Washington College boathouse dock. Participants will be supported by sponsor-provided watercraft. More information on this Special Olympics Maryland Kayaking Challenge event can be obtained via www.eschells.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 launches. Interested mariners may contact the Downtown Sailing Center’s Race Committee on VHF-FM Channels 16 and 73. 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 – CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – BOHEMIA RIVER – FIREWORKS

A fireworks display is scheduled to occur along the upper Bohemia River on Aug 2, 2019 (rain date August 3, 2019), at 9 p.m. Mariners are urged to use caution when transiting the area, reminded to heed the directions of patrolling law enforcement and public safety officials, and absent specific
MD – HEAD OF CHESAPEAKE BAY – NORTHEAST RIVER – SWIM EVENT

The swim portion of an annual triathlon event is scheduled to occur in the Northeast River on August 25, 2019, between 7 a.m. and 10 a.m. Approximately 500 athletes will compete (in waves of 75 to 100 swimmers every 4 minutes) along a 1,500-meter rectangular course with a start and finish located at the North East Community Park at North East, MD. Swimmers will be supported by sponsor-provided watercraft. In addition, swim course set-up using inflatable yellow and orange buoys will occur on Saturday afternoon, August 24, 2019, and may include a swim practice on the water in the same area as the competition held on Sunday. More information on the “North East Triathlon” can be obtained at website https://kineticmultisports.com/races/northeast. Interested mariners can contact the event coordinator via marine band radio VHF-FM channel 78A. 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

DC – UPPER POTOMAC RIVER – WASHINGTON CHANNEL – FIREWORKS DISPLAY SAFETY ZONE

A fireworks display is scheduled to occur in Washington Channel on Aug 4, 2019 (no rain date), at 9:20 pm. As described in 33 CFR § 165.T05-1011, the Coast Guard will establish a safety zone upon the waters of the Washington Channel within 200 feet of the fireworks barge located within an area bounded on the south by 36°52′30″ W, and bounded on the north by the southern extent of the Francis Case (I-395) Memorial Bridge, located at Washington, DC. This safety zone will be enforced from 8:30 pm to 10 pm on Aug 4, 2019. Under the general safety zone regulations in subpart C of 33 CFR 165, you may not enter the safety zone described in this paragraph unless authorized by the Captain of the Port, U.S. Coast Guard Sector Maryland-National Capital Region (COTP) or the COTP’s designated representative. All vessels underway within this safety zone at the time it is activated are to depart the zone. To seek permission to enter, contact the COTP or the COTP’s designated representative at 410–576–2693 or on VHF-FM channel 16. The Coast Guard vessels enforcing this section can be contacted on VHF-FM channel 16. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP’s designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies. The fireworks barge will display a “FIREWORKS—DANGER—STAY AWAY” sign on the port and starboard sides while it is on-scene. Comments or questions should be directed to Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12274

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 Aug 10, 2019 approximately 2 nautical miles north of the Little Creek entrance buy (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.

Chart 12280

VA – ELIZABETH RIVER – LAFAYETTE RIVER

The Norfolk Yacht and Country Club will be sponsoring the Labor Day Regatta on August 31, 2019. Competitors will sail on a course in the Lafayette River and Elizabeth River. This sailboat race will begin at 9 a.m. and end at 5 p.m. Mariners are requested to use caution and bare steerage when transiting the area.

Chart 12245

VA – NORFOLK HARBOR - ELIZABETH RIVER – NORFOLK TIDES BASEBALL – FIREWORKS

The Norfolk Tides will sponsor a land fired aerial fireworks display at 150 Park Avenue, Norfolk, VA near the Elizabeth River. This event will take place after the Norfolk Tides baseball games on August 3, August 10, August 31, and Sep 1, 2019. Mariners are urged to use caution and are reminded to heed the directions of patrolling law enforcement and public safety officials.

Chart 12253

VA – CHESAPEAKE BAY – PAINKATANK RIVER

The Fishing Bay Yacht Club is sponsoring the FBYC J/70 Friday Night Series in the vicinity of the mouth of the Piankatank River. This event will begin at 6:00 p.m. and end at 9:00 p.m. each day on Aug 2, 16 and 23, 2019. Mariners should use caution and bare steerage when transiting the area.

Chart 12235

VA – CHESAPEAKE BAY – PAINKATANK RIVER

The Fishing Bay Yacht Club is sponsoring the 80th Annual One Design Regatta in the vicinity of the mouth of the Piankatank River. This event will begin at 10:00 a.m. and end at 4:00 p.m. on Aug 10, 2019. Mariners are requested to use caution and bare steerage when transiting the area.

Chart 12235

VA – CHESAPEAKE BAY – PIANKATANK RIVER

The Fishing Bay Yacht Club is sponsoring the One Design Jerry Dennison Legacy Regatta on the Piankatank River in the vicinity of Stove Point, Deltaville, VA. The sailboat race will begin at 10:00 a.m. and end at 4:00 p.m. on Aug 24, 2019. Mariners are requested to use caution and bare steerage when transiting the area.

Chart 12235
VA – CHESAPEAKE RIVER – PIANKATANK RIVER
The Fishing Bay Yacht Club will be sponsoring the Stingray Point Regatta which is a 3 day event that takes place in Deltaville near the mouth of the Piankatank River. Competitors will run races on Friday, August 30, 2019 through Sunday, September 1, 2019 from 9:00 AM until 4:00 PM each day. Mariners are requested to use caution and bare steerage when transiting the area.
Chart 12235

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 Aug 10, 2019.
Chart 12208

VA – CHESAPEAKE BAY – VIRGINIA BEACH
The Broad Bay Sailing Association will be sponsoring the Hobie Fleet 32 Version 2.17 Regatta on August 31, 2019, beginning in the vicinity of Chick’s Beach, Virginia Beach. Competitors will sail on a course in the lower Chesapeake Bay in the vicinity of the Chesapeake Bay Bridge Tunnel and then return to the same beach location for the finish. This sailboat race will begin at 9 a.m. and end at 6 p.m. Mariners are requested to use caution and bare steerage when transiting the area.
Chart 12254
Legend

Tred Avon Restoration

- **Reef Restoration & Seed, 9-20 ft water depths, Constructed and seeded (16 acres)**
- **Seed Only Sites Planted 2016 (19 acres)**
- **Constructed December 2016, 9-20 ft water depths (6 acres)**
- **Partially constructed 2016, complete in Spring 2017, 9-20 ft water depths (2 acres)**
- **Spring 2017, Construction, 9-20 ft water depths (1.7 acres)**
- **Spring 2017 Construction, 6.5-9 ft water depths (8.4 acres)**

Tred Avon Sanctuary Boundary

December 2016 and spring 2017 constructed sites are planned to receive seed in spring/summer 2017.

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**NOT TO BE USED FOR NAVIGATION**
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