U.S. Department
of Homeland Security

**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 5 Week: 36/20

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

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

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

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

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

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

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

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

NAVIGATION INTERNET SITES

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

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

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

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

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

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

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

Weather
http://www.weather.gov

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition:

MD-NCR - Maryland-National Capital Region

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

******COAST GUARD SEEKS COMMENTS ON HOW TO IMPROVE OUR NATION'S SHALLOW DRAFT WATERWAYS ATON SYSTEM******

The U.S. Coast Guard is conducting a Waterways Analysis and Management System (WAMS) Study on the Shallow Draft System (waters less than 12 feet). The purpose of this study is to determine the navigational needs and requirements of vessels operating in shallow draft navigable waterways throughout the country. The study will focus on the existing shallow water Aids to Navigation (ATON) system, future development projects, waterborne commerce transiting these waters, and marine casualty information. Waterway users, interested parties, and stakeholders are invited to provide comments or feedback via the tool posted at https://www.surveymonkey.com/r/ShallowWaterWAMS. This link will remain available until November 1, 2020. Further questions or comments may be emailed to CGNAV@uscg.mil using the subject line: "Shallow Draft WAMS".

LNM: 32/20

******NC – VA – MD – DE – NJ - ATLANTIC OCEAN - OFFSHORE STRUCTURE PATON MARKING GUIDANCE******

For Private Aids to Navigation (PATON) applicants requesting Coast Guard permits to provide navigational markings on offshore structures in Fifth Coast Guard District waters, the following structure identification, lighting, sound signal, and Automated Identification System (AIS) capabilities are strongly recommended. Applicants should plan to apply for one Private Aid Permit per structure (to include all label, light(s), sound signals and AIS signals). Private AtoN Permit applications should submitted no sooner than 60 days prior to the need to activate a structure's final markings. Additional specific recommendations include:

Tower Identification:

- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible
- Letters and numbers labelled to as near to 3 meters high as possible

• Visible above any servicing platforms
• Visible throughout a 360-dgreee arc from the water's surface
• Visible at night through use of retro-reflective paint and lettering/numbering materials
• If feasible, also labelled below the servicing platform

Lighting:

• Located on all structures, preferably on the servicing platform, visible throughout a 360-dgreee arc from the water's surface
• Corner Towers/Significant Peripheral Structures (SPSs): Quick flashing yellow (QY) energized at a five nautical mile range
• Outer Boundary Towers: Yellow 2.5 sec (FL Y 2.5s) energized at three nautical mile range
• Interior Towers: Yellow 6 sec or yellow 10 sec (FL Y 6/FL Y 10) energized at a two nautical mile range
• All lights should be synchronized by their structure location within the field of structures

Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. These do not require permits, only Coast Guard notification for appropriate marine notices and broadcasts until the final structure marking is established.

Sound Signals:

• Should be located on all structures located at corners/SPSs
• Sound every 30 seconds (4s Blast, 26s off)
• Set to project at a range of 2NM
• Should not exceed 3NM spacing between perimeter structures
• Must be Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds
• Timed to energize for 45 minutes from last VHF activation

Automated Information System (AIS) Transponder Signals:

• Must be transmitted superimposed at all corner structures/SPSs
• Should be capable of transmitting signals to mark all locations of all structures throughout an established field
• Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation

PATON Application can be requested through email to: D05-SMB-CGD5Waterways@uscg.mil
Please forward questions or feedback in an e-mail to:
Jerry.R.Barnes@uscg.mil and Matthew.K.Creelman2@uscg.mil

Charts: 12200 12204 12211 12214 12221 12318 LNM: 36/20

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

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

Charts: 12200 12204 12207 13003 LNM: 19/20

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

UPDATED. An outbreak of respiratory illness caused by a novel COVID-19 continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

Vessel Reporting Requirements:

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

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

Vessel Control Actions:

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), United Kingdom and Republic of Ireland.

Non-passenger Commercial Vessels: Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations. U.S. citizens or any other persons listed in Section 2 of Presidential Proclamation "Suspension of Entry as Immigrants and Nonimmigrants of Certain Additional Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus", for example crewmembers with a transit and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous transit through the U.S. to another country. When entering the U.S. all persons must be cleared by Customs and Border Protection (CBP) and, if applicable, CDC. Crewmembers without the appropriate visas will generally be required to remain onboard unless otherwise cleared for entry by CBP and, if applicable, CDC. Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and port officials prior to entry.

Passenger Vessels: On April 15, 2020, the CDC updated their existing No Sail Order. This Order will remain in effect until the Secretary of Health and Human Services' declaration that COVID-19 constitutes a public health emergency, the CDC Director rescinds or modifies the order based on specific public health or other considerations, or 100 days from the date publication in the Federal Register. This renewed order requires all cruise ship operators to provide "an appropriate, actionable and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships" prior to operating in waters subject to U.S. jurisdiction. In addition to the plan, there are further restrictions.

LNM: 17/20

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

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

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

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

https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5

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

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

INTERFERENCE WITH AIDS TO NAVIGATION

14 USC 543. It shall be unlawful for any person, or public body, or instrumentality, excluding the armed forces, to remove, change the location of, obstruct, wilfully damage, make fast to, or interfere with any aid to navigation established, installed, operated, or maintained by the Coast Guard

pursuant to section 541 of this title, or with any aid to navigation lawfully maintained under authority granted by the Coast Guard pursuant to section 542 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. COAST GUARD AUXILIARY – PUBLIC EDUCATION CLASSES – FIND BY ZIPCODE

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
CCGD5 (D5) - 438, 448, 450, 451, 452, 454 thru 460, 464 thru 467, 471, 472, 475 thru 481-20.
Sector Delaware Bay (DB) - 170, 171, 175-20.
Sector Maryland - National Capital Region (MD-NCR) - 228, 231, 232, 234, 241, 242, 245-20.
Sector Virginia (VA) - 182, 184, 185-20.
Sector North Carolina (NC) - 085, 134, 155, 164, 178, 184, 204, 206, 207, 212, 228, 229, 237, 238, 250, 276, 318, 330, 331, 332, 333, 334, 335, 336, 337, 338, 340, 341, 342, 343, 344, 346-20.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
120	Five Fathom Bank Lighted Buoy F	RAC INOP	12214	NONEDB	27/19	
165	Delaware Lighted Buoy D	RAC INOP	12214	NONEDB	28/19	
168	NOAA Lighted Data Buoy 44009 (ODAS)	BUOY DMGD/LT EXT	12214	171DB	35/20	
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	RAC INOP	12222	156VA	32/20	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12	
590	Bodie Island Light	LT EXT	12204	250NC	28/20	
775	Camp Lejeune Danger Zone Lighted Buoy H	MISSING	11542	309NC	31/20	
815	NOAA Lighted Data Buoy 41013 (ODAS)	LT EXT	11536	332NC	35/20	
825	Frying Pan Shoals Slough Buoy 1	MISSING	11536	466NC	50/19	
942	Barnegat Inlet North Breakwater Light 6	LT EXT	12324	032DB	10/20	
1318	Longport Channel Buoy 8	SINKING	12316	098DB	25/20	
1525	South Shoal Lump Buoy 8B	TRUB	12216	213DB	32/19	
1620	Delaware Bay Main Channel Light 32	LT EXT	12304	132DB	30/20	
1675	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20	
1695	**East Point Light**	**LT EXT**	**12311**	**175DB**	**36/20**	
1970	Nantuxent Point Light	LT EXT	12304	141DB	31/20	
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16	
2055	Delaware Bay East Icebreaker Light 2	LT EXT	12216	170DB	35/20	
2065	Roosevelt Inlet Jetty Light 1R	LT EXT	12216	116DB	23/20	
2080	Roosevelt Inlet Range Rear Light	LT EXT	12216	087DB	23/20	
2315	Murderkill River Buoy 2	MISSING	12304	NONEDB	17/20	
2320	Murderkill River Buoy 3	MISSING	12304	NONEDB	17/20	
2330	Murderkill River Buoy 4	MISSING	12304	NONEDB	17/20	
2335	Murderkill River Buoy 5	MISSING	12304	NONEDB	17/20	
2337	Murderkill River Buoy 6	MISSING	12304	NONEDB	17/20	
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19	
2680	Salem River Entrance Channel Light 7	REDUCED INT/STRUCT DMGD	12277	171DB	18/18	
2874	Pea Patch Island Dike Warning Light E	LT EXT/STRUCT DMGD	12311	433DB	39/18	
3260	Delaware River Lighted Buoy 53	OFF STA	12312	169DB	34/20	
3785	Upper Delaware River Channel Lighted Buoy 20	LT EXT	12314	128DB	29/20	
3990	Upper Delaware River Channel Lighted Buoy 48	LT EXT	12314	066DB	19/20	
4015	Upper Delaware River Channel Lighted Buoy 52	LT EXT	12314	067DB	19/20	
4035	Upper Delaware River Channel Lighted Buoy 53	LT EXT	12314	068DB	19/20	
4105	Florence Upper Range Rear Light	MSLD SIG/REDUCED INT	12314	146DB	31/20	
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15	
4436	Middle Island West Channel Junction Lighted Buoy MI	MISSING	12216	054DB	17/20	
4437	Middle Island West Buoy 1	MISSING	12216	054DB	17/20	
4438	Middle Island West Channel Buoy 3	MISSING	12216	054DB	17/20	
4439	Middle Island West Channel Daybeacon 5	STRUCT DEST	12216	145DB	09/18	
4439.5	Middle Island West Channel Buoy 7	MISSING	12216	054DB	17/20	
4440	Pepper Creek Buoy 1	MISSING	12216	056DB	17/20	

4445	Pepper Creek Lighted Wreck Buoy WR2	MISSING	12216	056DB	17/20
4450	Pepper Creek Buoy 4	MISSING	12216	056DB	17/20
4455	Pepper Creek Buoy 5	MISSING	12216	056DB	17/20
4470	Pepper Creek Lighted Wreck Buoy WR10	MISSING	12216	056DB	17/20
4645	White Creek Buoy 1	MISSING	12216	055DB	17/20
4650	White Creek Buoy 3	MISSING	12216	055DB	17/20
4655	White Creek Buoy 5	MISSING	12216	055DB	17/20
4660	White Creek Buoy 6	MISSING	12216	055DB	17/20
5280	Chincoteague Inlet Lighted Buoy 2	LT EXT	12210	137VA	29/20
5350	Chincoteague Channel Light 17	MISSING/TRLB	12210	146VA	32/20
6025	Bradford Bay Warning Daybeacon C	STRUCT DEST	12210	138VA	30/20
6390	Virginia Inside Passage Daybeacon 221	STRUCT DEST/TRLB	12224	014HR	02/16
6640	Wachapreague Channel Warning Daybeacon A	DAYMK MISSING	12210	178VA	32/20
6690	Wachapreague Channel Daybeacon 13	DAYMK MISSING	12210	163VA	32/20
6695	Wachapreague Channel Junction Light WB	STRUCT DEST	12210	130VA	28/20
6910	Great Machipongo Channel Light 4	DAYMK MISSING	12210		33/20
6990	Sand Shoal Daybeacon 1	DAYMK MISSING	12224	122VA	27/20
7275	Chesapeake Channel Lighted Buoy 42	RAC INOP	12226	175VA	34/20
7295	Rappahannock Shoal Channel South Range Rear Light	LT EXT	12226	129VA	28/20
8440	**Brewerton Channel Eastern Extension Lighted Buoy 10**	**LT EXT**	**12278**	**241MD**	**36/20**
8910	**Shad Battery Shoal Range Front Light**	**LT EXT**	**12274**	**242MD**	**36/20**
9105	Back Creek Channel Range Front Light	MISSING	12277	030MD	04/19
9110	Back Creek Channel Range Rear Light	LT EXT	12277	270MD	29/17
9400	Hampton Bar Warning Light	STRUCT DMGD	12245	066VA	18/20
9765	Western Branch Channel Daybeacon 7	STRUCT DEST/TRLB	12253	287HR	38/19
10495	Little Creek Harbor Range Front Light	LT EXT	12255	116VA	26/20
10730	**Lafayette River Channel Daybeacon 19**	**STRUCT DEST/TRUB**	**12245**	**185VA**	**36/20**
11893	Hog Island Cutoff Wreck Light WR7	STRUCT DEST/HAZ NAV/TRLB	12248	440HR	36/18
12070	Goose Hill Channel Range Rear Light	LT EXT	12248	109VA	24/20
12385	James River Channel Lighted Buoy 89	LT EXT	12251	072VA	19/20
12675	James River Channel Light 143	REDUCED INT	12252	143VA	31/20
12795	James River Channel Light 168	DAYMK DMGD	12252	NONEVA	51/19
12940	Back River Channel Light 8	STRUCT DEST/TRLB	12222	149VA	32/20
13185	Poquoson River Entrance Light 10	DAYMK MISSING	12238	150VA	32/20
13457	NOAA Lighted Data Buoy YS	OFF STA	12238	037HR	08/19
13515	Perrin River Entrance Buoy 2	TRUB	12241	101VA	23/20
14912	NOAA Lighted Data Buoy SR	OFF STA	12235	165VA	32/20
15635	Rappahannock River Light 35	LT EXT	12237	157VA	32/20
17155	St. Clements Bay Warning Daybeacon	STRUCT DEST/TRLB	12286	067MD	19/20
17300	Cobb Island Light 2	STRUCT DEST/TRLB	12286	080MD	20/20
17950	Upper Potomac River Channel Lighted Buoy 23	LT EXT	12288	094MD	23/20
18265	Occoquan River Channel Light 2	STRUCT DEST	12289	485MD	37/18
19040	Patuxent River Light 6A	LT EXT	12284	129MD	28/20
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST/TRLB	12284	062MD	24/18
19615	**South River Light 10**	**STRUCT DMGD**	**12270**	**245MD**	**36/20**
20185	Magothy River Light 9	STRUCT DMGD/TRLB	12282	287MD	38/19

20535	**Jones Creek Light 6**	**DAYMK MISSING**	**12278**		**36/20**
21370	North Channel Buoy 4	MISSING	12222	107VA	24/20
21460	Cape Charles City Range B Front Light 8	LT EXT	12224	155VA	32/20
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20
23080	Big Thorofare Channel Daybeacon 21	MISSING/TRUB	12228	134MD	19/19
23095	Big Thorofare Channel Daybeacon 27	STRUCT DEST/TRUB	12228	128MD	16/19
23260	Big Thorofare West Light 15	STRUCT DEST/TRLB	12228	271MD	36/19
23980	Nanticoke River Channel Light 6	LT EXT/STRUCT DMGD	12261	189MD	18/20
24110	Nanticoke River Channel Light 23	STRUCT DEST/TRLB	12261	070MD	19/20
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRDBN	12261	123MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19
24735	Madison Bay Light 2	REDUCED INT	12264	209MD	33/20
28003	**Oregon Inlet Lighted Buoy 6**	**MISSING**	**12204**	**347NC**	**36/20**
28325	Walter Slough Daybeacon 6	STRUCT DEST/TRUB	12204	215NC	19/19
28415	**Roanoke Sound Channel Daybeacon 13**	**STRUCT DEST/TRUB**	**12204**	**340NC**	**36/20**
28650	Hatteras Inlet Lighted Buoy 4	MISSING	11555	345NC	29/17
28653	Hatteras Inlet Lighted Buoy 5	MISSING	11555	NONENC	40/18
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	MISSING	11555	NONENC	37/19
28667	Hatteras Inlet Lighted Buoy 8	MISSING	11555	NONENC	37/19
28722.5	Barney Slough Channel Lighted Wreck Buoy WR8	MISSING	11555	218NC	16/20
28733.1	**Hatteras Inlet Channel Buoy 12B**	**BUOY DMGD**	**11555**	**341NC**	**36/20**
28760	Hatteras Inlet Channel Daybeacon 18	STRUCT DEST/TRUB	11555	330NC	34/20
28765	Hatteras Inlet Channel Light 19	STRUCT DEST/TRLB	11555	NONENC	35/20
28900	Ocracoke Inlet Buoy 1	OFF STA/HAZ NAV	11550	NONENC	24/19
28915	Ocracoke Inlet Lighted Buoy 4	MISSING	11550	217NC	25/20
28955	Teaches Hole Channel Lighted Buoy 20	MISSING	11550	220NC	26/20
28964	Teaches Hole Lighted Buoy 27	OFF STA	11550	213NC	25/20
28970	Teaches Hole Channel Light 30	LT EXT/DAYMK MISSING	11550	NONENC	37/19
29260	**Barden Inlet Light 32**	**DAYMK MISSING**	**11545**	**343NC**	**36/20**
29595	Swansboro Harbor Daybeacon 4	STRUCT DEST/TRUB	11541	265NC	30/20
29735	New River Channel Light 12	STRUCT DEST/TRLB	11541	308NC	31/20
29740	New River Channel Light 13	STRUCT DMGD/TRLB	11541	078NC	11/19
29825	New River Channel Light 28A	STRUCT DEST/TRLB	11542	320NC	33/20
29985	New Topsail Inlet Buoy 2	MISSING	11541	210NC	18/18
30010	New Topsail Inlet Buoy 5	MISSING	11541	338NC	31/18
30050	Banks Channel Light 1	MISSING/TRLB	11541	316NC	32/20
30085	Banks Channel Daybeacon 9	STRUCT DEST/TRUB	11541	296NC	32/20
30115	Banks Channel Daybeacon 15	STRUCT DEST/TRUB	11541	114NC	15/20
30135	Banks Channel Daybeacon 21	STRUCT DEST/TRUB	11541	246NC	28/19
30215	Wrightsville Channel Daybeacon 13	STRUCT DEST/TRUB	11541	315NC	13/20
30275	Carolina Beach Inlet Buoy 3	MISSING	11534	317NC	33/20
30720	**Cape Fear River Channel Lighted Buoy 39**	**OFF STA**	**11534**	**344NC**	**36/20**
30855	Cape Fear River Lighted Buoy 59	LT EXT	11537	323NC	34/20
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	11537	122NC	16/20
31015	**Lockwoods Folly Inlet Lighted Buoy 2**	**MISSING**	**11534**	**336NC**	**36/20**

31020	**Lockwoods Folly Inlet Buoy 3**	**OFF STA**	**11534**	**338NC**	**36/20**
31025	Lockwoods Folly Inlet Buoy 4	MISSING	11534	290NC	32/20
31027	**Lockwoods Folly Inlet Buoy 5**	**OFF STA**	**11534**		**36/20**
31030	**Lockwoods Folly Inlet Buoy 6**	**MISSING**	**11534**	**337NC**	**36/20**
31035	Lockwoods Folly Inlet Buoy 7	MISSING	11534	291NC	32/20
31040	Lockwoods Folly Inlet Buoy 8	MISSING	11534	292NC	32/20
31135	Calabash Creek Daybeacon 7	MISSING/TRUB	11534	216NC	25/19
31150	Calabash Creek Light 10	STRUCT DEST/TRLB	11534	140NC	17/19
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	220NC	18/15
31220	Poplar Branch Light 1	LT EXT/DAYMK MISSING	12204	NONENC	38/19
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31255	Knotts Island Ferry Terminal Light 2	DAYMK MISSING	12206	139NC	17/20
31415	**Pasquotank River Light 5**	**LT EXT**	**12206**	**342NC**	**36/20**
31445	Pasquotank River Light 9	LT EXT/DAYMK MISSING	12206	154NC	16/20
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
31800	Chowan River Light 5	DAYMK MISSING	12205	262NC	30/20
31820	Chowan River Light 12	STRUCT DMGD/TRLB	12205	022NC	03/20
31970	Roanoke Island West Side Daybeacon 6	STRUCT DEST/TRUB	12204	327NC	38/19
32010	Stumpy Point Channel Light 6	NIGHT LT BURNING DAY	12204	257NC	30/20
32030	Stumpy Point Channel Light 10	STRUCT DEST/TRLB	12204	089NC	05/18
32145	Gull Shoal Light GS	STRUCT DEST/TRLB	11548	090NC	40/18
32250	Avon Channel Warning Light AV	STRUCT DEST	11555	NONENC	38/19
32295	Frisco Approach Light 4	STRUCT DEST/TRLB	11555	355NC	42/19
32320	Durant Point Lighted Buoy 2	OFF STA	11555	088NC	12/20
32835	Oyster Creek Daybeacon 8	STRUCT DEST/TRUB	11545	048NC	06/20
32910	Pungo River Light 7	STRUCT DEST/TRLB	11553	172NC	20/20
32915	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
33345	Pamlico River Channel Light 12	LT EXT	11554	148NC	18/20
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
33715	Neuse River Channel Light 7	STRUCT DEST/TRLB	11552	333NC	35/20
33955	Slocum Creek Daybeacon 10	STRUCT DEST/TRLB	11552	271NC	31/19
34260	Trent River Daybeacon 4A	STRUCT DEST/TRUB	11552	374NC	34/18
34280	Trent River Daybeacon 9	STRUCT DEST/TRUB	11552	NONENC	39/18
34690	Core Sound Daybeacon 48	STRUCT DEST/TRUB	11545	411NC	38/18
34855	Russell Slough Channel Junction Light RG	STRUCT DEST/TRLB	11541	266NC	30/20
34932	Manasquan Inlet Light 3	REDUCED INT	12324	020DB	07/20
34965	Manasquan River Light 9	LT EXT	12324	140DB	30/20
35070	New Jersey Intracoastal Waterway Light 27	STRUCT DEST/TRUB	12324	139DB	30/20
36790	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
36945	Deep Creek Daybeacon 4	STRUCT DEST/TRUB	12206	059VA	16/20

36990	Pasquotank River Light 9	LT EXT/DAYMK MISSING	12206	154NC	16/20
37020	**Pasquotank River Light 5**	**LT EXT**	**12206**	**342NC**	**36/20**
37140	Elizabeth River Southern Branch Light 47	STRUCT DEST/TRLB	12253	587HR	51/18
37210	Great Bridge to Albemarle Sound Light 15	REDUCED INT	12206	136VA	30/20
37530	Great Bridge to Albemarle Sound Daybeacon 89	STRUCT DEST/TRUB	12206		32/20
37620	Great Bridge to Albemarle Sound Light 118	STRUCT DEST/TRLB	12206		32/20
37851	Alligator River Lighted Buoy 8A	MISSING	11553		32/20
37995	Alligator River Daybeacon 52	STRUCT DEST/TRUB	11553	180NC	21/19
38110	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
38115	Pungo River Light 7	STRUCT DEST/TRLB	11553	172NC	20/20
38285	Neuse River Channel Light 7	STRUCT DEST/TRLB	11552	333NC	35/20
38420	Core Creek Daybeacon 26	STRUCT DEST/TRUB	11541	328NC	34/20
38885	Bogue Sound Warning Daybeacon A	STRUCT DEST	11541	165NC	19/20
38940	Bogue Sound Daybeacon 24	STRUCT DEST/TRUB	11541	311NC	32/20
39000	Bogue Sound Daybeacon 36	STRUCT DEST/TRUB	11541	202NC	22/20
39025	Bogue Sound Light 41	STRUCT DEST/TRLB	11541	313NC	32/20
39240	Bogue Sound - New River Light 65A	MISSING/TRLB	11541	380D5	36/19
39285	Bogue Sound - New River Daybeacon 69	STRUCT DEST/TRUB	11541	243NC	28/20
39425	New River - Cape Fear River Light 49	STRUCT DEST/TRLB	11541	270NC	31/20
39430	New River - Cape Fear River Daybeacon 51	STRUCT DEST/TRLB	11541	329NC	34/20
39615	New River - Cape Fear River Light 125	STRUCT DEST/TRLB	11541	242NC	28/20
39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB	11541		32/20
39857	New River - Cape Fear River Light 168	STRUCT DEST/TRLB	11534	211NC	24/20
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB	11534	161NC	19/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRLB	11534	169NC	20/20
40180	Lockwoods Folly River Daybeacon 12	STRUCT DEST/TRUB	11534	NONENC	37/19
40285	Cape Fear River - Little River Daybeacon 63	STRUCT DEST/TRUB	11534	235NC	27/20
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	11534	306NC	27/20
40325	Cape Fear River - Little River Light 77	STRUCT DEST	11534	307NC	32/20
40330	Cape Fear River - Little River Light 78	MISSING/TRLB	11534	214NC	24/20
40335	Cape Fear River - Little River Daybeacon 80	MISSING/TRUB	11534	485NC	49/19
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	11534	334NC	32/20

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1800	Maurice River Buoy 22	RESET ON STATION	12304	143DB	31/20	36/20
3495	Eagle Point Range Front Light	RELIGHTED	12313	172DB	35/20	36/20
3500	Eagle Point Range Rear Light	WATCHING PROPERLY	12313	172DB	35/20	36/20
4010	Upper Delaware River Channel Lighted Buoy 51	WATCHING PROPERLY	12314	174DB	36/20	36/20
5392	Chincoteague Channel Lighted Buoy 27	RESET ON STATION	12210	171VA	34/20	36/20
7325	Stingray Point Light	WATCHING PROPERLY	12235	183VA	36/20	36/20
7995	Craighill Channel Entrance Range Front Light	RELIGHTED	12282	235MD	36/20	36/20

8000	Craighill Channel Entrance Range Rear Light	RELIGHTED	12278	236MD	36/20	36/20
8441	Tolchester Channel Range Front Light	RELIGHTED	12278	240MD	36/20	36/20
8600	Upper Chesapeake Channel Range Rear Light	WATCHING PROPERLY	12274	238MD	36/20	36/20
8940	Elk River Channel South Range Rear Light	WATCHING PROPERLY	12274	244MD	36/20	36/20
8995	Elk River Channel North Range Rear Light	RELIGHTED	12277	243MD	36/20	36/20
10430	Broad Bay Buoy 16	WATCHING PROPERLY	12254	181VA	35/20	36/20
13557	York River West Range Rear Passing Lights (2)	RELIGHTED	12241	170VA	34/20	36/20
15180	Myers Creek Daybeacon 3	WATCHING PROPERLY	12237	180VA	33/20	36/20
17700	Potomac River Channel Light 30	RELIGHTED	12287	102MD	25/20	36/20
19745	Horn Point Light HP	WATCHING PROPERLY	12283	238MD	36/20	36/20
26165	Miles River Light 1	WATCHING PROPERLY	12270	157MD	30/20	36/20
28003	Oregon Inlet Lighted Buoy 6	WATCHING PROPERLY	12204	NONENC	33/20	36/20
28005	Oregon Inlet Buoy 7	RELOCATED	12204	074NC	10/20	36/20
28015	Oregon Inlet Lighted Buoy 9	RELOCATED	12204	039NC	06/20	36/20
29255	Barden Inlet Warning Daybeacon A	WATCHING PROPERLY	11545	258NC	30/20	36/20
38360	Adams Creek Daybeacon 14	WATCHING PROPERLY	11541	346NC	36/20	36/20
40323	Cape Fear River - Little River Buoy 76	RESET ON STATION	11534	112NC	15/20	36/20

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
87.1	Ocean Wind Met Lighted Buoy A	LT EXT	12318	NONED5	23/20	
1355	Ship Channel Buoy 7	ADRIFT	12316	168DB	34/20	
2119.04	Herring Creek Daybeacon 4	STRUCT DMGD	12216	172DB	28/19	
2805	Bulkhead Shoal Channel Lighted Buoy 6A	OFF STA	12311	012DB	04/20	
7095	Chesapeake Channel Tunnel South Light	LT EXT	12221	079VA	25/19	
7905	Sandy Point State Park Daybeacon 1	DAYMK MISSING	12282	203MD	33/20	
7915	Sandy Point State Park Daybeacon 3	MSLD SIG	12282	204MD	33/20	
7925	Sandy Point State Park Buoy 5	MSLD SIG/BUOY DMGD	12282	205MD	33/20	
7940	Sandy Point State Park Danger Marker C	DAYMK MISSING	12282	208MD	33/20	
7957.7	Sandy Point State Park North Beach Buoy 7	MISSING	12270	206MD	33/20	
7957.8	Sandy Point State Park North Beach Buoy 8	MISSING	12270	207MD	33/20	
9522	Lehigh Portland Cement Lighted Mooring Dolphin A	LT EXT	12245	372VA	51/19	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10157	Crab Creek Wreck Buoy WR3A	OFF STA	12254	182VA	35/20	
10190	Lynnhaven River Western Branch Daybeacon 3	DAYMK MISSING	12254	103VA	24/20	
10195	Lynnhaven River Western Branch Daybeacon 4	DAYMK MISSING	12254	104VA	24/20	
10205	Lynnhaven River Western Branch Daybeacon 6	MSLD SIG	12254	105VA	24/20	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	
10245	Lynnhaven River Western Branch Daybeacon 14	STRUCT DEST	12254	106VA	24/20	
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19	
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17	

10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19
10333	Lynnhaven River Eastern Branch Daybeacon 14	STRUCT DEST	12222	108VA	24/20
10762.02	Lafayette River Northern Branch Daybeacon 2	DAYMK MISSING	12245	179HR	26/19
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	180HR	33/17
10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	181HR	33/17
10762.08	Lafayette River Northern Branch Daybeacon 8	DAYMK IMCH	12245	270HR	37/19
10962	Hampton River Channel Buoy 22	MISSING	12245	NONEHR	37/19
12055	Virginia Power Groin Light A	LT EXT	12253	008VA	03/20
12060	Virginia Power Groin Light B	LT EXT	12253	008VA	03/20
12143.7	Barretts Point Lighted Buoy 2	MISSING	12251	144VA	31/20
12143.71	Barretts Point Daybeacon 3	DAYMK MISSING	12251	179VA	35/20
12645	James River Bermuda 100 Light A	LT EXT	12252	369HR	28/18
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12845	Salt Ponds Daybeacon 1	STRUCT DEST/TRLB	12222	177VA	26/20
12957	Back River South Channel Junction Daybeacon B	STRUCT DEST	12238	315HR	22/18
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
15003	Broad Creek Southern Branch Daybeacon 2S	DAYMK MISSING	12235	100VA	23/20
15005	Broad Creek Northern Branch Daybeacon 1N	MISSING	12235	107HR	20/19
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	108HR	20/19
15015	Broad Creek Northern Branch Daybeacon 4	MISSING	12235	109HR	20/19
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
16565	Lake Conoy Warning Daybeacon C	STRUCT DEST	12233	088MD	23/20
16972.5	Glebe Creek Daybeacon 4	DAYMK MISSING	12286	149MD	30/20
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD	12288	184MD	33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING	12288	186MD	33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB	12288	183MD	24/19
18013.1	Aquia Creek Daybeacon 22	STRUCT DMGD	12288	185MD	33/20
18013.8	Aquia Creek Daybeacon 29	MISSING/STRUCT DEST	12288	182MD	33/20
18251.1	Neabsco Creek Channel Lighted Buoy 2	LT EXT	12289	098MD	24/20
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.3	Tanner Creek Daybeacon 2	DAYMK DMGD	12233	196MD	08/18
18793.6	Tanner Creek Warning Daybeacon B	DAYMK MISSING	12233	197MD	08/18
19375	South Herrington Harbour Light 5	DAYMK DMGD	12266	139MD	19/19
19512	West River Buoy 7	MISSING	12270	221MD	34/20
19613	South River Warning Buoy B	MISSING	12270	NONEMD	39/18

19845	Chesapeake Harbor Buoy 3	MSLD SIG	12282		33/20
19850	Chesapeake Harbor Buoy 4	MISSING	12282	136MD	29/20
19855	Chesapeake Harbor Buoy 5	MISSING	12282	137MD	29/20
19860	Chesapeake Harbor Buoy 6	MSLD SIG	12282		33/20
19865	Chesapeake Harbor Buoy 7	MISSING	12282	138MD	29/20
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT IMCH/DAYMK MISSING	12282	221MD	30/19
19920	Spa Creek Anchorage Buoy A	MISSING	12283	139MD	29/20
19925	Spa Creek Anchorage Buoy B	MISSING	12283	140MD	29/20
19930	Spa Creek Anchorage Buoy C	MISSING	12283	141MD	29/20
20092	Little Magothy River Buoy 1LM	MSLD SIG	12282	198MD	33/20
20092.04	Little Magothy River Buoy 5	MSLD SIG	12282	199MD	33/20
20092.05	Little Magothy River Buoy 6	MISSING/MSLD SIG	12282	200MD	15/20
20092.06	Little Magothy River Buoy 7	MSLD SIG	12282	201MD	33/20
20092.07	Little Magothy River Buoy 8	MSLD SIG	12282	202MD	33/20
20141	Grays Creek Buoy 1	ADRIFT	12282	104MD	25/20
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20430	Pennwood Channel Range Front Light	LT EXT	12278	045MD	16/20
20435	Pennwood Channel Range Rear Light	LT EXT	12278	046MD	16/20
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	369MD	27/18
21363.3	Baltimore Inner Harbor Buoy 6	BUOY DMGD	12281	223MD	34/20
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	STRUCT DEST	12261	078MD	20/20
25070	Choptank Fishing Pier Warning Daybeacon C	DAYMK MISSING	12268	224MD	34/20
25780	Upper Edge Creek Daybeacon 11	DAYMK MISSING	12266	152MD	30/20
26525	Castle Harbor Marina Channel Light 1	DAYMK IMCH	12272	191MD	33/20
26535	Castle Harbor Marina Channel Daybeacon 3	DAYMK IMCH	12272	192MD	33/20
26540	Castle Harbor Marina Channel Daybeacon 4	STRUCT DEST/MSLD SIG/TRLB	12272	193MD	33/20
26545	Castle Harbor Marina Channel Daybeacon 5	STRUCT DEST/MSLD SIG/DAYMK IMCH/TRUB	12272	194MD	33/20
26550	Castle Harbor Marina Channel Daybeacon 6	STRUCT DEST/MSLD SIG/TRUB	12272	195MD	33/20
26555	Castle Harbor Marina Channel Daybeacon 7	DAYMK IMCH/TRUB	12272	196MD	33/20
26560	Castle Harbor Marina Channel Daybeacon 8	STRUCT DEST/MSLD SIG/TRUB	12272	197MD	33/20
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD	12272	321MD	44/17
26873	Swan Creek Buoy 10	OFF STA	12272	179MD	32/20
27083	Back River Buoy 8	MISSING	12278	111MD	26/20
27255	Upper Gunpowder River Buoy 7	MISSING	12274	159MD	31/20
27275	Upper Gunpowder River Buoy 11	MISSING	12274	160MD	31/20
28552	Shallowbag Bay Warning Light A	DAYMK MISSING	12205	582NC	47/17
28553	ShallowBag Bay Warning Light D	DAYMK MISSING	12205	583NC	47/17
29273	Shell Point Channel Daybeacon 2	DAYMK MISSING	11545	413NC	39/18
29273.1	Shell Point Channel Daybeacon 3	DAYMK MISSING	11545	413NC	39/18
29273.3	Shell Point Channel Daybeacon 6	STRUCT DEST	11545	413NC	39/18
30477	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16

31090	Shallotte Inlet Buoy 11	MISSING	11534	259NC	29/19
31270	Southern Shores Daybeacon 1	DAYMK DMGD	12204	NONENC	26/17
31275	Southern Shores Daybeacon 2	DAYMK IMCH	12204	NONENC	30/17
31305	Southern Shores Junction Daybeacon JG	STRUCT DEST	12204	NONENC	30/17
31315	Southern Shores Daybeacon 10	STRUCT DEST	12204	NONENC	30/17
31350	Colington Harbor Entrance Daybeacon 3	STRUCT DEST	12205	NONENC	30/17
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
33260	Texasgulf Entrance Daybeacon 1	STRUCT DMGD	11554	424NC	46/19
33265	Texasgulf Entrance Daybeacon 2	STRUCT DMGD	11554	425NC	46/19
33367.1	Fountain Powerboats Factory Light 1F	DAYMK MISSING	11554	306NC	33/19
33367.2	Fountain Powerboats Factory Daybeacon 3	DAYMK MISSING	11554	306NC	33/19
33367.3	Fountain Powerboats Factory Daybeacon 4	DAYMK MISSING	11554	306NC	33/19
33367.4	Fountain Powerboats Factory Daybeacon 5	DAYMK IMCH	11554	306NC	33/19
33367.5	Fountain Powerboats Factory Daybeacon 6	DAYMK IMCH	11554	306NC	33/19
33367.6	Fountain Powerboats Factory Daybeacon 7	DAYMK IMCH	11554	306NC	33/19
33367.7	Fountain Powerboats Factory Daybeacon 8	DAYMK IMCH	11554	306NC	33/19
33367.8	Fountain Powerboats Factory Daybeacon 9	DAYMK IMCH	11554	306NC	33/19
33367.9	Fountain Powerboats Factory Daybeacon 10	DAYMK IMCH	11554	306NC	33/19
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
38535	Triple S. Marina Daybeacon 1	STRUCT DEST	11547	200NC	18/17
38540	Triple S. Marina Daybeacon 2	DAYMK MISSING	11547	185NC	22/20
38545	Triple S. Marina Daybeacon 3	DAYMK MISSING	11547	186NC	22/20
38550	Triple S. Marina Daybeacon 4	DAYMK MISSING	11547	187NC	22/20
38555	Triple S. Marina Daybeacon 5	DAYMK MISSING	11547	188NC	22/20
38560	Triple S. Marina Daybeacon 6	DAYMK MISSING	11547	189NC	22/20
38565	Triple S. Marina Daybeacon 7	DAYMK MISSING	11547	190NC	22/20
38570	Triple S. Marina Daybeacon 8	STRUCT DEST	11547	191NC	22/20
38575	Triple S. Marina Daybeacon 9	STRUCT DEST	11547	192NC	22/20
38580	Triple S. Marina Daybeacon 10	STRUCT DEST	11547	193NC	22/20
38585	Triple S. Marina Daybeacon 11	STRUCT DEST	11547	194NC	22/20
38590	Triple S. Marina Daybeacon 12	DAYMK MISSING	11547	195NC	22/20
38595	Triple S. Marina Daybeacon 13	DAYMK MISSING	11547	196NC	22/20
39125	Cow Creek Channel Daybeacon CC	STRUCT DEST/TRUB	11541	398NC	44/19
39185	Cow Creek Channel Daybeacon 16	DAYMK MISSING	11541	NONENC	24/19
39463	Sears Landing Channel Daybeacon 1	MISSING	11541	268NC	30/19
39621.4	Bradley Creek Daybeacon 4	DAYMK MISSING	11541	391NC	32/17
39621.9	Bradley Creek Light 9	LT IMCH	11541	414NC	34/17
39623.3	Bradley Creek Light 14	DAYMK IMCH	11541	487NC	40/17
39847.4	Carolina Beach State Park Daybeacon 5	DAYMK MISSING	11537	289NC	33/19
40017	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06

Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
Colington Harbor Entrance Light 5	DAYMK DMGD	12205	290NC	26/17
Colington Harbor Entrance Light 6	DAYMK DMGD	12205	NONENC	30/17
Coopers Creek Daybeacon 1 / DNR1250	STRUCT DEST	12285	056D	18/20
Deep Water Point Light 2	LT EXT	12316	331DB	47/19
Elizabeth River Eastern BR Water Main South Lt	STRUCT DMGD	12253	125VA	27/20
Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
Franklin Street Boat Ramp Light 2	LT EXT	12266	353MD	45/19
Gardner Creek Daybeacon 2	STRUCT DEST	12286	081MD	21/20
Gosnold Hope Channel Daybeacon 2	STRUCT DEST	12222	NONEHR	07/18
Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
Great Marsh Boat Ramp Light 1	LT EXT	12266	352MD	45/19
Jean Guite Creek Daybeacon 1	STRUCT DEST	12205	NONENC	33/17
Jean Guite Creek Daybeacon 2	DAYMK IMCH	12205	NONENC	33/17
Price Creek Buoy 3	OFF STA	12270	277MD	37/19
Royal Beach Association Buoy	MISSING	12282	065MD	18/20
Taylor Crk Dbn 3	STRUCT DEST/HAZ NAV	12226	204HR	09/18
Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
958	Barnegat Light	RELIGHTED	12324	028DB	08/20	36/20

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1270	Great Egg Harbor Inlet Lighted Buoy 1	DISCONTINUED FOR DREDGING	12316	347D5	27/20	
1275	Great Egg Harbor Inlet Lighted Buoy 2	DISCONTINUED FOR DREDGING	12316	346D5	26/15	
1277	Great Egg Harbor Inlet Buoy 3	DISCONTINUED FOR DREDGING	12316	346D5	26/20	
6000	Wachapreague Channel Buoy 10	DISCONTINUED FOR DREDGING	12210	451D5	35/20	
6005	Wachapreague Channel Buoy 11	DISCONTINUED FOR DREDGING	12210	451D5	35/20	
6035	Bradford Bay Buoy 5A	RELOCATED FOR DREDGING	12210	298D5	24/20	
7145	Chesapeake Channel Lighted Buoy 22	RELOCATED FOR DREDGING	12222	282D5	22/20	
7150	Chesapeake Channel Lighted Buoy 23	RELOCATED FOR DREDGING	12221	409D5	32/20	

7155	Chesapeake Channel Lighted Buoy 24	RELOCATED FOR DREDGING	12222	282D5	22/20
7170	Chesapeake Channel Lighted Buoy 28	RELOCATED FOR DREDGING	12222	282D5	22/20
7180	Chesapeake Channel Lighted Buoy 30	RELOCATED FOR DREDGING	12222	282D5	22/20
8117	NOAA Lighted Data Buoy SN	DISCONTINUED	12278	NONED5	04/20
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	060D5	06/20
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	060D5	06/20
9265	Thimble Shoal Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12254	060D5	06/20
9270	Thimble Shoal Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12254	060D5	06/20
9275	Thimble Shoal Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12254	060D5	06/20
9280	Thimble Shoal Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12254	060D5	06/20
9285	Thimble Shoal Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	060D5	06/20
9290	Thimble Shoal Channel Lighted Buoy 16	RELOCATED FOR DREDGING	12245	060D5	06/20
9295	Thimble Shoal Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	512D5	48/19
9305	Thimble Shoal Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	512D5	48/19
9520	Elizabeth River Channel Lighted Bell Buoy 10	RELOCATED FOR DREDGING	12245	518D5	49/19
9525	Elizabeth River Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12245	518D5	49/19
9535	Elizabeth River Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12245	518D5	49/19
9540	Elizabeth River Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12245	518D5	49/19
9545	Elizabeth River Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	518D5	49/19
9595	Elizabeth River Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	518D5	49/19
9600	Elizabeth River Channel Lighted Buoy 18	RELOCATED FOR DREDGING	12245	518D5	49/19
9605	Elizabeth River Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	518D5	49/19
9625	Elizabeth River Channel Lighted Buoy 21	RELOCATED FOR DREDGING	12245	518D5	49/19
19697	NOAA Lighted Data Buoy AN	DISCONTINUED	12283	148D5	16/19
28325	Walter Slough Daybeacon 6	RELOCATED FOR DREDGING	12204	215NC	25/20
28447	Wanchese Channel Buoy 2A	DISCONTINUED FOR DREDGING	12204	471-19	44/19
28760	Hatteras Inlet Channel Daybeacon 18	RELOCATED FOR DREDGING	11555	342NC	34/20
28765.1	Hatteras Inlet Channel Buoy 19A	DISCONTINUED FOR DREDGING	11555	467D5	35/20
29061	Big Foot Slough Channel Buoy 9C	RELOCATED FOR DREDGING	11550	105D5	10/20
29070.3	Big Foot Slough Channel Buoy 11	RELOCATED FOR DREDGING	11550	105D5	10/20
29245	Barden Inlet Light 26	TRDBN	11545	503D5	32/17
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17
29260	Barden Inlet Light 32	TRDBN	11545	503D5	32/17
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29270	Barden Inlet Light 35	TRDBN	11545	503D5	32/17
29365	Beaufort Inlet Channel Lighted Buoy 13	DISCONTINUED FOR DREDGING	11547	077D5	07/20
30050	Banks Channel Light 1	TRLB	11541	398D5	31/20
30055	Banks Channel Light 2	TRLB	11541	398D5	31/20
30373	Cape Fear River Entrance Channel Lighted Buoy 13	RELOCATED FOR DREDGING	11534	136D5	13/20
30450	Cape Fear River Channel Lighted Buoy 16	TRLB	11534	434D5	34/20

30470	**Cape Fear River Channel Lighted Buoy 18**	**RELOCATED FOR DREDGING**	**11534**	**480D5**	**36/20**
30470	Cape Fear River Channel Lighted Buoy 18	TRLB	11534	434D5	34/20
30695	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
30705	Cape Fear River Channel Lighted Buoy 38	RELOCATED FOR DREDGING	11534	135D5	13/20
38825	Peletier Creek Entrance Channel Buoy 2	DISCONTINUED	11541	556D5	51/18
38830	Peletier Creek Entrance Channel Daybeacon 3	DISCONTINUED	11541	556D5	51/18
38833	Peletier Creek Entrance Channel Buoy 4	DISCONTINUED	11541	556D5	51/18
39885	Cape Fear River Channel Lighted Buoy 35	RELOCATED FOR DREDGING	11534	521D5	50/19
	Cape Charles City Lighted Buoy 2	TRLB	12224	196D5	18/20

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
5397	Chincoteague Channel Lighted Buoy 28	Returned to Assigned Position	12210	472D5	35/20	36/20
28765	Hatteras Inlet Channel Light 19	Correction Status Unreported	11555		35/20	
30450	Cape Fear River Channel Lighted Buoy 16	Returned to Assigned Position	11534	480D5	34/20	36/20

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

Chart Number | Chart Edition | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners

12327 91st Ed. 19-APR-97 Last LNM: 26/97 NAD 83 27/97

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER

Main Panel 2245 NEW YORK HARBOR CGD01

(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3 at 40-41-09.001N 074-02-48.001W

Green can

Corrective Action | Object of Corrective Action | Position

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

11534 40th Ed. 01-SEP-19 Last LNM: 33/20 NAD 83 36/20

ChartTitle: **Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek**

Extension 203 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK - -. Page/Side: -

		CGD05	
RELOCATE	Cape Fear River - Little River Buoy 47A	from 33-55-13.886N	078-14-10.651W
		to 33-55-15.360N	078-14-10.057W
		CGD05	
ADD	Cape Fear River - Little River Buoy 46A Red Nun	at 33-55-16.495N	078-14-04.307W

Extension 205 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK - -. Page/Side: -

CGD05

RELOCATE	Cape Fear River - Little River Buoy 47A	from 33-55-13.886N to 33-55-15.360N CGD05	078-14-10.651W 078-14-10.057W
ADD	Cape Fear River - Little River Buoy 46A Red Nun	at 33-55-16.495N	078-14-04.307W

11541 42nd Ed. 01-FEB-19 Last LNM: 22/19 NAD 83 36/20

ChartTitle: **Intracoastal Waterway Neuse River to Myrtle Grove Sound**

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

DELETE	Whittaker Creek Buoy 5A	CGD05 35-01-47.370N	076-40-54.672W

11545 67th Ed. 01-JUL-19 Last LNM: 23/19 NAD 83 36/20

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

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

RELOCATE	Core Sound Buoy 56B	CGD05 from 34-42-05.790N to 34-42-05.870N	076-36-30.135W 076-36-16.708W

11552 22nd Ed. 01-FEB-18 Last LNM: 47/17 NAD 83 36/20

ChartTitle: **Neuse River and Upper Part of Bay River**

CHART NC- NEUSE RIVER AND UPPER PART OF BAY RIVER. Page/Side: N/A

DELETE	Whittaker Creek Buoy 5A	CGD05 35-01-47.370N	076-40-54.672W

11555 43rd Ed. 01-SEP-18 Last LNM: 18/19 NAD 83 36/20

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 35-11-30.975N to 35-11-36.358N	075-45-45.245W 075-46-03.293W
RELOCATE	South Ferry Terminal Buoy 3SF	CGD05 from 35-11-32.398N to 35-11-33.769N	075-46-04.903W 075-46-03.433W
RELOCATE	South Ferry Terminal Buoy 5SF	CGD05 from 35-11-27.678N to 35-11-36.050N	075-46-25.166W 075-46-18.684W
RELOCATE	South Ferry Terminal Lighted Buoy 4SF	CGD05 from 35-11-34.520N to 35-11-37.869N	075-46-06.145W 075-46-22.519W
RELOCATE	South Ferry Terminal Lighted Buoy 6SF	CGD05 from 35-11-30.386N to 35-11-34.634N	075-46-36.590W 075-46-30.983W
RELOCATE	South Ferry Terminal Lighted Buoy 7SF	CGD05 from 35-11-29.011N to 35-11-36.583N	075-46-46.409W 075-46-22.241W
ADD	South Ferry Terminal Lighted Buoy 9SF Green Fl G 2.5s	CGD05 at 35-11-33.244N	075-46-30.502W

12204 39th Ed. 01-JUN-18 Last LNM: 39/19 NAD 83 36/20

ChartTitle: **Currituck Beach Light to Wimble Shoals**

Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS - -. Page/Side: -

DELETE	Oregon Inlet Channel Buoy 26	CGD05 35-46-49.182N	075-33-09.314W
RELOCATE	Oregon Inlet Buoy 11	CGD05 from 35-46-31.711N to 35-46-29.924N	075-31-45.046W 075-31-42.691W
RELOCATE	Oregon Inlet Buoy 7	CGD05 from 35-47-26.734N to 35-47-33.559N	075-31-30.517W 075-31-33.692W
RELOCATE	Oregon Inlet Lighted Buoy 6	CGD05 from 35-47-34.526N to 35-47-43.475N	075-31-34.764W 075-31-28.354W
RELOCATE	Oregon Inlet Lighted Buoy 9	CGD05 from 35-47-09.128N to 35-47-21.176N	075-31-37.696W 075-31-42.226W
ADD	Oregon Inlet Channel Lighted Buoy 26 Red Q R	CGD05 at 35-46-50.972N	075-33-03.582W

ADD	Oregon Inlet Cut Buoy 2 Red Nun	CGD05 at 35-47-07.167N	075-33-10.447W
ADD	Oregon Inlet Cut Buoy 4 Red Nun	CGD05 at 35-47-18.956N	075-33-16.127W
ADD	Oregon Inlet Cut Buoy 5 Green Can	CGD05 at 35-47-24.332N	075-33-23.816W
ADD	Oregon Inlet Cut Lighted Buoy 3 Green Fl G 4s	CGD05 at 35-47-08.907N	075-33-14.198W

12205 35th Ed. 01-FEB-17 Last LNM: 39/19 NAD 83 36/20

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

DELETE	Oregon Inlet Channel Buoy 26	CGD05 35-46-49.182N	075-33-09.314W
RELOCATE	Oregon Inlet Buoy 11	CGD05 from 35-46-31.711N to 35-46-29.924N	075-31-45.046W 075-31-42.691W
RELOCATE	Oregon Inlet Buoy 7	CGD05 from 35-47-26.734N to 35-47-33.559N	075-31-30.517W 075-31-33.692W
RELOCATE	Oregon Inlet Lighted Buoy 6	CGD05 from 35-47-34.526N to 35-47-43.475N	075-31-34.764W 075-31-28.354W
RELOCATE	Oregon Inlet Lighted Buoy 9	CGD05 from 35-47-09.128N to 35-47-21.176N	075-31-37.696W 075-31-42.226W
ADD	Oregon Inlet Channel Lighted Buoy 26 Red Q R	CGD05 at 35-46-50.972N	075-33-03.582W
ADD	Oregon Inlet Cut Buoy 2 Red Nun	CGD05 at 35-47-07.167N	075-33-10.447W
ADD	Oregon Inlet Cut Buoy 4 Red Nun	CGD05 at 35-47-18.956N	075-33-16.127W
ADD	Oregon Inlet Cut Buoy 5 Green Can	CGD05 at 35-47-24.332N	075-33-23.816W
ADD	Oregon Inlet Cut Lighted Buoy 3 Green Fl G 4s	CGD05 at 35-47-08.907N	075-33-14.198W

12210 46th Ed. 01-NOV-19 Last LNM: 39/19 NAD 83 36/20

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

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

RELOCATE	Wachapreague Channel Buoy 1	CGD05 from 37-35-28.112N to 37-34-50.927N	075-37-36.801W 075-37-18.902W
RELOCATE	Wachapreague Channel Lighted Buoy 2	CGD05 from 37-34-51.003N to 37-35-28.353N	075-37-18.822W 075-37-36.823W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

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

None

Advance Notice(s)

******VA – HAMPTON ROADS – HAMPTON RIVER CHANNEL – AID TO NAVIGATION CHANGE******

In association with the Hampton Roads Bridge Tunnel Expansion Project, on 14 September 2020, the Coast Guard will make the following Aids to Navigation changes in the area.

Discontinue Hampton River Channel Light 2 (LLNR 10895).

Establish Hampton River Light 1HR in approximate position 37 00 00.051N, 076 19 16.859W, showing a quick flashing green light at a height of 15'

and SG dayboards on pile.
Relocate Hampton River Channel Daybeacon 5 (LLNR 10900) to approximate position 37 00 06.150N, 76 19 22.272W.
Chart 12245 LNM: 36/20

******VA – NORFOLK HARBOR AND ELIZABETH RIVER – WESTERN BRANCH – AID TO NAVIGATION CHANGE******

On or about October 19, 2020 the Coast Guard will make the following changes to the aids to navigation marking the Western Branch Channel.
Change Western Branch Channel Daybeacon 7 (LLNR 9765) to Western Branch Buoy 7 (LLNR 9765) and relocate to approximate position 36-51-18.833N, 76-21-20.418W after wreckage from former Daybeacon has been removed.
Change Western Branch Channel Daybeacon 9 (LLNR 9770) to Western Branch Buoy 9 (LLNR 9770).
Change Western Branch Channel Daybeacon 10 (LLNR 9775) to Western Branch Buoy 10 (LLNR 9775).
Chart 12253 LNM: 34/20

******NC – OCRACOKE INLET – TEACHES HOLE CHANNEL – AID TO NAVIGATION CHANGE******

On or about the first week of November, the Coast Guard will convert Teaches Hole Channel Light 30 (LLNR 28970) to Teaches Hole Channel Lighted Buoy 30 (LLNR 28970).
Charts: 11548 11550 11555 LNM: 36/20

******NC - MYRTLE GROVE SOUND TO CASINO CREEK - CALABASH CREEK – AID TO NAVIGATION CHANGE******

Due to associated hazards and inaccessibility of the waterway; during the second week of September, the Coast Guard will change Calabash Creek Daybeacon 7 (LLNR 31135) to Calabash Creek Buoy 7 (LLNR 31135) and Calabash Creek Light 10 (LLNR 31150) to Calabash Creek Lighted Wreck Buoy 10 (LLNR 31150).
Chart 11534 LNM: 29/20

******NC – NEUSE RIVER TO MYRTLE GROVE SOUND – PELETIER CREEK – AID TO NAVIGATION REMOVAL******

On or about the last week of October, the Coast Guard will discontinue the following aids to navigation:
Peletier Creek Entrance Warning Daybeacon A (LLNR 38820)
Peletier Creek Entrance Channel Buoy 2 (LLNR 38825)
Peletier Creek Entrance Channel Daybeacon 3 (LLNR 38830)
Peletier Creek Entrance Channel Buoy 4 (LLNR 38833)
Peletier Creek Entrance Warning Daybeacon B (LLNR 38835)
Charts: 11541 11545 LNM: 34/20

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNM
None			

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

Periodically, the Coast Guard evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website:
https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard with a request for comments as indicated.

LNM: 04/20

******NJ - NEW JERSEY INTRACOASTAL WATERWAY - PROPOSAL TO CHANGE BUOYS SEASONAL STATUS******

Due to shoaling and inaccessibility of the waterway, the Coast Guard is proposing to change the following aids Seasonal Status from "Maintained year round" to "Removed when endangered by ice".
New Jersey Intracoastal Waterway Buoy 263 (LLNR 36007)
New Jersey Intracoastal Waterway Buoy 263A (LLNR 36009)
New Jersey Intracoastal Waterway Buoy 264A (LLNR 36011)
New Jersey Intracoastal Waterway Buoy 376 (LLNR 36393)
New Jersey Intracoastal Waterway Buoy 381 (LLNR 36410)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at
https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to October 5, 2020 to be considered in the analysis. Refer to project number 05-20-071(D)
Send comments to CGD5Waterways@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

Chart 12316 LNM: 32/20

******DE – CAPE HENLOPEN TO INDIAN RIVER INLET – MIDDLE ISLAND WEST CHANNEL – PROPOSAL TO REMOVE AIDS TO NAVIGATION******

Due to severe shoaling, the Coast Guard is proposing discontinuing the following aids to navigation.
Middle Island West Channel Junction Lighted Buoys MI (LLNR 4436)
Middle Island West Buoy 1 (LLNR 4437)
Middle Island West Channel Buoy 3 (LLNR 4438)
Middle Island West Channel Daybeacon 5 (LLNR 4439)
Middle Island West Channel Buoy 7 (LLNR 4439.5)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to September 28, 2020 to be considered in the analysis. Refer to project number 05-20-067(D)
Send comments to CGD5Waterways@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
Due to sever shoaling, the Coast Guard is proposing discontinuing the following aids to navigation.
Middle Island West Channel Junction Lighted Buoys MI (LLNR 4436)
Middle Island West Buoy 1 (LLNR 4437)
Middle Island West Channel Buoy 3 (LLNR 4438)
Middle Island West Channel Daybeacon 5 (LLNR 4439)
Middle Island West Channel Buoy 7 (LLNR 4439.5)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to September 28, 2020 to be considered in the analysis. Refer to project number 05-20-067(D)
Send comments to CGD5Waterways@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

Chart 12216 LNM: 31/20

******DE – CAPE HENLOPEN TO INDIAN RIVER INLET – WHITE CREEK – PROPOSAL TO CHANGE AND DISCONTINUE AIDS TO NAVIGATION******

Due to severe shoaling and inaccessibility of the waterway, the Coast Guard is proposing discontinuing the following unlit seasonal buoys and convert the lateral daybeacons to warning daybeacons.
White Creek Buoy 1 (LLNR 4645) Discontinue.
White Creek Buoy 3 (LLNR 4650) Discontinue.
White Creek Buoy 5 (LLNR 4655) Discontinue.
White Creek Buoy 6 (LLNR 4660) Discontinue.
White Creek Daybeacon 7 (LLNR 4665) Change to White Creek Warning Daybeacon A.
White Creek Daybeacon 9 (LLNR 4670) Change to White Creek Warning Daybeacon B.
White Creek Daybeacon 9A (LLNR 4675) Change to White Creek Warning Daybeacon C.
White Creek Daybeacon 11 (LLNR 4680) Change to White Creek Warning Daybeacon D.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to September 21, 2020 to be considered in the analysis. Refer to project number 05-20-056(D)
Send comments to CGD5Waterways@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

Chart 12216 LNM: 30/20

******MD – CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – BREWRTON CHANNEL EASTERN EXTENSION – PROPOSAL TO DISCONTINUE AIDS TO NAVIGATION******

The Coast Guard Fifth District is proposing discontinuing Brewerton Channel Eastern Extension Range Front Light (LLNR 8390) and Brewerton

Channel Eastern Extension Rear Range Light (LLNR 8395). Since these lights were established, there have been considerable improvements in navigation safety, vessel training and carriage requirements, and widespread use of technology such as GPS and charting software. Based on this and our review of vessel traffic and aids to navigation in the area, the range lights are no longer needed.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to October 5, 2020 to be considered in the analysis. Refer to project number 05-20-070(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Charts: 12272 12273 12278 12280 LNM: 32/20

******VA – JAMES RIVER – PROPOSED RANGE CHANGES******

The Coast Guard is proposing the following changes to the four sets of Range Lights in the James River.
Convert Goose Hill Channel Range Front Light (LLNR 12065) and Goose Hill Channel Rear Light (LLNR 12070) to LED optics.
Convert Swann Point Shoal Channel Range Front Light (LLNR 12130) and Swann Point Shoal Channel Range Rear Light (LLNR 12135) to LED optics.
Change Swann Point Shoal Channel Range Rear Light (LLNR 12135) from a red to a white light, flash characteristic will remain Iso 6s.
Convert Dancing Point Shoal Channel Range Front Light (LLNR 12235) and Dancing Point Shoal Channel Range Rear Light (LLNR 12240) to LED optics.
Change Dancing Point Shoal Channel Range Front Light (LLNR 12235) flash characteristic from a fixed to a flashing 2.5s (1) second flash and Dancing Point Shoal Channel Range Rear Light (LLNR 12240) flash characteristic from a fixed to a flashing Iso 6s flash.
Discontinue Jordan Point Range Front Light (LLNR 12415) and Jordan Point Range Rear Light (LLNR 12420).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to October 26, 2020 to be considered in the analysis. Refer to project number 05-20-061(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Charts: 12248 12251 12252 LNM: 35/20

******VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – PROPOSAL TO CHANGE AID TO NAVIGATION******

Chincoteague Channel Light 17 (LLNR 5350) is destroyed. Local servicing unit confirmed no wreckage remains on scene and established a Temporary Replacement Lighted Buoy (TRLB). The Coast Guard is proposing to make this change permanent.
Change Chincoteague Channel Light 17 (LLNR 5350) to Chincoteague Channel Lighted Buoy 17 (LLNR 5350) in position 37 54 12.318N, 75 24 43.444W, with a flashing green 4s light.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to October 5, 2020 to be considered in the analysis. Refer to project number 05-20-069(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12210 LNM: 32/20

******NC – HATTERAS INLET – PROPOSAL TO CHANGE AID TO NAVIGATION******

Due to severe shoaling, the Coast Guard is proposing converting Hatteras Inlet Channel Daybeacon 18 (LLNR 28760) to Hatteras Inlet Channel Buoy 18 (LLNR 28760). This change will allow the local servicing unit to reposition the buoy as necessary to mark best water and the shoaling.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to September 28, 2020 to be considered in the analysis. Refer to project number 05-20-062(D)
Send comments to CGD5Waterways@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

Chart 11555 LNM: 31/20

******NC – WESTERN PART OF PAMLICO SOUND – OYSTER CREEK – PROPOSAL TO CHANGE AID TO NAVIGATION******

Due to extensive deterioration, associated hazards, and inaccessibility of the waterway, the Coast Guard is proposing converting Oyster Creek Daybeacon 8 (LLNR 32835) to Oyster Creek Buoy 8 (LLNR 32835).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to September 28, 2020 to be considered in the analysis. Refer to project number 05-20-068(D)
Send comments to CGD5Waterways@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

Chart 11548 LNM: 31/20

******NC – NEUSE RIVER – TRENT RIVER – PROPOSAL TO CHANGE AIDS TO NAVIGATION******

Due to extensive deterioration, associated hazards, and inaccessibility of the waterway, the Coast Guard is proposing converting the following fixed aids to unlit buoys.
Trent River Daybeacon 4A (LLNR 34260) to Trent River Buoy 4A (LLNR 34260)
Trent River Daybeacon 9 (LLNR 34280) to Trent River Buoy 9 (LLNR 34280)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to September 28, 2020 to be considered in the analysis. Refer to project number 05-20-068(D)
Send comments to CGD5Waterways@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

Chart 11552 LNM: 31/20

******NC - CAPE HATTERAS TO LITTLE RIVER INLET – PROPOSAL TO CHANGE AIDS TO NAVIGATION******

Due to the failing rotating beacon at Oak Island Light (LLNR 810) and based on considerable improvements in navigation safety, vessel training, and carriage requirements, and wide-spread use of technology such as GPS and charting software, and other aids to navigation in the area; the Coast Guard Fifth District is proposing to replace the failing optic with a LED rotating beacon with a reduced nominal range of 21nm.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice Waterway Proposal Feedback Form.pdf
All comments will be carefully considered, and are requested prior to October 26, 2020 to be considered in the analysis. Refer to project number 05-20-030
Send comments to CGD5Waterways@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
Chart 11534, 11537, 11536, 11520, 11009

Charts: 11009 11520 11534 11536 11537 LNM: 35/20

******NC – MYTRLE GROVE TO CASINO CREEK – LOCKWOODS FOLLY – AIDS TO NAVIGATION REMOVAL******

Due to severe shoaling, the Coast Guard is proposing to discontinue the following aids;
Lockwoods Folly Inlet Lighted Buoy 1 (LLNR 31010)
Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31015)
Lockwoods Folly Inlet Buoy 3 (LLNR 31020)
Lockwoods Folly Inlet Buoy 4 (LLNR 31025)
Lockwoods Folly Inlet Buoy 5 (LLNR 31027)
Lockwoods Folly Inlet Buoy 6 (LLNR 31030)
Lockwoods Folly Inlet Buoy 7 (LLNR 31035)
Lockwoods Folly Inlet Buoy 8 (LLNR 31040)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to November 2, 2020 to be considered in the analysis. Refer to project number 05-20-078(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

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

Charts: 12210 12211

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

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

Charts: 12222 12254

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

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:
- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

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

The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:
AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.ON 075-34.7W.
AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.
AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.
AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.
Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart 12200

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

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a

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

point on shore at 36° 49′ 09″N, 075° 58′ 45″W″. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

******NJ – OFFSHORE – APPROACHES TO NEW YORK – CORE PENETRATIONS******

From 10 Sep to 30 Oct 2020, the M/V FUGRO EXPLORER will be conducting Core Penetration Testing, 24 hours a day, seven days a week, in the area between the Ambrose to Nantucket Traffic Lane and the Hudson Canyon to Ambrose Traffic Lane. The vessel may be contacted on VHF-FM Channel 16 or at 713-489-3204. For more information, contact Flanery Tangang at 757-364-6111.

Chart 12300 LNM: 36/20

NJ – OFFSHORE – AMBROSE TO NANTUCKET TRAFFIC LANE TO FIVE FATHOM BANK – SURVEYING

UPDATED INFORMATION. The OCEAN ENDEAVOUR will be conducting surveying operations from the Ambrose to Nantucket Traffic Lane south to 39-09N, approximately east of Five Fathom Bank. Starting 10 Jul until 15 Oct, operations will be conducted 24 hours a day, 7 days a week. It is requested that other vessels give at least 1000 Meter separation from the subject vessel, when sighted as various data and hydrographic information is being collected by instrumentation deployed by the Ocean Endeavour, as well as in consideration of their restricted maneuverability. The OCEAN ENDEAVOUR monitors and can be reached on VHF-FM channel 16. For more information or questions, contact Julian Hanton at 44-1493-845600 or julian.hanton@gardline.com.

Chart 12300 LNM: 27/20

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

UPDATED AREA OF OPERATIONS. The M/V FUGRO ENTERPRISE, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will begin on July 23, 2020 and continue to approximately December 24, 2020. The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:

NE Corner: 39° 40′ 22″N / 73° 56′ 11″W
SE Corner: 39° 15' 43"N / 73° 56' 34"W
S Corner: 39° 08' 40"N / 74° 05' 50"W
SW Corner: 39° 16' 31"N / 74° 14' 55"W
NW Corner: 39° 35' 14"N / 74° 02' 59"W

The M/V Fugro Enterprise will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The M/V Fugro Enterprise will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements. For more information contact Bruce Grimball 713-369-5672.

Charts: 12318 12323 LNM: 19/20

NJ – ATLANTIC CITY – OF SHORE – SURVEY ACTIVITY

Until 10 Sep 2020, the M/V GEOQUIP SAENTIS will be conduction survey operations in the off shore wind area OCS-A 0499 off Atlantic City NJ as depicted on Enclosure 7. All vessels are requested to remain 1nm clear of the GEOQUIP's position and pass with at a reduced speed. For more information contact Torran Purchase at 44 117 376 3068.

Chart 12318 LNM: 23/20

NJ – ATLANTIC CITY – OFF SHORE – SURVEY ACTIVITY

From 01 Aug to 30 Sep 2020, the M/V TIDEWATER ROYAL will be conducting surveys and vibrocore sampling in the off shore wind area OCS-A 0499 off Atlantic City NJ as depicted on Enclosure 8 and inside the following coordinates.

NE Corner: 39° 17′ 44″N / 74° 14′ 56″W
SW Corner: 39° 16' 56"N / 74° 14' 57"W
North Central Mid-Point: 39° 19' 51"N / 74° 21' 39"W
South Central Mid-Point: 39° 19' 06"N / 74° 21' 51"W
NW Corner: 39° 21' 09"N / 74° 26' 11"W
SW Corner: 39° 20' 43"N / 74° 27' 23"W

For more information or questions, contact Flanery Tangang at 757-487-2919.

Chart 12318 LNM: 22/20

NJ – ATLANTIC CITY – OFFSHORE – DATA BUOY DEPLOYMENT

On or about 29 Jul 2020, Woods Hole Oceanographic Institution will deploy a Data Collection Buoy in approximate position 39-04-23.88n, 74-10-18.12W. The blue and yellow buoy will have a flashing four second yellow light and is equipped with a radar reflector. "WHOI" is in black letters on the hull of the buoy. For more information or questions, contact Jeff Pietro at 508-548-1401 or jpietro@whoi.edu.

Chart 12300 LNM: 29/20

NJ – BARNEGAT BAY - SURVEY ACTIVITIES

NJ – BARNEGAT BAY - SURVEY ACTIVITIES

Ocean Wind Survey Vessels SHEARWATER, HENRY HUDSON and VISION are conducting survey activities in Barnegat Bay and Oyster Creek area.

Chart 12318 LNM: 29/20

******NJ – SEA GRIT TO LITTLE EGG INLET – OCEAN SIDE OF BARNEGAT BAY - SURVEY ACTIVITIES******

Ocean Wind Survey Vessels HENRY HUDSON and VISION will be conducting survey activities on the ocean side of Barnegat Bay.

Chart 12323 LNM: 23/20

NJ – LITTLE EGG INLET TO HEREFORD INLET - SURVEY ACTIVITIES

Ocean Wind Survey Vessels HENRY HUDSON and VISION are conducting survey activities in nearshore waters off Ocean City.

Chart 12318 LNM: 26/20

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

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

Chart 12214 LNM: 33/19

******PA – DELAWARE RIVER – MARCUS HOOK – DREDGING******

The Captain of the Port (COTP), Delaware Bay, is establishing two Safety Zones to facilitate maintenance dredging in Marcus Hook Range and Marcus Hook Anchorage (No. 7) on the Delaware River from August 26 through October 15, 2020.
Safety Zone One includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range.
Safety Zone Two includes all the waters of Marcus Hook Anchorage (No. 7) found in 33 CFR 110.157 (a) (8).
Vessels wishing to transit through safety zones one and/or two may do so if they can make satisfactory passing arrangements with the dredge ESSEX, in accordance with the Navigational Rules in 22 Code of Federal Regulations Subchapter E via VHF-FM channel 13 at least 1 hour prior to arrival. Vessels desiring to anchor within Marcus Hook Anchorage must obtain permission from the COTP at least 24 hours in advance, at 215-271-4807. The COTP will permit up to two vessels greater than 650′ in overall length, one in the extreme northern portion, and one in the extreme southern portion of the anchorage, at a time on a "first-come, first-served" basis. The maritime public will be notified of any changes to vessel traffic patterns or availability of Marcus Hook Anchorage via subsequent updates to this MSIB and Broadcast Notice to Mariners. Normally, Marcus Hook Anchorage is a 48-hour anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours during this time. Vessels that require an examination by the Public Health Service, Customs or Immigration authorities will be directed to an anchorage for the required inspection by the COTP. Vessels are encouraged to use Mantua Creek Anchorage (No. 9), Naval Base, Philadelphia Anchorage (No. 10), and Deepwater Point Anchorage (No. 6) as alternatives. If there are any questions regarding the contents of this bulletin or expectations of the Captain of the Port, please contact (215) 271-4807.

Chart 12312 LNM: 35/20

******PA – NJ – DELAWARE RIVER – MANTUA RIVER – ROUTE 44 LIFT BRIDGE******

Maintenance upgrades to the electrical system on the Route 44 Bridge over Mantua Creek have been completed. The bridge will remain in the closed position and able to open for emergencies with a 2 hour notice and a 4 hour notice for all other request. The bridge has vertical clearance of 2 feet in the closed position and 25 feet in the open position and a horizontal clearance of 44 feet on a skewed channel between the pile bents.

Charts: 12312 12313 LNM: 35/20

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

A submerged object has been reported in the Schuylkill River near Mud Island. Mariners are advised to use extreme caution when transiting this portion of the Schuylkill River as depth at mean low low water could be hazardous to navigation. Vessels drafting over 25 feet should avoid this area and transit around the object. Minimum depth 31.6 feet at mean low low water. Approximate location 39°53.275063N, 075°11.698723W. Approximately 25 feet west of channel centerline.
The U.S. Army Corps of Engineers is currently evaluating the object and assessing the potential for removal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.

Chart 12313 LNM: 02/20

******PA – NJ – DELAWARE RIVER – PHILADELPHIA HARBOR – SUBMERGED OBSTRUCTIONS******

The Army Corps of Engineers in Philadelphia has located five submerged objects within the Philadelphia Harbor area of the Delaware River. These objects are as follows:
Object 1: Latitude: 39 58.163308 N, Longitude: 075 07.013911 W Depth at MLLW=21′
Object 2: Latitude: 39 58.011515 N, Longitude: 075 07.35325 W Depth at MLLW=39.9′
Object 3: Latitude: 39 57.703381 N, Longitude: 075 57.703381 W Depth at MLLW=38.4′
Object 4: Latitude: 39 57.692964 N, Longitude: 075 07.925196 W Depth at MLLW=38.7′
Object 5: Latitude: 39 54.334224 N, Longitude: 075 07.940211 W Depth at MLLW=35.7′
See Enclosures 10, 11 and 12.
There is currently no timetable for removal of these objects.

Chart 12312 LNM: 25/20

PA – NJ – DELAWARE RIVER – BENJAMIN FRANKLIN BRIDGE – BRIDGE MAINTENANCE

A contractor, on behalf of the Delaware River Port Authority, will perform a bridge maintenance project on the Benjamin Franklin Bridge across the Delaware River, mile 100.2, between Philadelphia, PA and Camden, NJ, from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project channel, will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic, however the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.
Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending

PA – NJ – DELAWARE RIVER – BENJAMIN FRANKLIN BRIDGE – BRIDGE MAINTENANCE

below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48 hours notice is given to Eric.Dovak@Skanska.com.

Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.

A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor's representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area.

Chart 12313 LNM: 30/20

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

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

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

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

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

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

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

Chart 12314 LNM: 52/19

******DE – DELAWARE BAY – WEST SIDE – HARBOR OF REFUGE – MARINE CONSTRUCTION******

Marine Technologies Inc. will be removing the wreckage from the destroyed Light and rebuilding Harbor of Refuge North End Light 1 (LLNR 2050) from 3 Sep to 30 Nov 2020 in approximate position 38°48′52.6N, 75°05′32.6W. Work will be conducted from 6:00 am to 9:00pm seven days a week. The Crane Barge FATHOM INOVATION and Tug Boat JEZABEL will be on scene with a 28' workboat and may be contacted on VHF-FM 16 and 79. For more information or questions, contact Mike Williams, 443.995.2756, mwilliams@marinetechnologiesinc.com.

Charts: 12216 12304 LNM: 33/20

DE – DELAWARE RIVER – SILVER RUN – TRANSITION TOWER CONSTRUCTION

From Jul 13 through Sep 30, 2020, South State Inc. will be constructing an ice protection system for an electrical transition structure in approximate position 39°27′26″ N, 75°34′40″ W, Silver Run Tower Vessel Protection Light A (LLNR 2497) and Silver Run Tower Vessel Protection Light B (LLNR 2497.1). The project and associated vessels and equipment will remain outside and to the west of navigation channel. Project work will be conducted Monday through Saturday during daylight hours. Mariners are requested to maintain a safe distance from all project barges and equipment and to minimize wake when transiting in the vicinity.

Chart 12311 LNM: 27/20

******MD – OCEAN CITY INLET – DREDGING******

Dredging operations will occur in Ocean City Inlet at Ocean City, MD, from September 15-18, 2020. The work will be conducted within the federal navigation channel. Interested mariners may contact the U.S. Army Corps of Engineers dredge CURRITUCK via VHF-FM channels 13 and 16.

Chart 12211 LNM: 36/20

*******MD – FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY – HWY 50 BRIDGE – DIVING OPERATIONS******

From 5 Oct to 23 Oct 2020, an underwater bridge inspection, on behalf of Maryland State Highway Adminstration, will be conducted on the Hwy 50 Bridge that goes from the mainland to Ocean City, MD. Divers will be in the water from 8:00 am to 6:00 pm, Monday through Friday. Divers will be working in the channel adjacent to the piers from a 26-foot aluminum work skiff. It is requested that no watercraft anchor or pass within 200 feet of the work skiff. The work skiff may be contacted on VHF-FM Channels 13, 16 and 21. For more information or questions, contact Joe Challburg at 302-351-5235.

Chart 12211 LNM: 36/20

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

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

Chart 12211 LNM: 24/19

MD - ABERDEEN PROVING GROUND PROHIBITION OF MARINE GATHERINGS DUE TO COVID – 19

Due to COVID-19, in order to protect the health and safety of our local community, marine gatherings are not authorized within the restricted waters of the Aberdeen Proving Ground military reservation, as described in 33 CFR 334.140, until further notice. Marine gatherings include, but are not limited to, the practice commonly known as a "raft-up," or the roping together of any number of small vessels, and gatherings of 8 or more people on one vessel. Boaters must maintain a minimum distance of 25 feet between vessels at all times.

Charts: 12273 12274 12278 LNM: 23/20

******DC - UPPER POTOMAC RIVER - GEORGETOWN CHANNEL – BRIDGE REHABILITATION PROJECT******

Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). On Monday, August 17, 2020, the temporary channel will be relocated to Arch 3 due to marine construction under Arch 5 and Arch 4. On August 24, 2020, the temporary channel will be relocated to Arch 2 due to the final construction efforts on Arches 5, 4, and 3. On November 6, 2020 the Federal Navigation Channel will be restored to its original location under Arch 5. On the evening of September 25th, 2020 Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12289 LNM: 33/20

******VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING******

Starting approximately 25 Sep 2020 and continuing until approximately 15 Jan 2021 the Clamshell Dredges Weeks 506 and PAULA LEE, Work Boat TROJAN, Tug COLONEL and Scows ES-7 and CK-7 will be operating in the Thimble Shoal Channel. Dredging will be between Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Lighted Buoy 7 (LLNR 9235), stopping west of the Chesapeake Bay Bridge-Tunnel. The clamshell dredge will start dredging approximately 1,800 feet west of Thimble Shoal Channel Lighted Buoy 16 (LLNR 9290) at station 757+00 (37° 0'4.07"N, 76°13'6.83"W) moving east. All dredged material will be towed to the approved Dam Neck Ocean Disposal Site – DNODS – Cells 5, 6 & 7.

Chart 12256 LNM: 36/20

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – CONSTRUCTION******

All interested parties are notified that an application dated August 19, 2020, has been received from the Virginia Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of new north and south approach bridges for an existing highway fixed bridge and tunnel system over a navigable waterway of the United States.

WATERWAY AND LOCATION: Hampton Roads, mile 0.0, between Norfolk, VA and Hampton, VA.

HARACTER OF WORK: The proposed project is to construct new I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT) highway bridge tunnel system connecting Norfolk, VA and Hampton, VA.

The existing north approach bridge spans connecting the north island with Hampton, VA will be replaced with a four-lane span to the west and two two-lane spans to the east. The existing south approach bridge spans will be replaced with an eight-lane approach span from Norfolk, VA, which will separate approximately 1,500 feet from the southern end of the south island into a four-lane span to the west and two two-lane spans to the east. The existing north and south approach bridges will be removed in their entirety. The purpose of the project is to relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including I-64, I-664, I-564, and VA 164 corridors.

The existing fixed north and south approach bridges have a horizontal clearance of 45 feet and a vertical clearance of 10 feet above mean high water. The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00′ 24.12″ N, 76° 19′ 18.84″ W for the west span and at position 37° 00′ 24.48″ N, 76° 19′ 15.60″ W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58′ 15.24″ N, 76° 18′ 03.96″ W.

A copy of Public Notice D05PN-09-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6557 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 October 7, 2020.

Chart 12245 LNM: 35/20

******VA – HAMPTON ROADS – I 64 HAMPTON ROADS BELTWAY – WILLOUGHBY BRIDGE – MODIFICATION******

All interested parties are notified that an application dated August 19, 2020, has been received from the Virginia Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and with plans for modification of an existing highway fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Willoughby Bay, mile 1.5, at Norfolk, VA.

CHARACTER OF WORK: The proposed project is to modify the existing fixed highway bridge – I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge which spans across the northeast portion of the Willoughby Bay at Norfolk, VA. The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The purpose of the project is to relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including I-64, I-664, I-564, and VA 164 corridors.

The existing fixed bridge has a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water.

A copy of Public Notice D05PN-10-2020, which describes the proposal in detail, can be obtained by calling (757) 398-6557 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 October 7, 2020.

Chart 12245 LNM: 35/20

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

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

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

Chart 12245 LNM: 18/20

******VA – HAMPTON ROADS - WILLOUGHBY BAY – MILITARY TRAINING******

Naval Station Norfolk will be conducting boat training 14 to 18 September, 2020 each day between 8:00 am to 4:00 pm directly North of Willoughby Bay in approximately position 36 57' 00" N 76 17' 20"W. Vessels may be contacted on VHF-FM 14 and 72. For more information or questions contact MA1Bryan Davies 360-471-2220 or MA2 Dorrian Sawyer 252-267-9728. All vessels are asked to stay clear of the training area.

Chart 12245 LNM: 36/20

******VA – HAMPTON ROADS – WILLOUGHBY BAY – MARINE CONSTRUCTION******

From September 14, 2020 to October 1, 2020. Hampton Roads Connector Partners (HRCP) will begin construction at the existing Hampton Roads Bridge Tunnels. Mooring piles will begin to be installed in the Willoughby Bay area N36 57' 45.46" as well as the Hampton Flats are N36 59' 54.70". Crane and Barge operations along with the Tug Angelina Autumn, Robert T, Miss Morgan, Florence T, Seaward 5, Seaward 7, and the Seaward 8 along with multiple small safety vessels will be working in the vicinity near these job sites. All jobsite vessels will be standing by on VHF channel 13 & 16. This notice to mariners will be updated from time to time as per the scope of the project increases. All barges will be lighted at night by solid white lights on their four corners. All floating mooring buoys shall be lighted with flashing white lights. All mooring piles will be lighted at night with flashing amber lights on each pile in addition to flashing red lights on end piles. 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 and or mooring piles.

The contact supervisors are: Shannon Gresham 757-685-3392, Kareem Myers 757-256-9715, Nathen Sebura 757-449-4656.

Chart 12245 LNM: 36/20

******VA – HAMPTON ROADS – WILLOUGHBY BAY – MARINE CONSTRUCTION******

Crew Boat Dock construction will begin off Willoughby Spit on 14 Sep and continue until approximately 28 Sep 2020.

Chart 12245 LNM: 35/20

VA – ELIZABETH RIVER - NORFOLK HARBOR – SURVEY

From 17 Aug to 18 Sep 2020, Seaward Marine will be conducting surveys in the vicinity of Craney Island bounded by the following positions:
West Edge 36.88348305N, 76.33584974W, 36.88329808N, 76.33512793W.
Center 36.8831131N, 76.33440614W, 36.88292812N, 76.33368434W.
East Edge 36.88274104N, 76.33296222W.
The vessels ROBERT T, MISS MORGAN, ANGELINA AUTUMN along with a spud barge will be on scene and may be contacted on VHF-FM channels 13 and 16. For more information or questions, contact Clint Robertson at 757-705-6615.

Chart 12253 LNM: 32/20

VA – ELIZABETH RIVER - EASTERN BRANCH – SHUFFLETOWN CREEK - OYSTER CAGE DEPLOYMENT

The US Environmental Protection Agency will be deploying oyster cages in the Elizabeth River, Southern Branch and Shuffletown Creek on or about 27 Jul 2020 for environmental sampling. The cages will be marked with buoys and will remain until Sep 2020. For more information or question, contact Kristin Regan at 267-481-5569.

Chart 12253 LNM: 29/20

******VA – ELIZABETH RIVER – SOUTHERN BRANCH – NORFOLK SOUTHERN RAILROAD BRIDGE******

Bridge maintenance will be performed on the Norfolk Southern #V6.8 (Old Virginian) Railroad Bridge across the Southern Branch of the Elizabeth River, mile 3.6, at Chesapeake, VA. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on September 19, 2020, through 7 p.m. on September 21, 2020, and from 7 a.m. on September 26, 2020, through 7 p.m. on September 28, 2020. Maintenance will be performed 24 hours/day and a broadcast notice to mariners will be issued when the bridge is returned to operation upon completion of each closure period. The closure periods from 7 p.m. on September 20, 2020, through 7 p.m. on September 21, 2020, and from 7 p.m. on September 27, 2020, through 7 p.m. on September 28, 2020, have been established as a contingency.

At all other times, the bridge will operate per 33 CFR 117.997(b). The vertical clearance of the bridge in the closed-to-navigation position is 10 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 for emergencies and there is no immediate alternate route for vessels unable to pass through the bridge in the closed position. Mariners should use caution when transiting the area.

Chart 12253 LNM: 36/20

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

Cottrell Contracting Corporation of Chesapeake, Virginia Dredge MARION will be conducting dredging operations in the Dancing Point - Swanns Point Shoal Channel on the James River from September 1, 2020 to February 1, 2021.

Chart 12251 LNM: 35/20

******VA – CHESAPEAKE BAY – CHESAPEAKE CHANNEL – DREDGING******

Great Lakes Dredge and Dock Company Tug WILLIAM BRECKINRIDGE and Drag Barge GL 173 are continuing Bed Leveling operations in the Chesapeake Channel also known as the York Spit Channel from Chesapeake Channel Lighted Buoy 29 (LLNR 7175) to Chesapeake Channel Lighted Buoy 37 (LLNR 7225) until 4 Dec 2020. A mooring anchor and buoy have been placed outside of the channel for foul weather in approximate position 37-15-37.7541N, 076-04-03.0678W. Dredging and disposal operations done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area and transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For more information, contact Tom Jessee at 207-522-5494 or jtjessee@gldd.com.

Chart 12254 LNM: 34/20

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

Maintenance at the Centerville Turnpike (SR-170) Bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 15.2, at

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

Chesapeake, VA began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for Phase VI, scheduled from 6 a.m. on February 20, 2020, through 8:30 p.m. on September 18, 2020. Work hours are Monday through Friday, from 6 a.m. to 8:30 p.m. The swing span of the bridge will be operational. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in 33 CFR 117.31; and all vessels upon request, if at least a one-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565.

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

Chart 12206 LNM: 16/20

VA – CHESAPEAKE BAY – YORK RIVER – SURVEY OPERATIONS

Continuing through November 2020 the M/V ATLANTIC SURVEYOR and R/V OYSTER BAY II will be conducting hydrographic survey operations in the waters of Southern and Central Chesapeake Bay, VA. Survey operations will be conducted in the waters of Mobjack Bay, VA and eastward of Horn Harbor, VA bounded from approximately 37° 27' 29"N / 076° 09' 08"W to the northeast and 37° 15′ 07″N / 076° 28′ 16″W to the southwest. Additionally hydrographic survey operations will be conducted in the waters of Central Chesapeake Bay bounded from approximately 38° 41' 24"N / 076° 02' 57"W to the northeast and 38° 25′ 57″N / 076° 32′ 01″W to the southwest. Survey operations include the Choptank River eastward to the Choptank River Bridge. The M/V ATLANTIC SURVEYOR is a 110′, steel hulled survey boat with a black hull and a white deckhouse. The vessel will be towing a side scan sonar approximately 5-15 meters off of the seafloor and 50 meters astern of the vessel. The vessel will be conducting 24-hour operations. The ATLANTIC SURVEYOR may be contacted on VHF-FM channels 13 and 16 (call sign WTR5417). The R/V OYSTER BAY II is a 30′, Aluminum hulled survey vessel. The vessel is equipped with over the side sonars. The vessel will primarily be conducting operations between 6:00 am and 8:00 pm. The R/V OYSTER BAY II may be contacted on VHF-FM channels 13 and 16. There may be occasional unmanned aerial aircraft (Drone) activities conducting photogrammetry within the survey area. Request all vessels give the M/V ATLANTIC SURVEYOR and R/V OYSTER BAY a wide berth. Please direct any questions you may have to the Project Supervisor at 401-848-4757.

Chart 12222 LNM: 23/20

******VA – YORK RIVER – PAMUNKEY RIVER – SR 33/30 – ELTHAM BRIDGE – CLOSED TO NAVIGATION******

Eltham (SR 33/SR 30) Bridge, Highway Draw Bridge, over Pamunkey River, mile 1.0, at West Point, VA, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will be maintained in the closed position from 5 a.m. on September 14, 2020, through 8 p.m. on September 26, 2020. The bridge will remain in the closed position Monday through Saturday, from 5 a.m. on September 14, 2020, through 8 p.m. on September 19, 2020, with alternative work dates from September 21, 2020, through September 26, 2020. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position during these closure periods, may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.1023. Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 12243 LNM: 36/20

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

There is an uncharted, buried fiber-optic submarine telecommunications cable leading from a shore landing point at approximately 36 49 2.431N, 75 58 4.9872W, near the Croatan Parking Lot, eastward approximately 32 km to 36 49 38.91N, 75 36 31.47W. The newly laid cable runs from the Virginia Beach coastline in an east-northeast direction roughly parallel and just to the north of two existing and currently charted cables MAREA and BRUSA s1. Vessels are requested to anchor at a minimum 500 m from the cable. For more information or if you think you have snagged the cable, maintain your position and contact: SubCom GTSC/NOC Hotline: 732-578-7474 (Press #3), Email: rrapp@subcom.com. For a chartlet showing the approximate location of the cable see Enclosure 6.

Charts: 12200 12204 12207 13003 LNM: 19/20

VA – OFFSHORE - CAPE HENRY – DEMARCATION BUOYS

UPDATED INFORMATION. The Costal Virginia Offshore Wind (CVOW) Pilot project has deployed 5 yellow Special Mark demarcation buoys to identify the offshore work zone (WTG site) where the Wind Turbines are installed. The offshore work zone is established approximately 25 nautical miles east of Cape Henry. Retrieval of the buoys is planned to occur on or about September 30, 2020. Also a wave/demarcation buoy is deployed a the site. The wave buoy will also serve as a demarcation buoy.

A: Latitude 36.89930272 North - Longitude 75.49596563 West
C: Latitude 36.89151042 North - Longitude 75.49586571 West
E: Latitude 36.88371811 North - Longitude 75.49576582 West
B: Latitude 36.89937589 North - Longitude 75.4878969 West
D: Latitude 36.89166000 North - Longitude 75.48576900 West, Wave Buoy
F: Latitude 36.88375170 North - Longitude 75.48764900 West

For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200 LNM: 10/20

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

Horizon Geosciences will be performing geotechnical surveys consisting of borehole drilling and sampling in the Kitty Hawk Offshore Wind Area. See Enclosure 5. The S/V KOMMANDOR SUSAN is expected to be on site until approximately 15 Sep 2020, work will be conducted 24 hours a day, seven days a week. During the geotechnical works the vessel will be operating a drill rig and all vessels are requested to remain at least 500 m clear. KOMMANDOR SUSAN may be contacted on VHF-FM channels 16 and 12 or at cell 00 44 1224 672 306. For more information or questions, contact Matt Moulton at 44 0 778 666 3035.

Charts: 12200 12204 12205 LNM: 30/20

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

Mariners are advised to use extreme caution transiting through the Bonner Bridge in Oregon Inlet, NC. Mariners should follow the aids to navigation closely and stay clear of construction areas. There are submerged concrete pilings just below the waterline in the vicinity of construction. The temporary bridge navigation span is between Bents 173 and 176 of the old bridge. The horizontal clearance of this span is 169 feet and the vertical

clearance is 70 feet. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205 LNM: 18/16

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

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

Chart 12205 LNM: 31/19

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.
Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):
NONE SCHEDULED.
Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when
Boating in this area. This area will not be patrolled by Military Personnel or vessels.
Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548 11552 LNM: 51/17

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

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

Charts: 11542 11543 LNM: 24/19

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

Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:
Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.
Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods:
NONE SCHEDULED.
The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY
STONE CREEK SECTOR
STONE BAY SECTOR
WEST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that may be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR
EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.
The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY
FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY
The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods:
NONE SCHEDULED.
Atlantic Intracoastal Waterway, Inland Waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing

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

exercises during the following periods:
NONE SCHEDULED.
Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations.
Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.
Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543 LNM: 01/16

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
6650	Wachapreague Channel Buoy 1	37-34-50.927N 075-37-18.902W				Green can		36/20
6657	*Wachapreague Channel Lighted Buoy 2*	* 37-35-28.353N 075-37-36.823W	Fl R 2.5s		3	Red.		36/20
28003	*Oregon Inlet Lighted Buoy 6*	* 35-47-43.475N 075-31-28.354W	Q R		4	Red.		36/20
28005	Oregon Inlet Buoy 7	* 35-47-33.559N 075-31-33.692W				Green can.		36/20
28015	*Oregon Inlet Lighted Buoy 9*	* 35-47-21.176N 075-31-42.226W	Fl G 4s		4	Green.		36/20
28020	Oregon Inlet Buoy 11	* 35-46-29.924N 075-31-42.691W				Green can.		36/20
28083	*Oregon Inlet Channel Lighted Buoy 26*	* 35-46-50.972N 075-33-03.582W	Q R		4	Red.		36/20
	*	*	*		*	*		
	*** Add Heading: Oregon Inlet Cut**							36/20
28084.2	Oregon Inlet Cut Buoy 2	35-47-07.167N 075-33-10.447W				Red nun.		36/20
*	*	*	*	*	*	*	*	
28084.3	*Oregon Inlet Cut Lighted Buoy 3*	35-47-08.907N 075-33-14.198W	Fl G 4s		4	Green.		36/20
*	*	*	*	*	*	*	*	
28084.4	Oregon Inlet Cut Buoy 4	35-47-18.956N 075-33-16.127W				Red nun.		36/20
*	*	*	*	*	*	*	*	
28084.5	Oregon Inlet Cut Buoy 5	35-47-24.332N 075-33-23.816W				Green can.		36/20
*	*	*	*	*	*	*	*	

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
28700	South Ferry Terminal Buoy 2SF	35-11-36.358N 075-46-03.293W				Red nun.		36/20
		*						
28701	South Ferry Terminal Buoy 3SF	35-11-33.769N 075-46-03.433W				Green can.		36/20
		*						
28703	*South Ferry Terminal Lighted Buoy 4SF*	35-11-37.869N 075-46-22.519W	Fl R 2.5s		4	Red.		36/20
		*						
28705	South Ferry Terminal Buoy 5SF	35-11-36.050N 075-46-18.684W				Green can.		36/20
		*						
28707	*South Ferry Terminal Lighted Buoy 6SF*	35-11-34.634N 075-46-30.983W	Q R		4	Red.		36/20
		*						
28715	*South Ferry Terminal Lighted Buoy 7SF*	35-11-36.583N 075-46-22.241W	Fl G 4s		4	Green.		36/20
		*						
28717	*South Ferry Terminal Lighted Buoy 9SF*	35-11-33.244N 075-46-30.502W	Fl G 2.5s		4	Green.		36/20
*	*	*	*	*	*	*	*	
33730.1	Whittaker Creek Buoy 5A						Remove from list.	36/20
							*	
34741	Core Sound Buoy 56B	34-42-05.870N 076-36-16.708W				Red nun.		36/20
		*						
40222	Cape Fear River - Little River Buoy 46A	33-55-16.495N 078-14-04.307W				Red nun.		36/20
*	*	*	*	*	*	*	*	
40230	Cape Fear River - Little River Buoy 47A	33-55-15.360N 078-14-10.057W				Green can with yellow square.		36/20
		*						

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. VA - NC Offshore Surveying.
6. VA Offshore Uncharted Cable.
7. Ocean Wind and Skipjack Wind Energy Areas.
8. Philadelphia Harbor Obstructions 1
9. Philadelphia Harbor Obstructions 2

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
The shoal adjacent to New Jersey Intracoastal Waterway Light 132 (LLNR 35550) and New Jersey Intracoastal Waterway Daybeacon 130A (LLNR 35537) has encroached approximately 25-50yds into the channel. Depths of 2-3' at MLW. Shoaling to 3' MLW has been observed on the side of the channel between New Jersey Intracoastal Waterway Light 132 (LLNR 35550) and New Jersey Intracoastal Waterway Daybeacon 130A (LLNR 35537).
SEC DB BNM 124-20
Chart 12316

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

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

PENNSYLVANIA SHOALING

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

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

DELAWARE SHOALING

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

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

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

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

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

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

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

MARYLAND SHOALING

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

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

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

MD-CHESAPEAKE BAY-NANTICOKE SHOALING
Shoaling has been reported in the immediate vicinity of Nanticoke River Cut Light 4 (LLNR 23995) at the mouth of Nanticoke Harbor, extending approximately 30 ft into the channel. Water depths have been found as low as 2 ft at low water. MD-NCR BNM 147-20
Chart 12261

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

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

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

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

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

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

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

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

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

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

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

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

VIRGINIA SHOALING

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

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

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

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

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

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

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

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING
ACOE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 6 (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution. SEC VA BNM 114-20
Chart 12254

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VA – CHESAPEAKE BAY – TANGIER SOUND - TANGIER ISLAND EAST CHANNEL – SHOALING
There has been a report of shoaling in the Tangier Island East Channel within the channel boundaries between Tangier Island East Daybeacon 6 (LLNR 22765) and Tangier Island East Channel Light 7 (LLNR 22770) to a depth of three feet.
Chart 12228

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

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

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

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

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

VA – RUDEE INLET – SHOALING
Survey dated 20 Aug 2020. Shoaling remains on the inside, 300' West of the ends of the jetties with a new least depth 7.2'.

NORTH CAROLINA SHOALING

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

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

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

NC - HATTERAS INLET - SHOALING
UPDATED. Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 5 feet at mean low water. Shoaling continues to encroach the channel near Hatteras Inlet Channel Lighted Buoy 12A (LLNR28732.1). Some aids to navigation in the inlet may be unreliable. Mariners are advised to use caution while navigating this area.
Chart 11555

NC – BARNEY SLOUGH - SHOALING
Shoaling exists North East of Barney Slough Channel Buoy 3A (28721.6). Reported depths of 4 feet MLW in position 35-47-34.526N, 075-31-34.764W. Shoaling extends to middle of channel to a depth of 4 FT MLW. Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. Shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7). NC BNM 204-20, 013-20
Chart 11555

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

NC – OCRACOKE INLET – TEACHES HOLE CHANNEL – SHOALING
Significant shoaling has been reported in Ocracoke Inlet IVO Teaches Hole Channel Buoy 20A (LLNR 28955), Teaches Hole Channel Buoy 21 (LLNR 28957) and Teaches Hole Channel Lighted Buoy 19 (LLNR 28953). The aids to navigation in the area may be unreliable. All mariners are requested to transit the area with caution. SEC NC BNM 318-20
Chart 11550

NC - OCRACOKE INLET - SHOALING
Shoaling exist in the vicinity of Ocracoke Inlet. Current Aids to Navigation may be unreliable in various locations between Ocracoke Inlet Buoy 1 (LLNR 28900) and Ocracoke Inlet Buoy 8 (LLNR 28927). Mariners are advised to use caution while navigating this area. NC BNM 207-20

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

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

NC – BOGUE INLET – SHOALING
Shoaling exists channel ward of Bogue Inlet Buoy 14 (LLNR 29559) with depth as low as 1 FT MLW. Mariners should navigate the area with caution and consult latest USACE Survey available here: https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/Inlets-Crossings/
Chart 11541

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

NC – 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 – CORE CREEK – SHOALING
Shoaling exists in the AICW north of Morehead City between Core Creek Light 29 (LLNR 38435) and Core Creek Daybeacon 31 (LLNR 38485), to a depth of less than 5ft at MLW. Mariners are advised to use extreme caution while navigating this area.
Chart 11541

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

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

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

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

NC – CAROLINA BEACH INLET – SHOALING
Significant shoaling exists in Carolina Beach Inlet to a depth of less than 5 feet at mean low water. Multiple aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. SEC NC BNM 229-20
Chart 11541

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

NC – LOCKWOODS FOLLY INLET – SHOALING
Significant shoaling exists in Lockwoods Folly Inlet to a depth of less than 2 feet at mean low water. Multiple aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. SEC NC BNM 331-20
Chart 11534

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

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

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

(Yellow indicates new item)
CURRENT PROJECTS
Permits:

SECTOR DELAWARE BAY

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

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

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

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland –*
  Potomac River – Governor Harry Nice Memorial Bridge – Permit (1-20-5) signed March 20, 2020, for a fixed replacement bridge with a vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)

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

- ***Washington DC*** –
  Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)
- ***Virginia (Northern)*** – None.

SECTORVIRGINIA

- ***Virginia (Southern)***
  Western Branch of the Elizabeth River – Churchland Bridge **-** Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)
  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)
  Hampton Roads - I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT) – Fixed bridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on July 1, 2020: north approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)
  Willoughby Bay – I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Fixed bridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on July 1, 2020; vertical clearance of 25 feet above mean high water and horizontal clearance of 50 feet. (MT)
  Blackwater River - Permit (4-20-55) signed July 29, 2020,, for a fixed bridge replacement providing a vertical clearance of 35 feet above mean high water and a horizontal clearance of 60 feet. (MS)
  Hampton Roads - All interested parties are notified that an application dated August 19, 2020, has been received from the Virginia Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of new north and south approach bridges for an existing highway fixed bridge and tunnel system over a navigable waterway of the United States.
  WATERWAY AND LOCATION: Hampton Roads, mile 0.0, between Norfolk, VA and Hampton, VA.
  CHARACTER OF WORK: The proposed project is to construct new I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT) highway bridge tunnel system connecting Norfolk, VA and Hampton, VA.
  The existing north approach bridge spans connecting the north island with Hampton, VA will be replaced with a four-lane span to the west and two two-lane spans to the east. The existing south approach bridge spans will be replaced with an eight-lane approach span from Norfolk, VA, which will separate approximately 1,500 feet from the southern end of the south island into a four-lane span to the west and two two-lane spans to the east. The existing north and south approach bridges will be removed in their entirety. The purpose of the project is to relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including I-64, I-664, I-564, and VA 164 corridors.

The existing fixed north and south approach bridges have a horizontal clearance of 45 feet and a vertical clearance of 10 feet above mean high water. The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 6 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W.
A copy of **Public Notice D05PN-09-2020**, which describes the proposal in detail, can be obtained by calling (757) 398-6557 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 **October 7, 2020**. (MT)
Willoughby Bay - All interested parties are notified that an application dated August 19, 2020, has been received from the Virginia Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and with plans for modification of an existing highway fixed bridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Willoughby Bay, mile 1.5, at Norfolk, VA.
CHARACTER OF WORK: The proposed project is to modify the existing fixed highway bridge – I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge which spans across the northeast portion of the Willoughby Bay at Norfolk, VA. The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The purpose of the project is to relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including I-64, I-664, I-564, and VA 164 corridors.
The existing fixed bridge has a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water.
A copy of **Public Notice D05PN-10-2020**, which describes the proposal in detail, can be obtained by calling (757) 398-6557 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 **October 7, 2020**. (MT)

SECTOR NORTH CAROLINA

- ***North Carolina***

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

  The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (MB)

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

  Perquimans River – Bridge No. 8 (US17 BUS/NC37) Bridge, Hertford, Perquimans County, NC - new drawbridge to replace existing drawbridge. Permit (6-19-5) signed December 31, 2019. (HP)

  Currituck Sound - Preliminary Public Notice D05PPN-04-2020 - Comments closed on ***March 24, 2020***. (MB)

Regulations:

SECTOR DELAWARE BAY

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

  Glimmer Glass, (Debbie's Creek) - Monmouth County Bridge (W-9) – Bridge will be maintained in the closed-to-navigation position from 12:01 am. On April 22, 2020, until 11:59 p.m. on October 18, 2020, except for scheduled openings on the hour if any vessels are waiting to pass. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal on the hour if any vessels are waiting to pass. The vertical clearance of the bridge in the closed-to-navigation position is 9 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies. At all other times the bridge will operate per 33 CFR 117.719. Mariners should use caution when transiting the area. (HP)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- *Virginia (Southern)* - None

SECTOR NORTH CAROLINA

- *North Carolina* - None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*

Lewes and Rehoboth Canal - Bridge 3-150 (State Road 1) Bridge – Bridge maintenance will be conducted from July 19, 2019, to December 30, 2020. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 32 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)
on VHF/FM Channel 13 at least 30 minutes before transiting the area. (MS)

Christina River - I-95 Bridge - Bridge maintenance will be conducted between Thursday, July 2, 2020, and Monday, March 1, 2021; Mon-Thurs; from 7 a.m. to 5 p.m. The maintenance will require one 30 x 40 foot barge to be anchored parallel to each pier while that pier has maintenance performed. Each span is 80 feet wide, which will leave approximately a 49-foot opening for vessels to pass alongside the barge. All additional spans will retain their 80-foot horizontal openings. The project superintendent may be reached at 484-318-0713. Mariners should use caution when transiting the area. (MB)

New Jersey (Central & Southern)

Delaware River – Commodore Barry (fixed) Bridge **–** Repainting of the main (cantilever) truss span, signal gantries, steel barriers along the entire bridge, and water tower will continue through 2023. Work platforms will be installed, reducing the available vertical clearance by 3 feet, reducing the clearance from 190 feet to 187 feet above mean high water. Mariners should exercise caution when transiting the area. (KB)

New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907- 5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)

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

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to September 1, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

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

Delaware River - Benjamin Franklin Bridge – Bridge maintenance will be performed from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project channel, will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic, however the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.

Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48 hours notice is given to Eric.Dovak@Skanska.com.

Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.

A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor's representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area. (HP)

Pennsylvania –

Schuylkill River - Grays Ferry Railroad Bridge - Modification activities that began June 2018, are expected to finish on December 31, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing

conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. (MT)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*

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

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

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

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

  Susquehanna River - Amtrak Railroad Bridge - To facilitate emergency repairs, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on August 4, 2020, to 11 p.m. on October 5, 2020. 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 for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. (MS)

- *Washington DC*

  Potomac River - Arlington Memorial Bridge **-** Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). On Monday, August 17, 2020, the temporary channel will be relocated to Arch 3 due to marine construction under Arch 5 and Arch 4. On August 24, 2020, the temporary channel will be relocated to Arch 2 due to the final construction efforts on Arches 5, 4, and 3. On November 6, 2020 the Federal Navigation Channel will be restored to its original location under Arch 5. On the evening of September 25th, 2020 Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kiewit bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS)(RH)

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

speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH)

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

SECTOR VIRGINIA

- *Virginia (Southern)*

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

  Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Centerville Turnpike (SR-170) Bridge – Bridge maintenance began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for Phase VI, scheduled from 6 a.m. on February 20, 2020, through 8:30 p.m. on September 18, 2020. Work hours are Monday through Friday, from 6 a.m. to 8:30 p.m. The swing span of the bridge will be operational. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in 33 CFR 117.31; and all vessels upon request, if at least a one-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

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

  Southern Branch of the Elizabeth River - Norfolk Southern #V6.8 (Old Virginian) Railroad Bridge. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on September 19, 2020, through 7 p.m. on September 21, 2020, and from 7 a.m. on September 26, 2020, through 7 p.m. on September 28, 2020. Maintenance will be performed 24 hours/day and a broadcast notice to mariners will be issued when the bridge is returned to operation upon completion of each closure period. The closure periods from 7 p.m. on September 20, 2020, through 7 p.m. on September 21, 2020, and from 7 p.m. on September 27, 2020, through 7 p.m. on September 28, 2020, have been established as a contingency. At all other times, the bridge will operate per 33 CFR 117.997(b). The vertical clearance of the bridge in the closed-to-navigation position is 10 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 for emergencies and there is no immediate alternate route for vessels unable to pass through the bridge in the closed position. Mariners should use caution when transiting the area. (HP)

SECTOR NORTH CAROLINA

- *North Carolina*

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

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

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

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

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

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

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

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

NJ – ABSECON INLET TO GREAT EGG HARBOR INLET - DREDGING – BEACHFILL OPERATIONS
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations in Margate, Ventnor and Longport NJ from Aug 2020 to **Feb 2021**. Material will be dredged from offshore between Absecon Inlet and Great Egg Harbor Inlet and pumped to the shoreline using submerged pipelines. The following vessels, in addition to others will be in the area, the Hopper Dredge LIBERTY ISLAND, Tug BOBBIE ANN, Tug BAYOU BRAVE, Tug MONICA LYNN, Tug POPS, and Tug VOLUNTEER STATE and may be contacted on VHF-FM channels 13 and 16. For more information, contact Stuart Hilgendorf at 443-831-0785 or SHilgendorf@gldd.com.
Chart 12316, 12318

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

NJ - GREAT EGG HARBOR INLET TO TOWNSENDS INLET, AND PECK BEACH – DREDGING - BEACHFILL
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations from Great Egg Harbor Inlet to Townsends Inlet, and Peck Beach, Cape May County, New Jersey. Operations will commence in June and continue until **Oct 2020.** Material will be dredged from the Great Egg Harbor Inlet Borrow Area and be pumped directly to shore from the hydraulic dredge OHIO. VHF- FM Channels 13 & 16 will be monitored 24hr/day, 7 day/week. For more information or questions contact Stuart Hilgendorf Project Manager (443) 831-0785 or SHilgendorf@gldd.com.
Chart 12318

NJ – SEA ISLE CITY – DREDGING - BEACHFILL
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations in Sea Isle City. Operations will commence in June and continue until **Oct 2020**. Material will be dredged from the L1 Borrow Area and be pumped directly to shore from the hydraulic dredge LIBERTY ISLAND. VHF- FM Channels 13 & 16 will be monitored 24hr/day, 7 day/week. For more information or questions contact Stuart Hilgendorf Project Manager (443) 831-0785 or SHilgendorf@gldd.com.
Chart 12318

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

PA – DELAWARE RIVER – MARCUS HOOK – DREDGING
The Captain of the Port (COTP), Delaware Bay, is establishing two Safety Zones to facilitate maintenance dredging in Marcus Hook Range and Marcus Hook Anchorage (No. 7) on the Delaware River from August 26 through October 15, 2020.
Safety Zone One includes all the waters within a 250 yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range.
Safety Zone Two includes all the waters of Marcus Hook Anchorage (No. 7) found in 33 CFR 110.157 (a) (8).
Vessels wishing to transit through safety zones **one** and/or **two** may do so if they can make satisfactory passing arrangements with the dredge ESSEX, in accordance with the Navigational Rules in 22 Code of Federal Regulations Subchapter E via VHF-FM channel 13 at least 1 hour prior to arrival. Vessels desiring to anchor within Marcus Hook Anchorage must obtain permission from the COTP at least 24 hours in advance, at 215-271-4807. The COTP will permit up to two vessels greater than 650' in overall length, one in the extreme northern portion, and one in the extreme southern portion of the anchorage, at a time on a "first-come, first-served" basis. The maritime public will be notified of any changes to vessel traffic patterns or availability of Marcus Hook Anchorage via subsequent updates to this MSIB and Broadcast Notice to Mariners. Normally, Marcus Hook Anchorage is a 48-hour anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours during this time. Vessels that require an examination by the Public Health Service, Customs or Immigration authorities will be directed to an anchorage for the required inspection by the COTP. Vessels are encouraged to use Mantua Creek Anchorage (No. 9), Naval Base, Philadelphia Anchorage (No. 10), and Deepwater Point Anchorage (No. 6) as alternatives. If there are any questions regarding the contents of this bulletin or expectations of the Captain of the Port, please contact (215) 271-4807.
Chart 12312

PA – NJ – DELAWARE RIVER – BAXTER AVE MARINE TERMINAL – DREDGING
JPC Group will be conducting Dredging Operations at the Baxter Ave Marine Terminal on the Delaware River from 9 Sep to **31 Dec 2020**. Dredge spoils will be transported by barge to the Fort Mifflin Disposal Site. For more information or questions, contact Frank Branagan at 856-265-3558 or frankbranagan@jpcgroupinc.com.
Chart 12312

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

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

DE – DELAWARE BAY – WEST SIDE – HARBOR OF REFUGE – MARINE CONSTRUCTION
Marine Technologies Inc. will be removing the wreckage from the destroyed Light and rebuilding Harbor of Refuge North End Light 1 (LLNR 2050) from 3 Sep to **30 Nov 2020** in approximate position 38°48′52.6N, 75°05′32.6W. Work will be conducted from 6:00 am to 9:00pm seven days a week. The Crane Barge FATHOM INOVATION and Tug Boat JEZABEL will be on scene with a 28' workboat and may be contacted on VHF-FM 16 and 79. For more information or questions, contact Mike Williams, 443.995.2756, mwilliams@marinetechnologiesinc.com.
Chart 12216, 12304

DE – DELAWARE RIVER – SILVER RUN – TRANSITION TOWER CONSTRUCTION
Through **Sep 30, 2020**, South State Inc. will be constructing an ice protection system for an electrical transition structure in approximate position 39°27'26" N, 75°34'40" W, Silver Run Tower Vessel Protection Light A (LLNR 2497) and Silver Run Tower Vessel Protection Light B (LLNR 2497.1). The project, vessels and equipment will remain outside and to the west of navigation channel. Work will be conducted Monday through Saturday during daylight hours. Mariners are requested to maintain a safe distance from all barges and equipment and to minimize wake when transiting the area.
Chart 12311

MD – OCEAN CITY INLET – DREDGING
Dredging operations will occur in Ocean City Inlet at Ocean City, MD, from September 15-18, 2020. The work will be conducted within the federal navigation channel. Interested mariners may contact the U.S. Army Corps of Engineers dredge CURRITUCK via VHF-FM channels 13 and 16.
Chart 12211

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

MD – CHESAPEAKE BAY – POPLAR ISLAND NARROWS – FERRY COVE – MARINE CONSTRUCTION
Lane Engineering will be conducting marine construction operations in Ferry Cove near Lowes Wharf, in approximate position 38-46-08.04N, 76-19-47.35W. Work will continue until **25 Sep 2020** and consist of installing a pier and water intakes. For more information or questions contact Sean Callahan at 410-221-0818.

MD – CHESAPEAKE BAY – POPLAR ISLAND – ONGOING MARINE CONSTRUCTION
Marine construction of containment Cell Number 11 on Poplar Island is ongoing. Crews will be building sand and stone berms to expand the island and create a new containment cell. Mariners should avoid the area; if necessary contact the work vessels on VHF-FM channels 13 and 16. Work will continue until the end of **Sep 2020.** Ref LNM 1919
Chart 12266

MD – APPROACHES TO BALTIMORE – BREWERTON AND SPARROWS POINT CHANNELS – DREDGING
Corman Kokosing Construction Company will be conducting dredging operations on behalf of Trade Point Atlantic near the intersection of Brewerton Channel and Sparrows Point Channel, near 39° 11.5873N, 076° 28.8007W. Loaded scows will be towed to unloader #3 located at the Cox Creek Dredge Containment Facility, 39° 11.9741N, 076° 31.7074W on a daily basis. A 16" submerged pipeline will be placed from the Unloading Barge into the placement Facility, located at 39° 11.9659N, 076° 31.7814W. The Dredge CKC 2400 will be dredging the area with the assistance of a Tender Tug, a Towing Tug, and three scows. All vessels and crew will monitor VHF-FM channels 13 and 7. Dredging and unloading operations will continue daily until approximately **16 Nov 2020**. For more information of questions, contact Harry Tolson at 301-343-6081 or Tolson@CormanConstruction.com.
Chart 12278

MD – APPROACHES TO BALTIMORE – CURTIS BAY – CURTIS CREEK - MARINE CONSTRUCTION
Henderson Contracting will be constructing a Boat Ramp in Curtis Creek at the Solley Cove Boat Launch Facility at 7360 Carbide Rd, Baltimore MD. Work is expected to continue until **10 Oct 2020**. During construction 2 spud barges will be in the area. For more information, contact Gerd Heinsohn at 410-263-1852.
Chart 12278

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

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

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

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

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Starting approximately 25 Sep 2020 and continuing until approximately **15 Jan 2021** the Clamshell Dredges Weeks 506 and PAULA LEE, Work Boat TROJAN, Tug COLONEL and Scows ES-7 and CK-7 will be operating in the Thimble Shoal Channel. Dredging will be between Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Lighted Buoy 7 (LLNR 9235), stopping west of the Chesapeake Bay Bridge-Tunnel. The clamshell dredge will start dredging approximately 1,800 feet west of Thimble Shoal Channel Lighted Buoy 16 (LLNR 9290) at station 757+00 (37° 0'4.07"N, 76°13'6.83"W) moving east. All dredged material will be towed to the approved Dam Neck Ocean Disposal Site – DNODS – Cells 5, 6 & 7.
Chart 12256

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION
Allan Myers is conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA. Bridge passes over Great Neck Creek. Completion on or about **Oct 2022**. A cofferdam and turbidity curtains are installed at the site. For more information contact Pat Robinson at 610-960-3139.
Chart 12222

VA – HAMPTON ROADS – WILLOUGHBY BAY – MARINE CONSTRUCTION
From September 14, 2020 to October 1, 2020. Hampton Roads Connector Partners (HRCP) will begin construction at the existing Hampton Roads Bridge Tunnels. Mooring piles will begin to be installed in the Willoughby Bay area N36 57' 45.46" as well as the Hampton Flats are N36 59' 54.70". Crane and Barge operations along with the Tug Angelina Autumn, Robert T, Miss Morgan, Florence T, Seaward 5, Seaward 7, and the Seaward 8 along with multiple small safety vessels will be working in the vicinity near these job sites. All jobsite vessels will be standing by on VHF channel 13 & 16. This notice to mariners will be updated from time to time as per the scope of the project increases. All barges will be lighted at night by solid white lights on their four corners. All floating mooring buoys shall be lighted with flashing white lights. All mooring piles will be lighted at night with flashing amber lights on each pile in addition to flashing red lights on end piles. 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 and or mooring piles.
The contact supervisors are: Shannon Gresham 757-685-3392, Kareem Myers 757-256-9715, Nathen Sebura 757-449-4656.
Chart 12245

VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION
Until **Mar 2023**, McLean Contracting will be conducting bridge demolition, and replacement of the Churchland Bridge on the Western Branch of the Elizabeth River. Signs have been installed on both sides of the bridge worded "OVERHEAD BRIDGE CONSTRUCTION 500 FEET AHEAD". A temporary pile crane trestle will be extending approximately 600ft from either shoreline on the North side of the bridge. Barges and tugs will be on scene throughout the project and may be contacted on VHF-FM Channels 03, 13 and 16. For information, contact Scott White at 757-641-2132. LNM 2320
Chart 12253

VA – HAMPTON ROADS – ELIZABETH RIVER – NEWPORT NEWS CHANNEL – DREDGING
UPDATED END DATE. Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be conducting dredging operations in various locations within the Norfolk Harbor Federal Channel. Dredging will be between Elizabeth River Channel Lighted Buoy 1ER (LLNR 9445) and Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) and in the Newport News Channel between Newport News Channel Lighted Buoy 2 (LLNR 10840) and Newport News Channel Lighted Buoy 10 (LLNR 10875). The dredging will continue until **15 Sep 2020.**
Chart 12222

VA – JAMES RIVER – JAMESTOWN ISLAND TO JORDAN POINT – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia Dredge MARION will be conducting dredging operations in the Dancing Point - Swanns Point Shoal Channel on the James River from September 1, 2020 to February 1, 2021.
Chart 12251

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

VA – CHESAPEAKE BAY – CHESAPEAKE CHANNEL – DREDGING
UPDATED INFORMATION. Great Lakes Dredge and Dock Company Tug WILLIAM BRECKINRIDGE and Drag Barge GL 173 are continuing Bed Leveling operations in the Chesapeake Channel also known as the York Spit Channel from Chesapeake Channel Lighted Buoy 29 (LLNR 7175) to Chesapeake Channel Lighted Buoy 37 (LLNR 7225) until **4 Dec 2020**. A mooring anchor and buoy have been placed outside of the channel for foul weather in approximate position 37-15-37.7541N, 076-04-03.0678W. Dredging and disposal operations done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area and transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For more information, contact Tom Jessee at 207-522-5494 or jtjessee@gldd.com.
Chart 12254

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

VA – CHESAPEAKE BAY - TANGIER ISLAND – JETTY CONSTRUCTION
Coastal Design and Construction will be building a stone jetty near Tangier Island on the West side just north of Tangier Island West Channel Light 3 (LLNR 22730). Construction is scheduled to begin 6 Jul and continue until **31 Oct 2020**. Deck barges, crane barges and tug and push boats will be in the area and may be contacted on VHF-FM channel 13. For more information or questions, contact J. Richard Mattingly – Superintendent at 301-643-4323.
Chart 12228

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

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. For more information, contact Jordan Byrum at 252-808-8036 or at jordan.byrum@ncdenr.gov. The following artificial reefs will be used. AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)
Chart 12204

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

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

NC – CAPE FEAR RIVER – DREDGING
The dredge PAULA LEE will be conducting dredging operations in the following reaches in the Cape Fear River: Upper Big Island, Lower Lilliput, Upper Midnight, Lower Midnight and Horseshoe Shoals Channels. Dredged material will be disposed at the New Wilmington ODMDS south of the mouth of the Cape Fear River. Towing will be performed by the Dann Marine Tugs COLONEL and THOMAS DANN, towing 5000 cubic yard scows from the reaches through the mouth to the ODMDS. The ODMDS is approximately 9 NM south of the mouth of the Cape Fear River at N 33-44-6.946", W 078-02-8.979". Dredging is scheduled to be completed by **Aug 31, 2020.** Work will continue 24 hours a day, 7 days a week. The Dredge PAULA LEE will monitor VHF-FM Channels 13, 16, and 79. Project Manager Danny Myers can be reached at (415) 302-5369 or Ryan Swink at 628-888-4304.
Chart 11541

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

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

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT - CHESAPEAKE CHANNEL – FIREWORKS DISPLAY
A short-duration, aerial fireworks display is scheduled to occur along the Chesapeake Bay on **September 12, 2020** (no rain date), at 8 p.m. The fireworks will be discharged from the end of the 300-foot pier at Breezy Point Beach and Campground in Calvert County, MD at Chesapeake Beach, MD, located in approximate position latitude 38°37'11.3" N, longitude 076°30'45.6" W. Mariners are urged to use caution when transiting the area, and absent specific guidance, should remain 100 yards 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 12266

MD – CHESAPEAKE BAY – SEVERN RIVER – SAILING REGATTA
A sailing regatta is scheduled to occur on the Chesapeake Bay and Severn River on **September 20, 2020**, between 10:30 a.m. and 4 p.m. Up to 20 classic wooden sailboats (20-50 feet in length) will conduct a single pursuit-type sail race along a designated course located between the Chesapeake Bay and the mouth of Spa Creek at Annapolis, MD. Start will be at approximately 11 a.m. Interested mariners can contact the Eastport Yacht Club Race Committee via marine band radio VHF-FM channels 9, 13, 16 and 73. Additional information is available at website http://eastportyc.org/. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12282

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTAS
Annual sailing regattas sponsored by the Annapolis Yacht Club (AYC) are scheduled to occur on the Severn River and the Chesapeake Bay near the mouth of the Severn River, during 2020. Unless otherwise indicated, the events will occur between 10 a.m. and 4 p.m., and are scheduled on the following dates:(6) **September 13** (*CRAB Cup* - 6 participants, 22 feet in length); (7) **September 25-27** (*Annapolis YC 3-2-1 Invitational* - 8-10 participants, 20-30 feet in length); (8) **September 26** (*Fall Race to Solomons* - 30 participants, 30-50 feet in length); (9) **October 3-4** (*Fall Series 1* - 30 participants, 22-34 feet in length); (10) **October 3-4** (*Doublehanded Distance Race* - 20 participants, 29-50 feet in length, overnight from noon to noon); (11) **October 10** (*Fall Series River Course* - 25 participants, 20-28 feet in length); (12) **October 13-15** (*Warrior Sailing Project* - 8 participants, 22 feet in length); (13) **October 17-18** (*Fall Series 2* - 30 participants, 30-50 feet in length); (14) **October 24-25** (*Eschells - Lippincott* - 30 participants, 23 & 31 feet in length); (15) **October 26-27** (*Halloween Howl* - 50 participants, 8 feet in length); (16) **October 29-November 1** (*J/105 & J/111 North American Championships* - 40 participants, 35-40 feet in length); and (17) **November 8-December 13** (*Frostbite Series - 1st Half* - 80 participants, 22-45 feet in length). Additional information on these events can be obtained at website https://www.annapolisyc.com/. The AYC Race Committee can be contacted via marine band radio VHF-FM channels 09, 13, 16, 68, 69, 70, 71 and 72. For any comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12270, 12282, 12283

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTA
A sailing regatta will occur in the Chesapeake Bay between Sandy Point, MD and Bloody Point, MD on **Sep 12, 2020**, between 9 a.m. and 7 p.m. Approximately 70 auxiliary sail boats (25-55 feet in length) of various classes will compete along designated race courses located between Chesapeake Channel Lighted Buoy 95 (LLNR 7970) and Chesapeake Channel Lighted Buoy 86 (LLNR 7755). Race starts will occur near the mouth of the Severn River at 10 a.m. Information is available at website https://www.regattanetwork.com/event/20206. Interested mariners can contact the Naval Academy Sailing Squadron Race Committee on board the 37-foot Signal Boat flying an orange Race Committee flag via VHF-FM channels 16, 09, 13 and 78. For any comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12270, 12263.

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA
An annual distance sailboat race is scheduled to occur in the Approaches to Baltimore Harbor and Patapsco River on **October 17, 2020**, between 10 a.m. and 7 p.m. Up to 70 sail boats (20 to 60 feet in length) in different divisions will compete along a designated course on the Chesapeake Bay, located north the William P. Lane Jr. Memorial (US-50/301) Bridges, south of Pooles Island and into Baltimore Harbor, at Baltimore, MD. Additional information on the Baltimore City Yacht Association Harbor Cup can be obtained at website https://www.bcya.com. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector Maryland-national Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Charts 12278, 12281

MD –CHESAPEAKE AND DELAWARE CANAL – CHESAPEAKE BAY – POTOMAC RIVER – KAYAKING EVENT
An annual long distance kayaking expedition is scheduled to occur along the shorelines of the Chesapeake and Delaware (C and D) Canal, Chesapeake Bay, and Potomac River during **September 12-19, 2020**, between 8 a.m. and 6 p.m. each day. The event includes seven 18-foot sea kayaks accompanied by a sponsor-provided safety boat with the following schedule: (1) **September 12-13,** C and D Canal and Chesapeake Bay to the Severn River (Annapolis, MD); (2) **September 14-15**, Chesapeake Bay, along western shore, to the lower Potomac River; (3) **September 16-19,** Potomac River, from Piney Point, MD to Washington, DC (The Wharf DC). These dates are approximate and are subject to change. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts: 12280, 12285.

VA – FENWICK ISLAND TO CHINCOTEAGUE INLET – SWIM EVENT
The swim segment of a triathlon event will occur in Chincoteague Bay on **September 27, 2020**, between 8 a.m. and 9 a.m. Up to 100 participants will compete on a designated ½ mile course at Public Landing Wharf, Snow Hill, MD. The race begins with an in water start, approximately 50 yards off the beach at a green circle marker and ends with an out water exit at the end of a pier marked by a red marker. Swimmers will be supported by sponsor-provided kayaks and stand-up paddleboards. The swim course will have an orange floating marker located at the turn and yellow floating markers located along the course. Swim course set up will occur the previous day. Safety patrol vessels can be contacted on VHF-FM channels 16 and 68. Additional information on the "Back Bay Multisport Festival" can be obtained at website www.backbaytriathlon.com. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Chart 12211.

VA – CHESAPEAKE BAY – LITTLE CREEK INLET ENTRANCE

The Little Creek Sailing Association will be sponsoring the Wednesday Night Race Series **through October 28, 2020.** This race is expected to involve around 27 participants with boats ranging from 24ft - 46ft beginning at 6:25 p.m. and ending at 8:25 p.m. on the following scheduled dates: July 1st, 8th, 15th, 22nd, 29th, August 5th, 12th, 19th, and 26th, 2020. For the following dates the event will begin at 5:55 p.m. and end at 7:55 p.m.: September 2nd, 9th, 16th, 23rd, 30th, October 7th, 14th, 21st, and 28th, 2020. Mariners are requested to use caution and bare steerage when transiting the area.

VA – CHESAPEAKE BAY – ELIZABETH RIVER – BOAT PARADE

The Mid-Atlantic Trump Boat Parade will be held in the Elizabeth River, VA between Craney Island Flats near Channel Lighted Buoy 12 (LLNR 9530) and Waterside, Downtown Norfolk on Saturday, **October 3, 2020** between 1:00 P.M. and 3:00 P.M. This boat parade will include anywhere from 800 to 1,000 participating vessels of varying sizes. Event organizers can be reached on VHF-FM Channels 16 and 72. In addition, prior to the event, boats will be congregating in other area waterways (such as the James River, Lynnhaven Bay, Rudee Inlet, and York River) and will proceed to the Elizabeth River event as a group. Mariners are requested to use caution when transiting in the vicinity of the parade area and wherever participating boats congregate. The COTP Virginia may establish a regulated area in the Elizabeth River for the event, notice of which will be through broadcast notice to mariners and on-scene official patrols.
Chart 12245, 12253

NC - AICW AND BEAUFORT INLET - MOREHEAD CITY- BOAT RACE

Mariners are advised that Crystal Coast Grand Prix high speed boat race will be held on **September 13, 2020** from 9 AM to 5 PM on the Atlantic Intracoastal Waterway (AICW) and Beaufort Inlet. The event will include approximately 60 high speed craft with a special local regulation being enforced starting at Sugarloaf Island on the AICW and extending to Beaufort Inlet in Morehead City, North Carolina. Vessels may request to pass through the special local regulation in between race heats by contacting on scene personnel on VHF channel 16. Mariners are advised to use caution while transiting in this area.
Chart 11547

NC – AICW – GALLANTS CHANNEL – BOAT PARADE

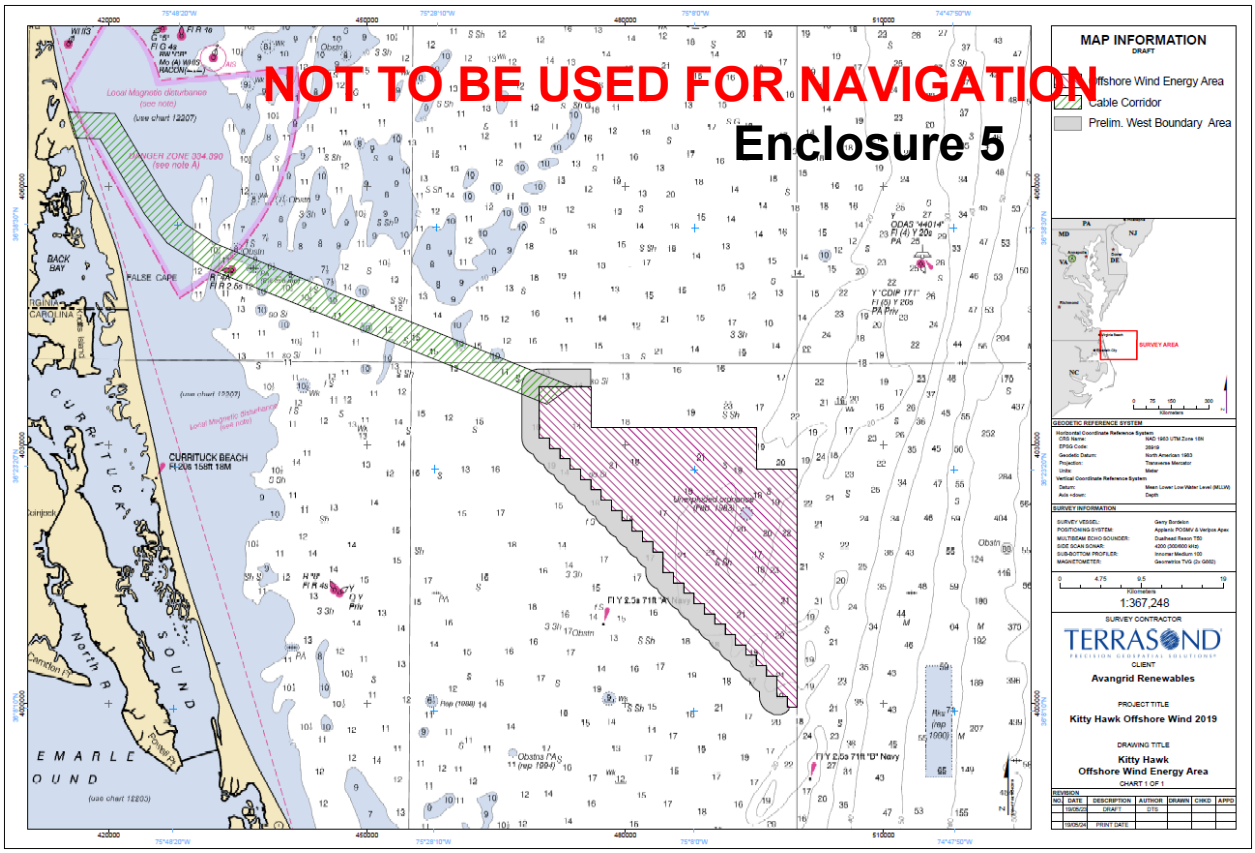
The Eastern North Carolina Trump Flotilla will take place in Morehead City, NC on **September 19, 2020**, starting at 11:30 AM. The parade will begin at the Atlantic Beach Bridge, proceed up the AICW around Radio Island to Gallants Channel and then return to its point of origin. Mariners are advised to use caution while transiting this area.
Chart 11541

NC - BANKS AND MOTTS CHANNEL - WRIGHTSVILLE BEACH - YMCA WRIGHTSVILLE BEACH TRIATHLON

Mariners are advised that the Coast Guard will establish a temporary safety zone for the YMCA Wrightsville Beach Triathlon on **September 18, 2020** from 6:30 AM to 8:30 AM. Approximately 400 swimmers will compete along a course starting at the Blockade Runner across Banks and Motts channel to the Sea Path marina. Mariners are advised to use caution while transiting in this area.
Chart 11541

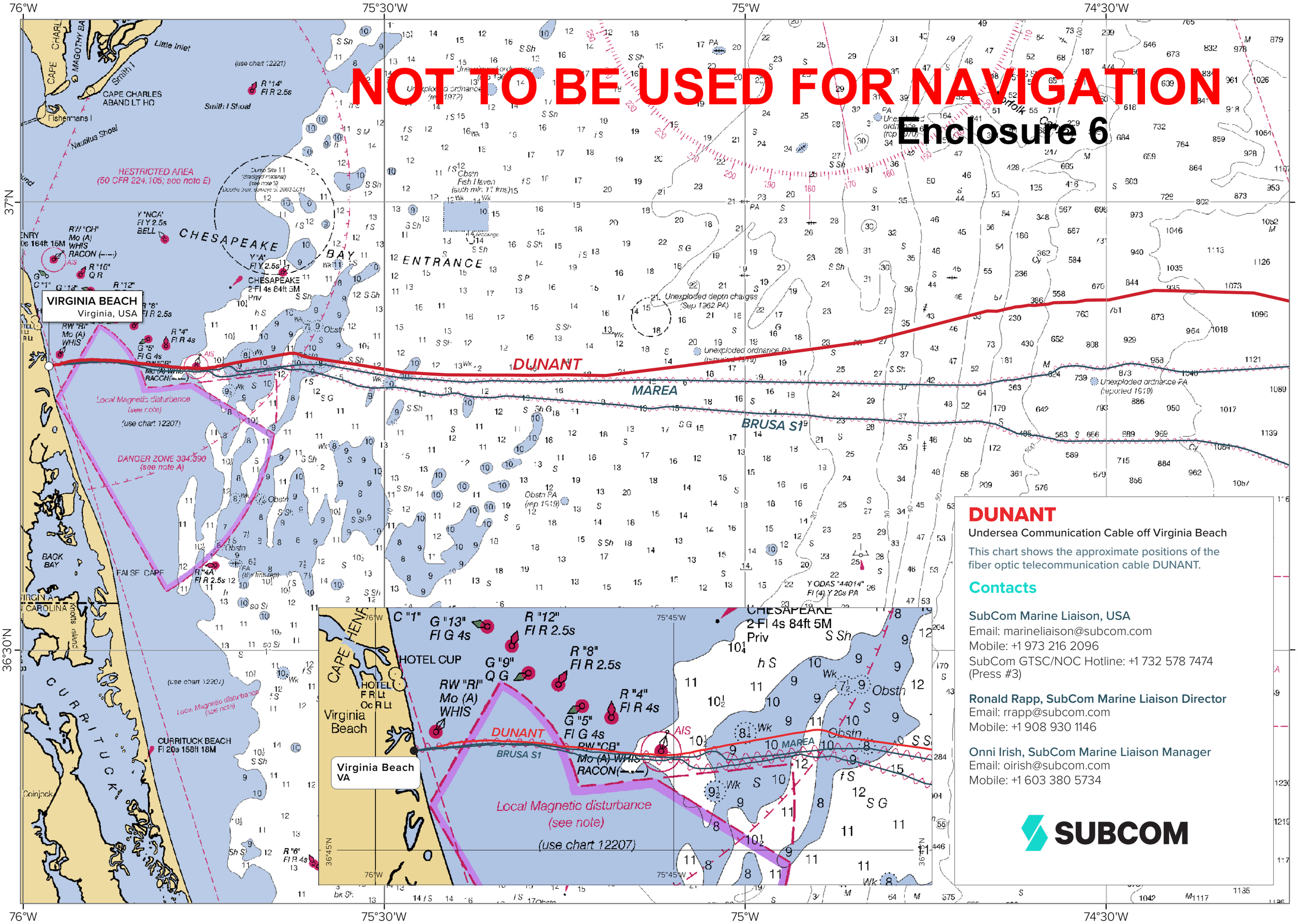
NC - WRIGHTSVILLE BEACH - PIER 2 PIER SWIM RACE

Mariners are advised that the Pier 2 Pier Swim Race will be held on **September 12, 2020** from 9 AM to 11:30 AM off of Wrightsville Beach. The event will include approximately 200 swimmers between Johnnie Mercer Pier and Crystal Pier. Mariners are advised to use caution while transiting in this area.
Chart 11541



Kitty Hawk Offshore Wind Area and Cable Corridor

Enclosure 5



DUNANT

Undersea Communication Cable off Virginia Beach

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

Contacts

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SUBCOM

DUNANT

Undersea Communication Cable off Virginia Beach

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

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

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

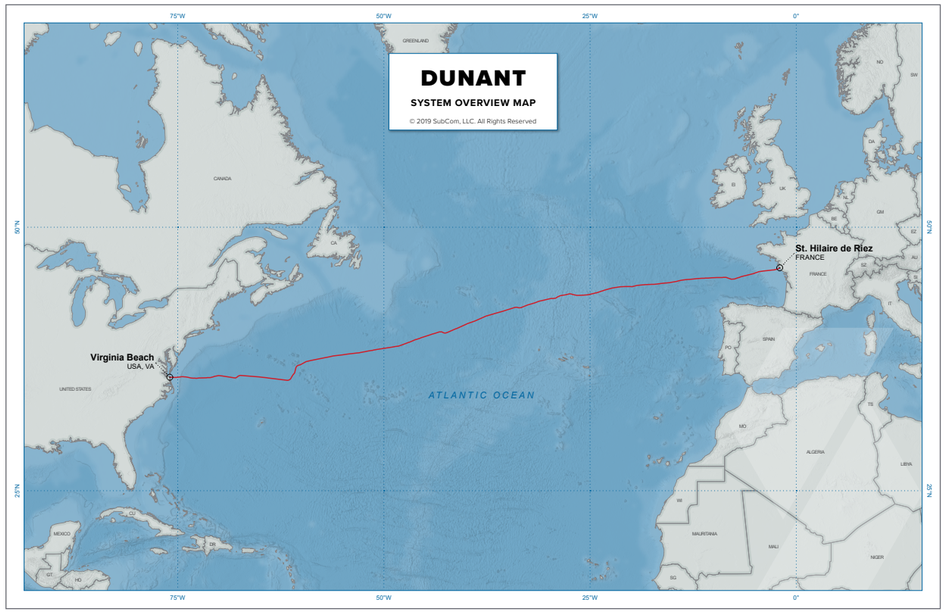
If your gear does snag something you think may be the cable, please don't try to lift it. After some initial slack is taken up, it may become extremely hard to lift, and this could threaten your vessel's stability. Furthermore, active cables carry an electrical current that pose a risk to humans if any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

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

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

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

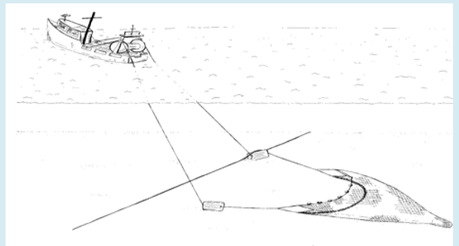
Latitude	Longitude	WD (Fathoms)
N36 48.8874	W075 44.8111	11
N36 48.9151	W075 44.6046	11
N36 48.9296	W075 44.4485	12
N36 48.9563	W075 44.2841	12
N36 48.9579	W075 44.1626	12
N36 48.9770	W075 44.0472	11
N36 49.0124	W075 43.9444	11
N36 49.0730	W075 43.5497	11
N36 49.0968	W075 43.3305	10
N36 49.1392	W075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



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

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

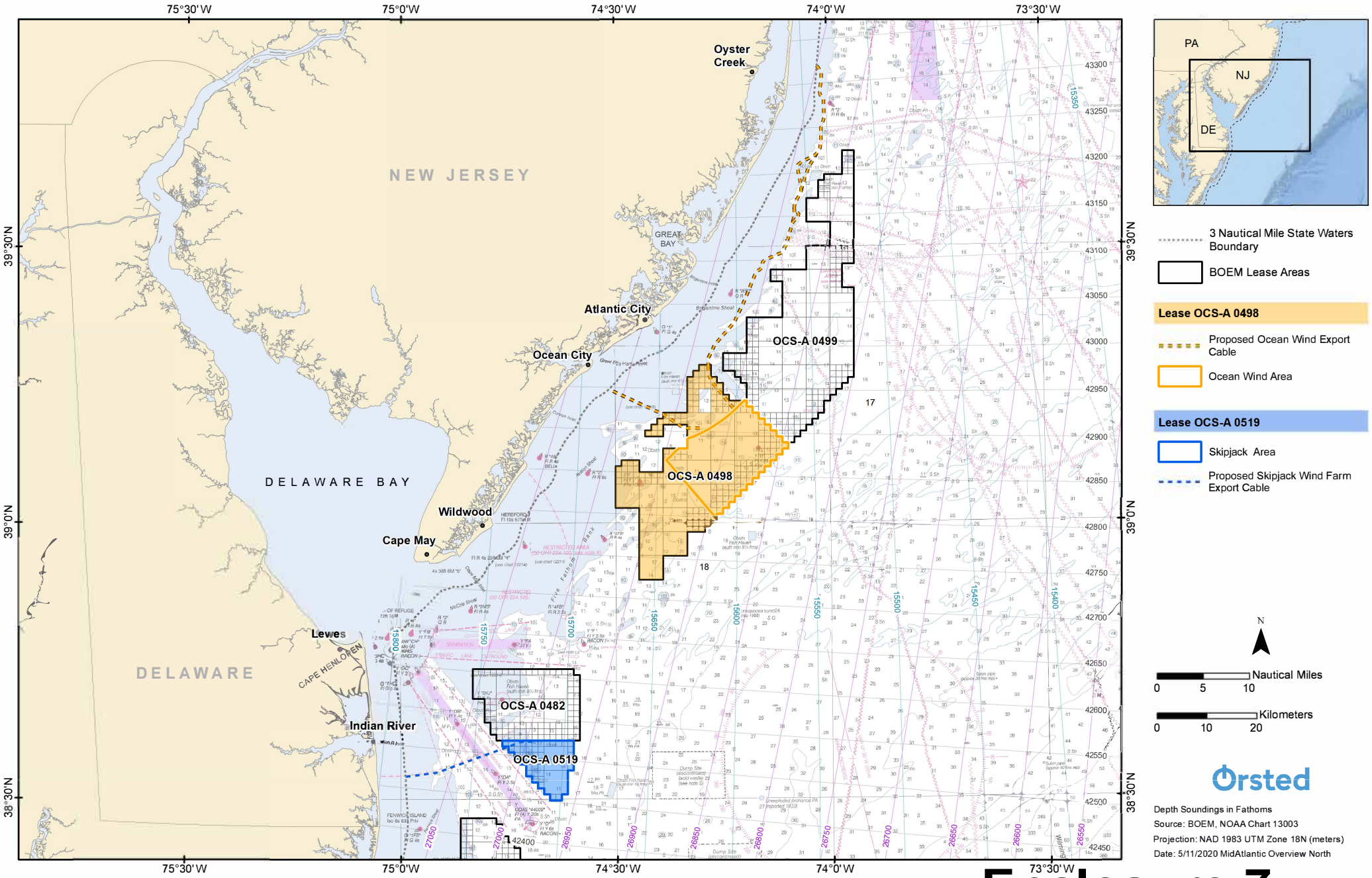
If your gear snags this cable, please do not try to lift it...



...call the contacts on this page.

NOT FOR NAVIGATION

SUBCOM



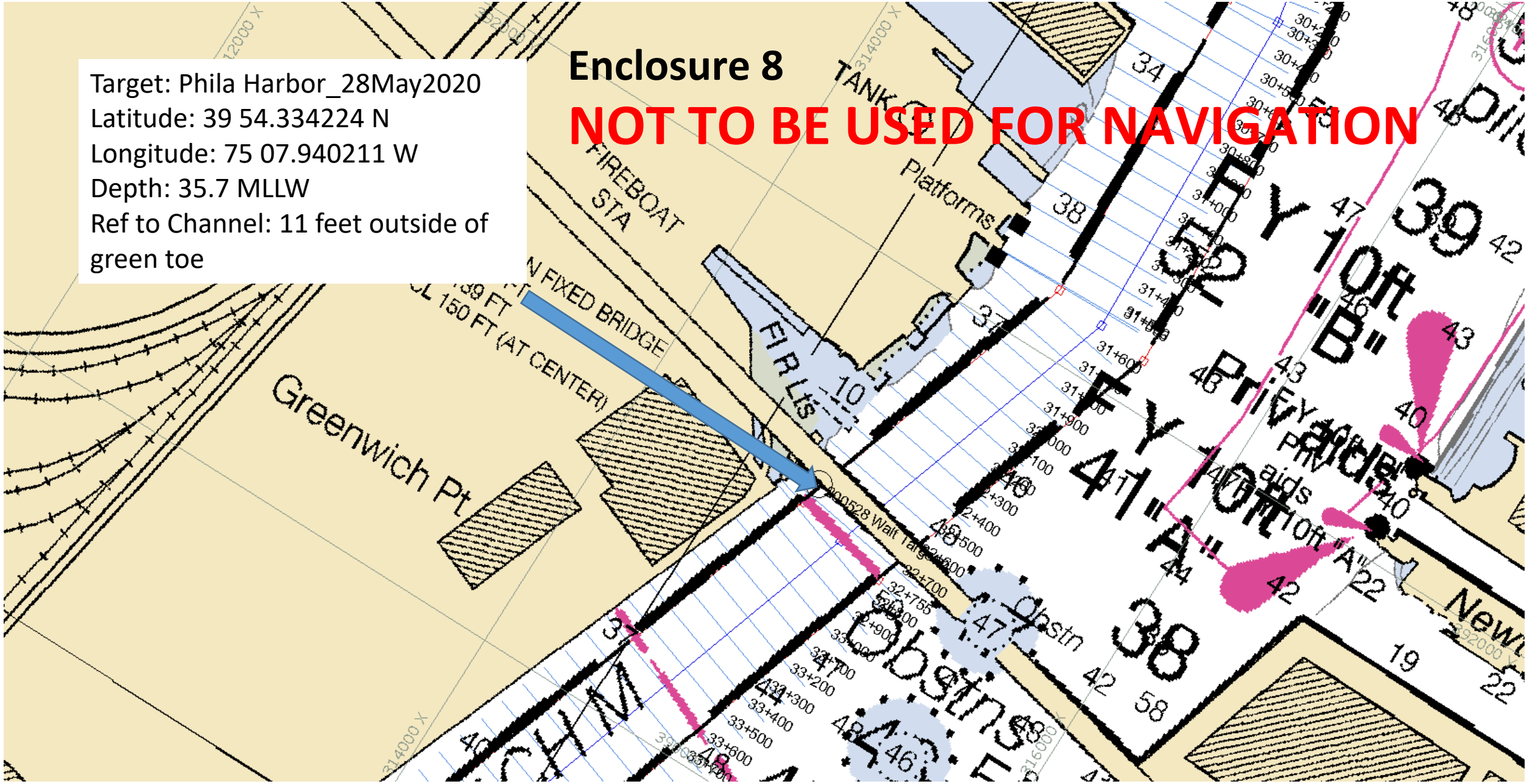
Enclosure 7

NOT TO BE USED FOR NAVIGATION

Target: Phila Harbor_28May2020
Latitude: 39 54.334224 N
Longitude: 75 07.940211 W
Depth: 35.7 MLLW
Ref to Channel: 11 feet outside of green toe

Enclosure 8

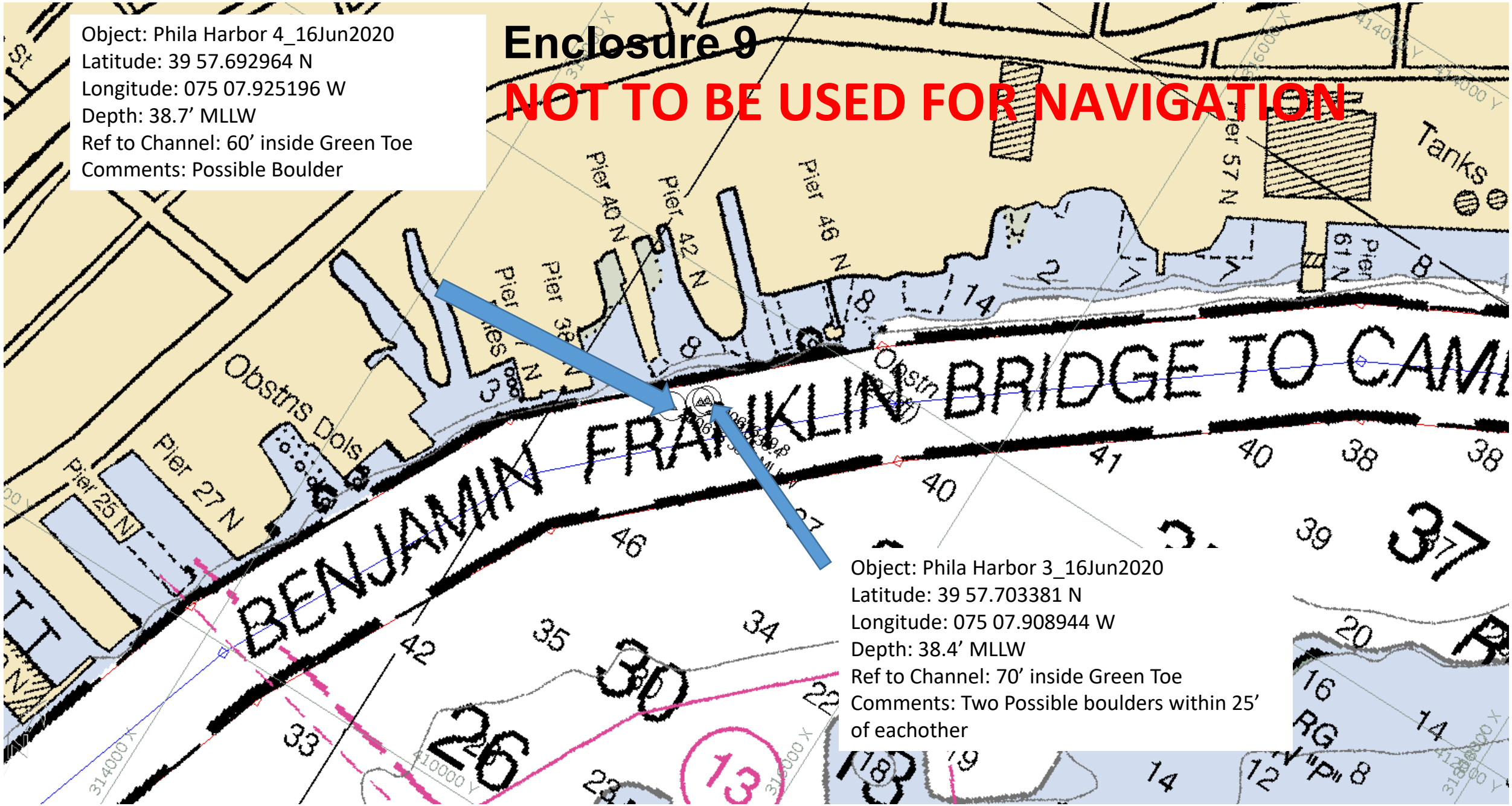
NOT TO BE USED FOR NAVIGATION



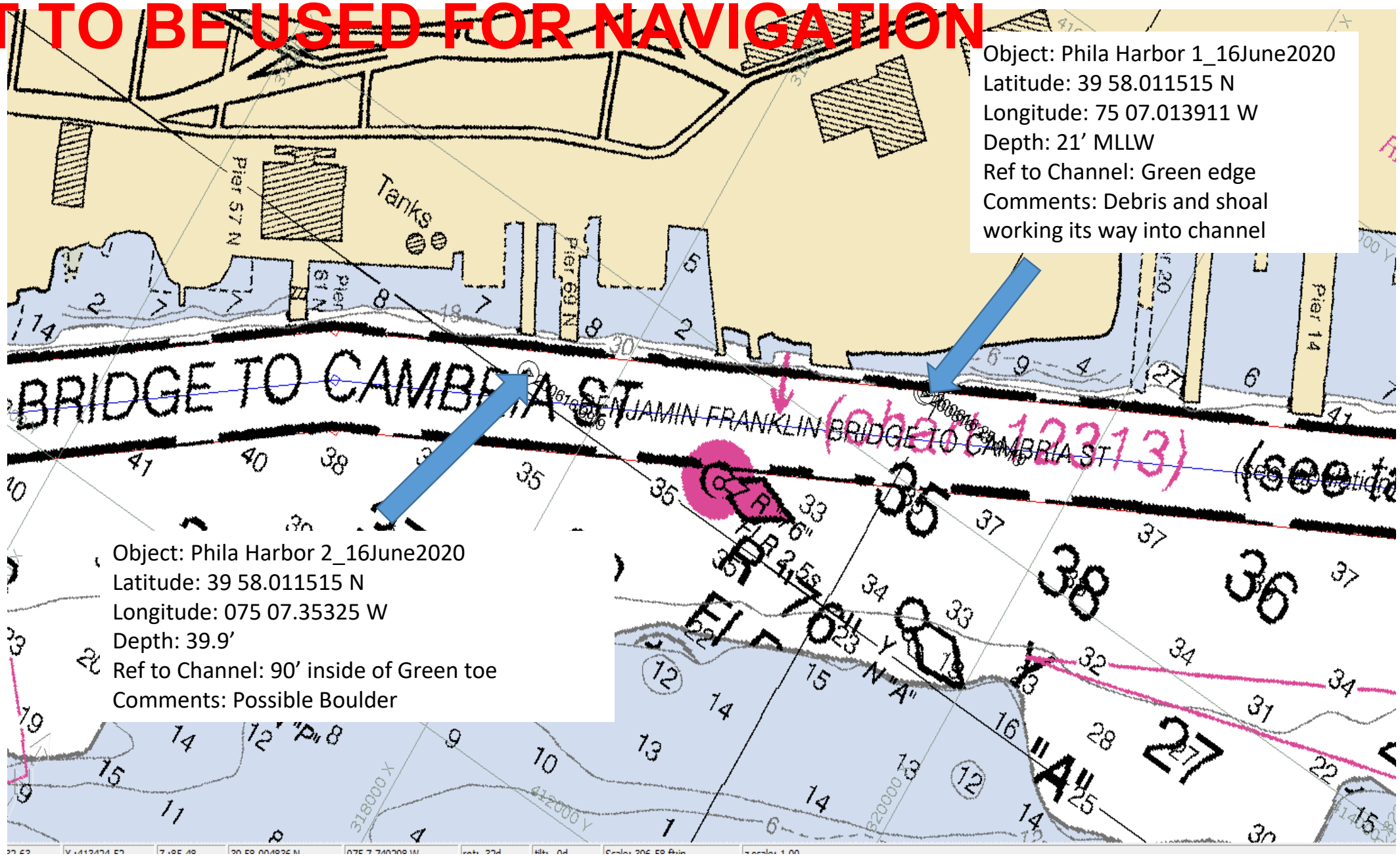
Enclosure 9

NOT TO BE USED FOR NAVIGATION

Object: Phila Harbor 4_16Jun2020
Latitude: 39 57.692964 N
Longitude: 075 07.925196 W
Depth: 38.7’ MLLW
Ref to Channel: 60’ inside Green Toe
Comments: Possible Boulder



Object: Phila Harbor 3_16Jun2020
Latitude: 39 57.703381 N
Longitude: 075 07.908944 W
Depth: 38.4’ MLLW
Ref to Channel: 70’ inside Green Toe
Comments: Two Possible boulders within 25’ of eachother

Enclosure 10

NOT TO BE USED FOR NAVIGATION