U.S. Department
of Homeland Security

**United States**
**Coast Guard**

# LOCAL NOTICE TO MARINERS

## District: 5 Week: 40/20

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.

**NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION - U.S. COAST PILOT 4 - ATLANTIC COAST**

Cape Henry, VA to Key West, FL, 52nd Edition, 2020, has been issued and is ready for free download and weekly updates at https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html.
Only Print-on-Demand (POD) bound copies are available for purchase; visit www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot.
The 2020 Edition cancels the preceding 2019 Edition, and incorporates all previous corrections.

LNM: 39/20

******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**

Special protections are 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 (U-boats) located in waters off the NC 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. 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 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 U.S. 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: 703-313-5900, webmaster@navcen.uscg.mil or 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) - 498, 515, 518, 521, 522, 523, 524, 527, 528, 529, 531, 535, 544, 545, 546, 547-20.
Sector Delaware Bay (DB) - 181, 184, 190, 119-20.
Sector Maryland - National Capital Region (MD-NCR) - 269, 272, 273, 274, 275, 276, 277, 278, 279, 280, 282, 284, 288, 289, 290, 291, 292, 295, 296-20.
Sector Virginia (VA) - 207, 208, 209, 210-20.
Sector North Carolina (NC) - 085, 134, 155, 164, 178, 184, 204, 206, 207, 212, 228, 229, 237, 238, 250, 276, 318, 331, 356, 364, 370, 372, 375, 377, 378, 379, 381, 382, 383, 384, 385, 386, 387, 388-20

## 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 | |
| 135 | Cape May Inlet Lighted Buoy 2CM | LT EXT | 12317 | 184DB | 39/20 | |
| 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 | |
| 1435 | Cape May Inlet Lighted Buoy 2CM | LT EXT | 12317 | 184DB | 39/20 | |
| 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 | |
| 1970 | Nantuxent Point Light | LT EXT | 12304 | 141DB | 31/20 | |
| 2055 | Delaware Bay East Icebreaker Light 2 | LT EXT | 12216 | 170DB | 35/20 | |
| 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 | |
| **2345** | **Port Mahon Directional Light** | **MSLD SIG/REDUCED INT** | **12304** | **191DB** | **40/20** | |
| 2580 | Reedy Island Range Front Light | REDUCED INT | 12311 | 187DB | 29/19 | |
| **2870** | **Pea Patch Island Warning Light B** | **LT EXT** | **12311** | **190DB** | **40/20** | |
| 2874 | Pea Patch Island Dike Warning Light E | LT EXT/STRUCT DMGD | 12311 | 433DB | 39/18 | |
| **3870** | **Beverly Lower Range Rear Light** | **LT EXT** | **12314** | **192DB** | **40/20** | |
| 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 |
| 4745 | Ocean City Inlet Lighted Buoy 8 | MISSING | 12211 | 262MD | 38/20 |
| 4870 | Isle of Wight Bay Lighted Wreck Buoy WR13 | LT EXT | 12211 | 274MD | 39/20 |
| 5280 | Chincoteague Inlet Lighted Buoy 2 | TMK MISSING | 12210 | 137VA | 29/20 |
| 5295 | Chincoteague Inlet Lighted Buoy 5 | TMK MISSING | 12210 | 196VA | 38/20 |
| 5350 | Chincoteague Channel Light 17 | MISSING/TRLB | 12210 | 146VA | 32/20 |
| 6025 | Bradford Bay Warning Daybeacon C | STRUCT DEST | 12210 | 138VA | 30/20 |
| 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 | NONEVA | 33/20 |
| 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 |
| 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 |
| 9255 | Thimble Shoal Channel Lighted Bell Buoy 9 | MISSING | 12254 | 192VA | 38/20 |
| 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 |
| 11545 | Warwick River Daybeacon 10 | DAYMK MISSING | 12248 | 187VA | 38/20 |
| 11893 | Hog Island Cutoff Wreck Light WR7 | STRUCT DEST/HAZ NAV/TRLB | 12248 | 440HR | 36/18 |
| **12235** | **Dancing Point Shoal Channel Range Front Light** | **LT EXT** | **12251** | **210VA** | **40/20** |
| 12425 | James River Channel Lighted Buoy 93 | OFF STA | 12252 | 200VA | 39/20 |
| 12530 | James River Channel Light 120 | STRUCT DEST/TRLB | 12251 | 199VA | 39/20 |
| 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 |
| 13457 | NOAA Lighted Data Buoy YS | OFF STA | 12238 | 037HR | 08/19 |
| 13497.5 | York River East Range Rear Passing Lights (2) | LT EXT | 12241 | 204VA | 39/20 |
| 14912 | NOAA Lighted Data Buoy SR | OFF STA | 12235 | 165VA | 32/20 |
| 17155 | St. Clements Bay Warning Daybeacon | STRUCT DEST/TRLB | 12286 | 067MD | 19/20 |
| 17215 | St. Catherine Sound Lower Entrance Light 1L | STRUCT DEST/TRLB | 12286 | 269MD | 39/20 |
| 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 DMGD | 12289 | 485MD | 37/18 |
| 19100 | Cuckhold Creek Daybeacon 3 | STRUCT DEST/TRLB | 12284 | 062MD | 24/18 |

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|---|---|---|---|---|---|
| 20185 | Magothy River Light 9 | STRUCT DMGD/TRLB | 12282 | 287MD | 38/19 |
| 20515 | North Point Creek Light 2 | STRUCT DEST/TRLB | 12278 | 272MD | 39/20 |
| 21370 | North Channel Buoy 4 | MISSING | 12222 | 107VA | 24/20 |
| 21667 | Nassawadox Creek Warning Daybeacon J | STRUCT DEST/TRUB | 12226 | 005VA | 02/20 |
| 23080 | Big Thorofare Channel Daybeacon 21 | STRUCT DEST/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 |
| **23615** | **Hooper Strait Light** | **DAYMK MISSING** | **12231** | **289MD** | **40/20** |
| 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 |
| 28003 | Oregon Inlet Lighted Buoy 6 | LT EXT | 12204 | 349NC | 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 |
| 28722.7 | Barney Slough Channel Lighted Buoy 10 | TRLB | 11555 | 362NC | 38/20 |
| 28722.9 | Barney Slough Channel Buoy 11 | OFF STA | 11555 | 365NC | 38/20 |
| 28760 | Hatteras Inlet Channel Daybeacon 18 | STRUCT DEST/TRUB | 11555 | 359NC | 34/20 |
| 28765 | Hatteras Inlet Channel Light 19 | STRUCT DEST/TRLB | 11555 | NONENC | 35/20 |
| **28865** | **Rollinson Channel Light 42RC** | **DAYMK MISSING** | **11555** | **389NC** | **40/20** |
| 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 |
| 28970 | Teaches Hole Channel Light 30 | LT EXT/DAYMK MISSING | 11550 | NONENC | 37/19 |
| 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/LT EXT/TRLB | 11542 | 370NC | 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 |
| 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 | NONENC | 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 |

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|---|---|---|---|---|---|
| 31170 | Whale Head Bay Light 1 | OFF STA/STRUCT DEST/TRLB | 12204 | 377NC | 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 |
| 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 |
| **32685** | **Swanquarter Bay Light 3A** | **DAYMK MISSING** | **11548** | **385NC** | **40/20** |
| **32695** | **Swanquarter Bay Light 5A** | **MSLD SIG** | **11548** | **386NC** | **40/20** |
| **32715** | **Swanquarter Bay Light 10** | **DAYMK MISSING** | **11548** | **387NC** | **40/20** |
| 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 |
| 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 |
| **34545** | **Core Sound Lighted Buoy 28** | **OFF STA** | **11545** | **382NC** | **40/20** |
| **34575** | **Core Sound Lighted Buoy 29** | **OFF STA** | **11545** | **383NC** | **40/20** |
| **34580** | **Core Sound Lighted Buoy 31** | **MISSING** | **11545** | **384NC** | **40/20** |
| 34690 | Core Sound Daybeacon 48 | STRUCT DEST/TRUB | 11545 | 411NC | 38/18 |
| 34932 | Manasquan Inlet Light 3 | REDUCED INT | 12324 | 020DB | 07/20 |
| 35070 | New Jersey Intracoastal Waterway Light 27 | STRUCT DEST/TRUB | 12324 | 139DB | 30/20 |
| **35810** | **New Jersey Intracoastal Waterway Daybeacon 201** | **DAYMK MISSING** | **12316** | **188DB** | **40/20** |
| 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 |
| 37140 | Elizabeth River Southern Branch Light 47 | STRUCT DEST/TRLB | 12253 | 587HR | 51/18 |
| 37530 | Great Bridge to Albemarle Sound Daybeacon 89 | STRUCT DEST/TRUB | 12206 | NONENC | 32/20 |
| 37620 | Great Bridge to Albemarle Sound Light 118 | STRUCT DEST/TRLB | 12206 | NONENC | 32/20 |
| 37851 | Alligator River Lighted Buoy 8A | MISSING | 11553 | NONENC | 32/20 |
| 37995 | Alligator River Daybeacon 52 | STRUCT DEST/TRUB | 11553 | 180NC | 21/19 |

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|---|---|---|---|---|---|
| 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 | STRUCT DEST/TRLB | 11541 | 380D5 | 36/19 |
| 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 | NONENC | 32/20 |
| 39685 | New River - Cape Fear River Light 145 | DAYMK MISSING | 11534 | 348NC | 37/20 |
| 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 | STRUCT DEST/TRLB | 11534 | 214NC | 24/20 |
| 40335 | Cape Fear River - Little River Daybeacon 80 | MISSING/TRUB | 11534 | 485NC | 49/19 |
| **40360** | **Cape Fear River - Little River Light 85** | **STRUCT DEST/TRLB** | **11534** | **378NC** | **40/20** |
| 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 |
|---|---|---|---|---|---|---|
| 2050 | Harbor Of Refuge North End Light 1 | WATCHING PROPERLY | 12216 | 601D5 | 52/16 | 40/20 |
| 2655 | Salem River Entrance Channel Directional Light | WATCHING PROPERLY | 12277 | 187DB | 39/20 | 40/20 |
| 3785 | Upper Delaware River Channel Lighted Buoy 20 | RELIGHTED | 12314 | 186DB | 29/20 | 40/20 |
| 3990 | Upper Delaware River Channel Lighted Buoy 48 | RELIGHTED | 12314 | 066DB | 19/20 | 40/20 |
| 4015 | Upper Delaware River Channel Lighted Buoy 52 | RELIGHTED | 12314 | 067DB | 19/20 | 40/20 |
| 4035 | Upper Delaware River Channel Lighted Buoy 53 | RELIGHTED | 12314 | 068DB | 19/20 | 40/20 |
| 8390 | Brewerton Channel Eastern Extension Range Front Light | RELIGHTED | 12272 | 293MD | 40/20 | 40/20 |
| 8441 | Tolchester Channel Range Front Light | RELIGHTED | 12278 | 294MD | 40/20 | 40/20 |
| 8600 | Upper Chesapeake Channel Range Rear Light | RELIGHTED | 12274 | 285MD | 39/20 | 40/20 |
| 9055 | Elk River Channel East Range Front Light | WATCHING PROPERLY | 12277 | 286MD | 39/20 | 40/20 |
| 9060 | Elk River Channel East Range Rear Light | WATCHING PROPERLY | 12277 | 286MD | 39/20 | 40/20 |
| 9075 | Elk River Channel Lighted Buoy 20 | WATCHING PROPERLY | 12277 | 266MD | 38/20 | 40/20 |
| 12070 | Goose Hill Channel Range Rear Light | RELIGHTED | 12248 | 109VA | 24/20 | 40/20 |
| 12250 | James River Channel Lighted Buoy 66 | RELIGHTED | 12251 | 205VA | 39/20 | 40/20 |
| 15635 | Rappahannock River Light 35 | RELIGHTED | 12237 | 157VA | 32/20 | 40/20 |
| 16130 | Dividing Creek Entrance Daybeacon 6 | WATCHING PROPERLY | 12235 | 141VA | 30/20 | 40/20 |

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|---|---|---|---|---|---|---|
| 21455 | Cape Charles City Light 3 | RELIGHTED | 12224 | 206VA | 40/20 | 40/20 |
| 21480 | Cape Charles City Light 6 | RELIGHTED | 12224 | 206VA | 40/20 | 40/20 |
| 24495 | Honga River Light 2 | RELIGHTED | 12261 | 282MD | 39/20 | 40/20 |
| 25260 | Choptank River Channel Daybeacon 64 | WATCHING PROPERLY | 12268 | 271MD | 39/20 | 40/20 |
| 27505 | Sassafras River Daybeacon 12 | WATCHING PROPERLY | 12274 | 267MD | 38/20 | 40/20 |
| 28027 | Oregon Inlet Lighted Buoy 13 | RESET ON STATION | 12204 | 368NC | 38/20 | 40/20 |
| 28050 | Oregon Inlet Lighted Buoy 16 | RESET ON STATION | 12204 | 361NC | 38/20 | 40/20 |
| 29595 | Swansboro Harbor Daybeacon 4 | REBUILT/RECOVERED | 11541 | 265NC | 30/20 | 40/20 |
| 31415 | Pasquotank River Light 5 | RELIGHTED | 12206 | 342NC | 36/20 | 40/20 |
| 31445 | Pasquotank River Light 9 | WATCHING PROPERLY | 12206 | 154NC | 16/20 | 40/20 |
| 34965 | Manasquan River Light 9 | WATCHING PROPERLY | 12324 | 140DB | 30/20 | 40/20 |
| 36990 | Pasquotank River Light 9 | WATCHING PROPERLY | 12206 | 154NC | 16/20 | 40/20 |
| 37020 | Pasquotank River Light 5 | RELIGHTED | 12206 | 342NC | 36/20 | 40/20 |
| 39285 | Bogue Sound - New River Daybeacon 69 | REBUILT/RECOVERED | 11541 | 243NC | 28/20 | 40/20 |
| 39425 | New River - Cape Fear River Light 49 | REBUILT/RECOVERED | 11541 | 270NC | 31/20 | 40/20 |
| 39430 | New River - Cape Fear River Daybeacon 51 | REBUILT/RECOVERED | 11541 | 329NC | 34/20 | 40/20 |

**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 | |
| 7980 | Queen Ann County Obstruction Buoy A | MISSING | 12270 | 275MD | 39/20 | |
| 7985 | Queen Ann County Obstruction Buoy B | MISSING | 12270 | 276MD | 39/20 | |
| 8343 | Upper Chesapeake Channel Love Point Lighted Data Buoy A | MISSING | 12278 | 277MD | 39/20 | |
| 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 | |

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|---|---|---|---|---|---|
| 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 | 209VA | 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 | NONEVA | 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 | NONEVA | 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 |
| **26343.7** | **Greenwood Creek Buoy 10** | **MISSING** | **12270** | **290MD** | **40/20** |
| 26517 | Panhandle Point Lighted Data Buoy A | MISSING | 12270 | 268MD | 38/20 |
| 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 |
| 26667 | Grays Inn Creek Lighted Data Buoy B | MISSING | 12272 | 278MD | 39/20 |
| 26700 | Davis Creek Entrance Daybeacon 2 | STRUCT DMGD/TRUB | 12272 | 267MD | 44/17 |
| 26723 | Corisca River Lighted Data Buoy CR | MISSING | 12272 | 266MD | 38/20 |
| **26727** | **Corsica River Buoy 8** | **OFF STA** | **12272** | **288MD** | **40/20** |
| 26757 | Jarrett Creek Lighted Data Buoy D | MISSING | 12272 | 258MD | 38/20 |
| 26840 | Chester River Channel Buoy 44A | MISSING | 12272 | 253MD | 38/20 |
| 26847 | Foremans Branch Lighted Data Buoy F | MISSING | 12272 | 251MD | 38/20 |
| 26873 | Swan Creek Buoy 10 | OFF STA | 12272 | 179MD | 32/20 |
| 26874.1 | Swan Creek Buoy 13 | MSLD SIG | 12272 | 279MD | 39/20 |

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|---|---|---|---|---|---|
| 26875 | Swan Creek Daybeacon 14 | TRUB | 12272 | 280MD | 39/20 |
| 27083 | Back River Buoy 8 | MISSING | 12278 | 248MD | 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 |

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|---|---|---|---|---|---|
| 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 |
| | Island Creek Buoy 10 | MISSING | 12272 | 255MD | 38/20 |
| | Island Creek Buoy 12 | MISSING | 12272 | 256MD | 38/20 |
| | Island Creek Buoy 14 | MISSING | 12272 | 257MD | 38/20 |
| | Jean Guite Creek Daybeacon 1 | STRUCT DEST | 12205 | NONENC | 33/17 |
| | Jean Guite Creek Daybeacon 2 | DAYMK IMCH | 12205 | NONENC | 33/17 |
| | Price Creek Buoy 3 | OFF STA | 12270 | 277MD | 37/19 |
| | Royal Beach Association Buoy | MISSING | 12282 | 065MD | 18/20 |
| | Taylor Crk Dbn 3 | STRUCT DEST/HAZ NAV | 12226 | 204HR | 09/18 |
| | Waterview Seafood Warning Daybeacon A | DAYMK MISSING | 12221 | 300HR | 39/17 |

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

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

**None**

**PLATFORM DISCREPANCIES**

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

**None**

**PLATFORM DISCREPANCIES CORRECTED**

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

**None**

## SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

**TEMPORARY CHANGES**

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 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 | 26/20 | |
| 1277 | Great Egg Harbor Inlet Buoy 3 | DISCONTINUED FOR DREDGING | 12316 | 346D5 | 26/20 | |
| 4065 | Upper Delaware River Channel Buoy 57 | RELOCATED FOR DREDGING | 12314 | 504D5 | 38/20 | |
| 4070 | Upper Delaware River Channel Lighted Buoy 58 | RELOCATED FOR DREDGING | 12314 | 504D5 | 38/20 | |
| 4095 | Upper Delaware River Channel Lighted Buoy 65 | RELOCATED FOR DREDGING | 12314 | 504D5 | 38/20 | |
| 4120 | Upper Delaware River Channel Buoy 66 | RELOCATED FOR DREDGING | 12314 | 504D5 | 38/20 | |
| 4135 | Upper Delaware River Channel Lighted Buoy 69 | RELOCATED FOR DREDGING | 12314 | 504D5 | 38/20 | |
| 4140 | Upper Delaware River Channel Buoy 70 | RELOCATED FOR DREDGING | 12314 | 504D5 | 38/20 | |
| 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 | |
| 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 | |

| | | | | | |
|---|---|---|---|---|---|
| 28325 | Walter Slough Daybeacon 6 | RELOCATED FOR DREDGING | 12204 | 215NC | 25/20 |
| 28760 | Hatteras Inlet Channel Daybeacon 18 | RELOCATED FOR DREDGING | 11555 | 342NC | 34/20 |
| 29070.2 | Big Foot Slough Channel Buoy 10C | DISCONTINUED FOR DREDGING | 11550 | 522D5 | 39/20 |
| 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 |
| 30050 | Banks Channel Light 1 | TRLB | 11541 | 398D5 | 31/20 |
| 30055 | Banks Channel Light 2 | TRLB | 11541 | 398D5 | 31/20 |
| 30280 | Carolina Beach Inlet Buoy 4 | DISCONTINUED FOR DREDGING | 11534 | 489D5 | 37/20 |
| 30285 | Carolina Beach Inlet Buoy 5 | DISCONTINUED FOR DREDGING | 11534 | 489D5 | 37/20 |
| 30295 | Carolina Beach Inlet Buoy 7 | DISCONTINUED FOR DREDGING | 11534 | 489D5 | 37/20 |
| 30300 | Carolina Beach Inlet Buoy 8 | DISCONTINUED FOR DREDGING | 11534 | 489D5 | 37/20 |
| 30303 | Carolina Beach Inlet Buoy 8A | DISCONTINUED FOR DREDGING | 11534 | 489D5 | 37/20 |
| 30305 | Carolina Beach Inlet Buoy 9 | DISCONTINUED FOR DREDGING | 11534 | 489D5 | 37/20 |
| 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 |

**TEMPORARY CHANGES CORRECTED**

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 3680 | Upper Delaware River Channel Lighted Buoy 8 | Returned to Assigned Position | 12314 | 547D5 | 38/20 | 40/20 |

**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.

**11541 42nd Ed. 01-FEB-19 Last LNM: 22/19 NAD 83 40/20**
*ChartTitle:* **Intracoastal Waterway Neuse River to Myrtle Grove Sound**

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

| | | | |
|---|---|---|---|
| DELETE | Bogue Inlet Buoy 13A | CGD05<br>34-39-33.174N | 077-05-53.475W |
| RELOCATE | Bogue Inlet Buoy 14 | CGD05<br>from 34-39-41.116N<br>to 34-39-34.602N | 077-05-54.924W<br>077-05-55.557W |
| RELOCATE | Bogue Inlet Lighted Buoy 13 | CGD05<br>from 34-39-25.488N<br>to 34-39-29.298N | 077-05-50.667W<br>077-05-50.620W |
| RELOCATE | Swansboro Coast Guard Channel Lighted Junction Buoy CG | CGD05<br>from 34-39-14.678N<br>to 34-39-14.665N | 077-05-50.404W<br>077-05-49.385W |

**Extension 502 ADAMS CREEK CANAL - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| DELETE | Obstruction in Feet; 36 Obstn | Chart No. 1: K41 (NOS NW-31035) | NOS<br>34-40-25.470N | 076-40-07.520W |
| DELETE | Obstruction; Obstn (34 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-40-59.480N | 076-40-10.440W |
| DELETE | Obstruction; Obstns (48 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-41-23.770N | 076-40-09.490W |

**11543 25th Ed. 01-APR-15 Last LNM: 45/17 NAD 83 40/20**
*ChartTitle:* **Cape Lookout to New River**

**Main Panel 507 CAPE LOOKOUT TO NEW RIVER. Page/Side: A**

| | | | | |
|---|---|---|---|---|
| DELETE | Obstruction in Feet; 48 Obstns | Chart No. 1: K41 (NOS NW-31035) | NOS<br>34-41-23.770N | 076-40-09.490W |
| DELETE | Obstruction; Obstn (34 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-40-59.480N | 076-40-10.440W |
| DELETE | Obstruction; Obstn (36 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-40-25.470N | 076-40-07.520W |

**11544 42nd Ed. 01-FEB-20 Last LNM: 45/17 NAD 83 40/20**
*ChartTitle:* **Portsmouth Island to Beaufort, Including Cape Lookout Shoals**

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

| | | | | |
|---|---|---|---|---|
| DELETE | Obstruction in Feet; 48 Obstns | Chart No. 1: K41 (NOS NW-31035) | NOS<br>34-41-23.770N | 076-40-09.490W |
| DELETE | Obstruction; Obstn (34 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-40-59.480N | 076-40-10.440W |
| DELETE | Obstruction; Obstn (36 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-40-25.470N | 076-40-07.520W |

**11545 67th Ed. 01-JUL-19 Last LNM: 23/19 NAD 83 40/20**
*ChartTitle:* **Beaufort Inlet and Part of Core Sound;Lookout Bight**

**Main Panel 509 BEAUFORT INLET AND PART OF CORE SOUND - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| DELETE | Obstruction in Feet; 36 Obstn | Chart No. 1: K41 (NOS NW-31035) | NOS<br>34-40-25.470N | 076-40-07.520W |
| DELETE | Obstruction; Obstn (34 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-40-59.480N | 076-40-10.440W |
| DELETE | Obstruction; Obstns (48 ft) | Chart No. 1: K40 (NOS NW-31035) | NOS<br>34-41-23.770N | 076-40-09.490W |

**11547** **40th Ed.** **01-JUL-15** **Last LNM: 19/19** **NAD 83** **40/20**

*ChartTitle:* **Morehead City Harbor**

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

| | | | | |
|---|---|---|---|---|
| DELETE | Obstruction in Feet; 34 Obstn | Chart No. 1: K41 (NOS NW-31035) | NOS 34-40-59.480N | 076-40-10.440W |
| DELETE | Obstruction in Feet; 36 Obstn | Chart No. 1: K41 (NOS NW-31035) | NOS 34-40-25.470N | 076-40-07.520W |
| DELETE | Obstruction in Feet; 48 Obstn | Chart No. 1: K41 (NOS NW-31035) | NOS 34-41-23.770N | 076-40-09.490W |
| DELETE | Obstruction in Feet; 49 Obstn | Chart No. 1: K41 (NOS NW-31035) | NOS 34-41-26.120N | 076-40-12.150W |
| RELOCATE | Eight And One Half Marina Daybeacon 1 | | CGD05 from 34-42-12.000N<br>to 34-42-11.903N | 076-43-42.000W<br>076-43-41.896W |
| RELOCATE | Eight And One Half Marina Daybeacon 2 | | CGD05 from 34-42-21.081N<br>to 34-42-11.426N | 076-43-29.756W<br>076-43-42.307W |
| RELOCATE | Eight And One Half Marina Daybeacon 3 | | CGD05 from 34-42-20.581N<br>to 34-42-10.027N | 076-43-24.756W<br>076-43-40.228W |
| RELOCATE | Eight And One Half Marina Daybeacon 4 | | CGD05 from 34-42-20.081N<br>to 34-42-09.688N | 076-43-27.756W<br>076-43-40.343W |
| RELOCATE | Eight And One Half Marina Daybeacon 5 | | CGD05 from 34-42-17.581N<br>to 34-42-08.840N | 076-43-23.756W<br>076-43-39.047W |
| RELOCATE | Eight And One Half Marina Daybeacon 6 | | CGD05 from 34-42-17.081N<br>to 34-42-08.469N | 076-43-25.756W<br>076-43-39.240W |
| RELOCATE | Eight And One Half Marina Daybeacon 7 | | CGD05 from 34-42-15.581N<br>to 34-42-07.716N | 076-43-20.755W<br>076-43-38.238W |
| ADD | Eight And One Half Marina Daybeacon 10<br>Red | | CGD05 at 34-42-06.858N | 076-43-37.930W |
| ADD | Eight And One Half Marina Daybeacon 12<br>Red | | CGD05 at 34-42-06.360N | 076-43-37.250W |
| ADD | Eight And One Half Marina Daybeacon 8<br>Red | | CGD05 at 34-42-07.734N | 076-43-38.525W |

**12221** **84th Ed.** **01-MAY-19** **Last LNM: 24/19** **NAD 83** **40/20**

*ChartTitle:* **Chesapeake Bay Entrance**

**Main Panel 558 CHESAPEAKE BAY ENTRANCE - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| ADD | Obstruction in Feet; 13 Obstn | Chart No. 1: K41 (NOS NW-31039) | NOS 37-12-18.380N | 076-22-13.990W |

**12222** **56th Ed.** **01-MAY-19** **Last LNM: 41/19** **NAD 83** **40/20**

*ChartTitle:* **Chesapeake Bay Cape Charles to Norfolk Harbor**

**Main Panel 559 CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR - -. Page/Side: -**

| | | | |
|---|---|---|---|
| DELETE | Hampton River Channel Light 2 | CGD05 36-59-57.092N | 076-19-08.303W |
| ADD | Hampton River Channel Light 1HR<br>Green<br>Q G<br>15 Ft, 4 Naut Mi | CGD05 at 37-00-00.049N | 076-19-16.857W |

**12237** **28th Ed.** **01-NOV-13** **Last LNM: 45/17** **NAD 83** **40/20**

*ChartTitle:* **Rappahannock River Corrotoman River to Fredericksburg**

**CHART VA- RAPPAHANNOCK RIVER- CORROTOMAN RIVER TO FREDRICKSBURG. Page/Side: N/A**

| | | | |
|---|---|---|---|
| RELOCATE | Hoskins Creek Range Rear Passing Light | CGD05 from 37-55-11.347N<br>to 37-55-11.376N | 076-51-21.738W<br>076-51-21.747W |
| ADD | Hoskins Creek Range Rear Light<br><br>Iso W 6s (NIGHT)<br>Iso W 6s (DAY)<br>34 Ft | CGD05 at 37-55-11.376N | 076-51-21.747W |

**12238** **43rd Ed.** **01-DEC-17** **Last LNM: 15/19** **NAD 83** **40/20**

*ChartTitle:* **Chesapeake Bay Mobjack Bay and York River Entrance**

**Main Panel 580 CHESAPEAKE BAY MOBJACK BAY AND YORK RIVER ENTRANCE - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| ADD | Obstruction in Feet; 13 Obstn | Chart No. 1: K41 (NOS NW-31039) | NOS<br>37-12-18.380N | 076-22-13.990W |

**12241 24th Ed. 01-DEC-17 Last LNM: 46/17 NAD 83 40/20**

*ChartTitle:* **York River Yorktown and Vicinity**

**Main Panel 581 YORK RIVER YORKTOWN AND VICINITY - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| ADD | Obstruction in Feet; 13 Obstn | Chart No. 1: K41 (NOS NW-31039) | NOS<br>37-12-18.380N | 076-22-13.990W |

**12245 71st Ed. 01-AUG-20 Last LNM: 24/19 NAD 83 40/20**

*ChartTitle:* **Hampton Roads**

**Main Panel 584 HAMPTON ROADS VIRGINIA - -. Page/Side: -**

| | | | |
|---|---|---|---|
| DELETE | Hampton River Channel Light 2 | CGD05<br>36-59-57.092N | 076-19-08.303W |
| ADD | Hampton River Channel Light 1HR<br>Green<br>Q G<br>15 Ft, 4 Naut Mi | CGD05<br>at 37-00-00.049N | 076-19-16.857W |

**12256 19th Ed. 01-OCT-17 Last LNM: 24/19 NAD 83 40/20**

*ChartTitle:* **Chesapeake Bay Thimble Shoal Channel**

**Main Panel 596 THIMBLE SHOAL CHANNEL - -. Page/Side: -**

| | | | |
|---|---|---|---|
| DELETE | Hampton River Channel Light 2 | CGD05<br>36-59-57.092N | 076-19-08.303W |
| ADD | Hampton River Channel Light 1HR<br>Green<br>Q G<br>15 Ft, 4 Naut Mi | CGD05<br>at 37-00-00.049N | 076-19-16.857W |

**12270 40th Ed. 01-JUL-19 Last LNM: 39/19 NAD 83 40/20**

*ChartTitle:* **Chesapeake Bay Eastern Bay and South River; Selby Bay**

**CHART MD- CHESAPEAKE BAY: EASTERN BAY AND SOUTH RIVER. Page/Side: N/A**

| | | | |
|---|---|---|---|
| ADD | Prices Creek Light 5<br>Green<br>Fl G 3s | CGD05<br>at 38-53-54.500N | 076-21-57.400W |
| ADD | Prices Creek Light 6<br>Red<br>Fl R 3s | CGD05<br>at 38-53-53.470N | 076-21-57.400W |

**12274 39th Ed. 01-SEP-20 Last LNM: 39/19 NAD 83 40/20**

*ChartTitle:* **Head of Chesapeake Bay**

**Main Panel 626 HEAD OF CHESAPEAKE BAY - -. Page/Side: -**

| | | | |
|---|---|---|---|
| NEW EDITION | Scale 1: 40,000; New Edition (39 ed, 09/01/20) due to numerous Notice to Mariner changes, hydrographic changes This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://www.charts.noaa.gov/MCD/Dole.shtml for details. | NOS<br>-- | -- |

**12300 49th Ed. 01-JUN-12 Last LNM: 38/20 NAD 83 40/20**

*ChartTitle:* **Approaches to New York, Nantucket Shoals to Five Fathom Bank**

**Main Panel 666 NY APPROACHES - NANTUCKET SHOALS TO FIVE FATHOM BANK. Page/Side: N/A**

| | | | |
|---|---|---|---|
| ADD | Ocean Tech Hudson South Lighted Research Buoy OT2<br>Yellow<br>Fl Y 4s | CGD05<br>at 39-32-48.380N | 073-25-44.010W |

**13003 52nd Ed. 01-OCT-15 Last LNM: 38/20 NAD 83 40/20**

*ChartTitle:* **Cape Sable to Cape Hatteras**

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

| | | | |
|---|---|---|---|
| ADD | Ocean Tech Hudson South Lighted Research Buoy OT2<br>Yellow<br>Fl Y 4s | CGD05<br>at 39-32-48.380N | 073-25-44.010W |

## SECTION V - ADVANCE NOTICES

## SUMMARY OF ADVANCED APPROVED PROJECTS

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

**None**

**Advance Notice(s)**

******NJ – INTRACOASTAL WATERWAY – ATLANTIC CITY TO CAPE MAY – AID TO NAVIGATION CHANGES******

On or about the first week of December, the Coast Guard will change the following aids from "Maintained year round" to seasonal buoys that are "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)

Chart 12316 LNM: 40/20

******DE – CAPE HENLOPEN TO INDIAN RIVER INLET – MIDDLE ISLAND WEST CHANNEL - AID TO NAVIGATION CHANGES******

On or about the end of November 2020, the Coast Guard will discontinue the following aids;
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)

Charts: 12214 12216 LNM: 39/20

******DE – CAPE HENLOPEN TO INDIAN RIVER INLET – WHITE CREEK – AID TO NAVIGATION CHANGES******

On or about the second week of November 2020, the Coast Guard will discontinue the following unlit seasonal buoys and convert lateral daybeacons to warning markers. Delaware has requested to establish Private Aids to navigation in White Creek and plans to establish new buoys in January 2021.
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 (LLNR 4665).
White Creek Daybeacon 9 (LLNR 4670) change to White Creek Warning Daybeacon B (LLNR 4670).
White Creek Daybeacon 9A (LLNR 4675) change to White Creek Warning Daybeacon C (LLNR 4675).
White Creek Daybeacon 11 (LLNR 4680) change to White Creek Warning Daybeacon D (LLNR 4680).

Chart 12216 LNM: 39/20

******VA – FINWICK ISLAND TO CHINCOTEAGUE INLET – CHINCOTEAGUE CHANNEL – AID TO NAVIGATION CHANGE******

On or about October 5, 2020 the Coast Guard will change Chincoteague Channel Light 17 (LLNR 5350) to Chincoteague Channel Lighted Buoy 17 (LLNR 5350) and relocate to approximate position: 37 54 12.318N, 75 24 43.444W. The flash characteristic of the light will remain Fl G 4s.

Chart 12211 LNM: 38/20

******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 – CAPE HATTERAS – AID TO NAVIGATION CHANGE******

On or about the last week of November, the Coast Guard will convert Hatteras Inlet Channel Daybeacon 18 (LLNR 28760) to Hatteras Inlet Channel Buoy 18 (LLNR 28760).

Chart 11555 LNM: 39/20

******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 – BEAUFORT INLET – CORE SOUND – BARDEN INLET – HARKERS ISLAND – AID REMOVAL******

Starting on or about the first week of October, the Coast Guard Fifth District will discontinue the following damaged and/or abandoned fixed aids to navigation commencing around Harker's Island East and the northern part of Barden Inlet. Mariners should maintain a safe distance from the construction vessel during demolition operations. Mariners may monitor project progress via Broadcast Notice to Mariners and the Local Notice to Mariners; Advance Notice updates as the contractor completes work and continues to the next area north in Core Sound.

Barden Inlet Light 26 (LLNR 29245)
Barden Inlet Warning Daybeacon A (LLNR 29255)
Barden Inlet Light 32 (LLNR 29260)
Barden Inlet Warning Daybeacon B (LLNR 29265)
Barden Inlet Light 35 (LLNR 29270)
Harkers Island East Channel Warning Daybeacon A (LLNR 29275)
Harkers Island East Channel Warning Daybeacon B (LLNR 29280)
Harkers Island East Channel Warning Daybeacon C (LLNR 29285)
Harkers Island East Channel Warning Daybeacon D (LLNR 29290)
Harkers Island East Channel Warning Daybeacon E (LLNR 29295)
Harkers Island East Channel Warning Daybeacon F (LLNR 29305)
Harkers Island East Channel Warning Daybeacon G (LLNR 29310)
Chart 11545 LNM: 40/20

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

During the last week of November, the Coast Guard will change Oyster Creek Daybeacon 8 (LLNR 32835) to Oyster Creek Buoy 8 (LLNR 32835).
Chart 11548 LNM: 39/20

******NC – NEUSE RIVER – TRENT RIVER - AID TO NAVIGATION CHANGE******

During the last week of November, the Coast Guard will change Trent River Daybeacon 4A (LLNR 34260) to Trent River Buoy 4A (LLNR 34260) and change Trent River Daybeacon 9 (LLNR 34280) to Trent River Buoy 9 (LLNR 34280).
Chart 11552 LNM: 39/20

******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**

The Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users may provide feedback on the Fifth Coast Guard District Waterway Proposals Data/Feedback Form:
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 District with a request for comments as indicated.

LNM: 04/20

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE – PATAPSCO RIVER – JONES CREEK – PROPOSED AID TO NAVIGATION CHANGE******

North Point Creek Light 2 (LLNR 20515) is damaged with wreckage on scene. The wreckage in being marked with a Temporary Replacement Lighted Buoy (TRLB). The Coast Guard is proposing removing the wreckage and making the lighted buoy permanent, North Point Creek Lighted Buoy 2 (LLNR 20515), maintained from March 15 to December 1 and relocating it to approximate position 39 13 07.794N, 76 26 29.336W. 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 November 16, 2020 to be considered in the analysis. Refer to project number 05-20-082(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: 12273 12278 LNM: 39/20

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – MIDDLE RIVER – PROPOSED RENUMBERING OF AIDS TO NAVIGATION******

The Coast Guard Fifth District is proposing renumbering and renaming the following aids to navigation.
Middle River Light 5 (LLNR 27117) to Middle River Light 3 (LLNR 27117).
Middle River Light 6 (LLNR 27120) to Middle River Light 4 (LLNR 27120).
Middle River Daybeacon 7 (LLNR 27155) to Middle River Daybeacon 5(LLNR 27155).
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 19, 2020 to be considered in the analysis. Refer to project number 05-20-081(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: 12273 12278 LNM: 37/20

******VA – HAMPTON ROADS – LAFAYETTE RIVER – PROPOSED AID TO NAVIGATION CHANGE******

The Coast Guard is proposing changing Lafayette River Channel Daybeacon 19 (LLNR 10730) to Lafayette River Channel Buoy 19 (LLNR 10730).
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 12, 2020 to be considered in the analysis. Refer to project number 05-20-080(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: 12245 12256 LNM: 37/20

******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

******NC - CAPE HATTERAS TO LITTLE RIVER INLET – PROPOSAL TO CHANGE AID 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 – NEUSE RIVER TO MYRTLE GROVE SOUND – PROPOSAL TO DISCONTINUE NEW TOPSAIL INLET BUOY 8A******

The Coast Guard Fifth District is proposing to discontinue New Topsail Inlet Buoy 8A (LLNR 30027) based on our review of vessel traffic and aids to navigation in the area, this buoy is 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 November 30, 2020 to be considered in the analysis. Refer to project number 05-20-084(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

Charts: 11541 11543 LNM: 40/47

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

Charts: 11534 11536 LNM: 36/20

## SECTION VII - GENERAL

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

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

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

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37° 17′ 33.10″N, 076° 36′ 19.06″ W; then northeast to a point on the York River at 37° 18′ 36.650″N, 076° 34′ 39.010"W, thence south, southeast to 37° 17′ 59.37″N, 076° 34′ 13.65″W; then southwest to a point on the shore located at 37° 17′ 26.750″N, 076° 36′ 14.890″W. Vessels may transit this area at anytime; however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed.

Chart 12241 LNM: 37/20

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

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

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

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

Chart 12200

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

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

Charts: 12205 12207 12221

**DREDGING AND MARINE CONSTRUCTION CAUTIONS**

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

**NJ – 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

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

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 – CABLE RECOVERY OPERATIONS******

M/V LAYLA (Call Sign V2YX9) will continue submarine cable recovery operations in the North Atlantic off the shore of New Jersey. Operations within are expected to continue until 31 October 2020, but are subject to change. Operations will occur between the following positions:
Eastern most point: 38°59.232′N 71°34.102′W
Western most point: 39°37.088′N 73°11.446′W
M/V LAYLA will be restricted in ability to maneuver during cable operations and requests a minimum CPA of 1nm. Contact M/V LAYLA for any necessary safe passage arrangements.

Chart 12300 LNM: 38/20

**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 – OFFSHORE – ABSECON INLET – HAZARD TO NAVIGATION******

The Coast Guard has received a report of a lost drill pipe protruding off the bottom of the seabed floor in approximate posit 39-13-23.952n, 074-08-25.885w, 15.3nm south east of Absecon Inlet. The pipe is approximately 5 feet off the seabed floor in approximately 60 feet of water.

Chart 12318 LNM: 38/20

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

The Captain of the Port (COTP), Delaware Bay, is establishing two safety zones to facilitate the Philadelphia to Sea Maintenance Dredging. Maintenance dredging will be conducted in Marcus Hook Range and Marcus Hook Anchorage (No. 7) on the Delaware River from August 26, 2020 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 in the extreme southern portion of the anchorage 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: 40/20

**PA – NJ – DELAWARE RIVER – COMMODORE BARRY BRIDGE**

UPDATED INFORMATION. An engineering firm, on behalf of Delaware River Port Authority, will be performing maintenance on the US 322 (Commodore Barry) Bridge, over Delaware River, mile 81.2, between Chester, PA and Bridgeport, NJ. The maintenance will be conducted from 6 a.m. to 4 p.m.; Monday-Thursday; from 6 a.m. on September 11, 2020, through 4 p.m. on December 18, 2020. 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 floats. A NO WAKE transit is requested. Several work boats will be located around the vicinity of the bridge. During the maintenance period, work platforms will be located on both bridge piers inside the navigational channel, these work platforms will reduce the horizontal clearance of the bridge by approximately 6 feet (approximately 3 feet per pier) to approximately 1594 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Maintenance personnel and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (609) 707-7439 or (856) 472-5714. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.

**PA – NJ – DELAWARE RIVER – COMMODORE BARRY BRIDGE**

Chart 12312 LNM: 37/20

******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******

UPDATED INFORMATION. The Army Corps of Engineers in Philadelphia has located the following submerged objects within the Philadelphia Harbor area of the Delaware River.

Object 1: Latitude: 39 58.154078 N, Longitude: 075 07.014819 W Depth at MLLW=30′
Object 2: Latitude: 39 58.161305 N, Longitude: 075 07.018522 W Depth at MLLW=30′
Object 7: Latitude: 39 56.525867 N, Longitude: 075 08.376694 W Depth at MLLW=39′
Object 8: Latitude: 39 56.558767 N, Longitude: 075 08.38489W Depth at MLLW=39′

See Enclosures 8 and 9.

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 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 – TORRESDALE RANGE – SUBMERGED OBSTRUCTION******

Submerged objects have been reported in the Delaware River within the Torresdale Range. Objects appear to be two boulders within 10' of each other. Mariners are advised to use extreme caution when transiting this portion of the Delaware River as depth at mean low low water could be hazardous to navigation. Minimum depth 38.6 feet at mean low low water. Approximate location 40°2.249855'N, 074°59.435075'W. See Enclosure 10. The U.S. Army Corps of Engineers is currently evaluating the object and assessing the potential for removal. If you have any questions regarding this notice, please contact the Sector Delaware Bay Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.

Chart 12314 LNM: 38/20

**PA – NJ – DELAWARE RIVER – PHILADELPHIA TO TRENTON – DREDGING**

Resilient Seas will begin maintenance dredging operations on the upper Delaware River on September 25, 2020. Dredging operations will be conducted 24 hours per day, 7 days per week, through approximately January 14, 2021. Dredges and associated equipment may be in or around any of the channels or ranges from Riverview Channel to Newbold Channel on the upper Delaware River. The dredge BERING SEA and dredge SEVENSON should be contacted at least 1 hour prior to arrival, via VHF-FM channel 16, in order to arrange for safe passage. A combination of floating and submerged pipeline will be utilized to facilitate dredging operations.

Primary POC Jason Faria Superintendent 774-406-7881 jfaria@resilientseas.com
Secondary POC Ely Mahan Vice President 609-408-8250 emahan@resilientseas.com

Chart 12314 LNM: 38/20

******DE – DOVER – GPS TESTING******

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate Testing Center Point, Dover, DE 39°07'37.8"N 75°28'05.0"W, with a possible impact radius of 49 NM at 50 feet above ground level from center point. GPS testing is scheduled to be conducted on 19 – 23 Oct 2020. More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period, GPS users are encouraged to report any GPS service outages that they may experience to the navigation information service (NIS) by calling (703) 313-5900 or by using the NAVCEN web site to submit a GPS problem report. For additional information, you may contact the Navigation Information Service (NIS) watch stander at (703) 313-5900.

Chart 12304

******DE – DOVER – GPS TESTING******

LNM: 40/20

******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 – BETHANY BEACH – DREDGING******

Starting approximately 1 October and continuing until approximately 30 November 2020, Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Bethany Beach and South Bethany Beach, Sussex County, Delaware.
Location of the staging area will be bound by the following approximate positions:
38°48'2.42"N, 75° 7'5.12"W
38°47'33.10"N, 75° 7'0.11"W
38°47'24.14"N, 75° 5'52.83"W
38°47'47.80"N, 75° 5'45.58"W
Starting approximately 15 October 2020 and continuing until approximately 15 November 2020, the hopper dredge R.N. WEEKS and B.E. LINDHOLM and support equipment will be operating three (3) nautical miles offshore of South Bethany Beach placement site. Dredge pipeline will be prepared in the staging area and then relocated offshore of Bethany Beach placement areas and submerged into two different pipeline corridors, bound by the following approximate positions:
38°32'45.68"N, 75° 3'16.95"W
38°32'45.46"N, 75° 2'9.25"W
38°30'12.51"N, 75° 2'10.73"W
38°30'14.44"N, 75° 3'8.83"W
Dredged material will be transported from the Borrow Area to the discharge station and then pumped out through a combination of floating and submerged line reaching between 2,500 feet to 4,500 feet offshore from the beach placement.
Borrow Area will be the perimeter bound by the following approximate positions:
38°31'20.56"N, 75° 1'18.04"W
38°31'23.75"N, 74°59'30.80"W
38°30'0.92"N, 74°59'29.48"W
38°29'58.80"N, 75° 1'16.00"W
Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. For questions or more information, contact Matt Henry at 985-237-5050 or mthenry@weeksmarine.com

Charts: 12214 12216 LNM: 38/20

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

UPDATED START DATE. Dredging operations will occur in Ocean City Inlet at Ocean City, MD, starting 22 Sep, 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 – CHESAPEAKE BAY – CHOPTANK RIVER - CAMBRIDGE CREEK - S342/MD-795 - MARKET STREET BRIDGE**

An engineering firm, on behalf of the Maryland State Highway Administration, will be performing inspections at the S342 (MD-795) (Market Street) Bridge over Cambridge Creek, at river mile 0.1, at Cambridge, MD. The inspection will be conducted from 8 a.m. to 6 p.m., from September 21, 2020, through September 25, 2020. An inspection boat will operate within the navigation span and inspection personnel, equipment and vessels will relocate from the movable span and navigable channel, upon request. The inspection boat may be reached on VHF-FM channel 13. Mariners should use caution when transiting the area.

Chart 12266 LNM: 38/20

******MD – CHESAPEAKE BAY – ANNAPOLIS HARBOR – GREENBURY POINT – TEMPOARY MORRINGS******

Coastal Design & Construction, Inc will be establishing four temporary moorings west of Greenbury Point, Annapolis MD in the mouth of the Severn River to conduct shoreline restoration operations to existing rock revetment around southern tip of Greenbury Point. White mooring balls with blue bands will be established for Line Barge - 38° 58.598′N, 76° 27.595′W, Rig Barge - 38° 58.657′N, 76° 27.451′W, Shuttle Barge - 38° 58.582′N, 76° 27.463′W, Shuttle Barge - 38° 58.507′N, 76° 27.491′W, the moorings will be inside the Prohibited Anchorage Area 110.159. For more information or questions, contact J. Richard Mattingly – Superintendent, Cell: 301-643-4323

Chart 12283 LNM: 40/20

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – VESSEL MOVEMENT******

The 327-foot long museum ship Coast Guard Cutter WHEC-37 (formerly U.S. Coast Guard Cutter Taney) is scheduled to be towed in the Patapsco River at Baltimore, MD on or about October 6, 2020. The museum ship will be towed from Inner Harbor Pier 5 to the Coast Guard Yard along Curtis Creek. Interested mariners may contact The Vane Brothers Company towing vessel on VHF-FM channel 16 or 13. For any other questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2519 or (410) 576-2693.

Chart 12281 LNM: 39/20

******MD – CHESAPEAKE BAY – BALTIMORE HARBOR – CURTIS CREEK – SR 173 - PENNINGTON AVENUE BRIDGE – CLOSED TO NAVIGATION******

An engineering firm will be conducting emergency repairs at the SR 173 (Pennington Avenue) Bridge across Curtis Creek, mile 0.9, at Baltimore, MD. To facilitate the repairs, the bridge will be maintained in the closed-to-navigation position from 6:30 a.m. to 6:30 p.m., on October 7, 2020. The alternate date is from 6:30 a.m. to 6:30 p.m., on October 8, 2020. The drawbridge has a vertical clearance of 40 feet above mean high water in the closed position. 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 to pass. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Vessels may contact the project foreman at (443) 694-3916. Mariners should exercise caution when transiting the area.

Chart 12281 LNM: 39/20

******MD – CHESAPEAKE BAY – BALTIMORE HARBOR – CURTIS CREEK – SHIP MOVEMENT******

The 327-foot long museum ship Coast Guard Cutter WHEC-37 (formerly U.S. Coast Guard Cutter Taney) is scheduled to be towed in the Patapsco River at Baltimore, MD on or about October 8, 2020. The museum ship will be towed from Inner Harbor Pier 5 to the Coast Guard Yard along Curtis Creek. Interested mariners may contact The Vane Brothers Company towing vessel on VHF-FM channel 16 or 13. For any questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2519 or (410) 576-2693.

Chart 12281 LNM: 40/20

**MD – CHESAPEAKE BAY – BALTIMORE HARBOR – SEDIMENT TEST BORING OPERATIONS**

Marine sediment test boring operations are scheduled to commence in Baltimore Harbor during September 14 - October 15, 2020, between 7 a.m. and 5 p.m. The operations consist of drilling one location per day at 15 locations in the Patapsco River. Drilling at each location is dependent upon on-scene wind speed and direction. Work will be performed using the tug CAPT. STEVE and spud barge "151" with a drill rig. The tug will stay with the barge at all times during normal work hours, and both tug and barge will return to Smith's Shipyard daily. The operations will remain outside the navigation channel. Interested mariners can contact the tug CAPT. STEVE on marine band radio VHF-FM channels 16 and 13, or Smith Shipyard at telephone number (410) 355-7626.

Chart 12281 LNM: 37/20

**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

******VA – MD – UPPER POTOMAC RIVER – PROPOSED AID TO NAVIGATION CHANGE******

In association with the National Park Services refurbishment of Fort Washington Light 80 (LLNR 18560) structure at Fort Washington on the Upper Potomac River, the Coast Guard, on or about October 8, 2020, will remove the lighting equipment and dayboard from the Fort Washington Light 80 (LLNR 18560) lighthouse structure. In place of Fort Washington Light, Upper Potomac River Light 80 (LLNR 18560) will be established in approximate position 38 42 40.788N, 77 02 16.476W, with a flashing 6 second red light at an optic height of 18 feet and a nominal range of 4nm with TR dayboards on pile.

Charts: 12285 12289 LNM: 40/20

**VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL (CBBT) – MARINE BORINGS**

On behalf of Jacobs Engineering Group, the M/V Ram XV will conducting Marine Borings and Core Penetration Test between and to the west of Portal Island Nos. 3 and 4 of the Chesapeake Bay Bridge-Tunnel. The proposed work is located outside of the navigation channel. Work is expected to begin 15 Aug and end 6 Oct 2020. The Ram VII may be contacted on VHF-FM channels 13 and 16. For questions or more information, contact Michael Deutscher at 774-254-7061

Chart 12222 LNM: 37/20

******VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – CHESAPEAKE CHANNEL – TEMPORARY AIS******

Chesapeake Channel Lighted Buoy 42 (LLNR 7275) RACON is in-operative. A temporary AIS Signal has been established on the buoy's Assigned Position, MMSI Number 993672358.

Thimble Shoal Channel Lighted Bell Buoy 9 (LLNR 9255) is missing. A temporary AIS Signal has been established on the buoy's Assigned Position, MMSI Number 993672458.

Charts: 12221 12225 LNM: 39/20

******VA – HAMPTON ROADS – HAMPTON FLATS – HIGH SPEED SURFACE CRAFT OPERATIONS******

From 5 Oct to 23 Oct 2020, 8:00 am to 4:00 pm, High Speed Surface Craft, Jet Skis and other vessels will be conducting test and evaluations on Hampton Flats bounded by the following positions. 36° 58.5697' N 076° 23.6745' W, 36° 57.6753' N 076° 22.7277' W, 37° 00.1534' N 076° 20.8674' W, 36° 59.1481' N 076° 20.4608' W. Vessels may be contacted on VHF-FM Channels 16 and 7. For more information and questions, contact David Summer, at 757-685-6357 or dave.summer@sisinc.org

Chart 12245 LNM: 39/20

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

The US Environmental Protection Agency will be conducting diving operations recovering oyster cages in the Elizabeth River, Southern Branch and Shuffletown Creek, 21 thru 25 Sep and 5 thru 9 Oct 2020. Divers will be working from a EPA Pontoon Boat, Boston Whaler or Parker and may be

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

contacted on VHF-FM Channels 13 and 16. For more information or question, contact Kristin Regan at 267-481-5569.

Chart 12253 LNM: 29/20

******VA – JAMES RIVER – JAMES RIVER BRIDGE – INSPECTION******

An engineering firm, on behalf of Virginia Department of Transportation, will be performing an inspection at the US 17/US 258/SR 32 (James River Bridge) bridge, over James River, mile 5.0, between Isle of Wight and Newport News, VA. The inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Friday; from September 21, 2020, through September 25, 2020. A bucket inspection vehicle will be operating in and around the vicinity of the bridge to provide access for the inspection. Maintenance personnel, equipment, will relocate from the moveable span and navigable channel, upon request. The bridge tender may be reached on VHF-FM channels 13 and 16. Mariners should use caution navigating through the area.

Chart 12248 LNM: 38/20

**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 – KING CREEK – OYSTER CAGE DEPLOYMENT**

The US Environmental Protection Agency will be conducting diving operations recovering oyster cages in Kings Creek, 21 thru 25 Sep and 5 thru 9 Oct 2020. Divers will be working from an EPA Pontoon Boat and a Boston Whaler and may be contacted on VHF-FM Channels 13 and 16. For more information or question, contact Kristin Regan at 267-481-5569.

Chart 12243 LNM: 37/20

******VA - JAMES RIVER - JORDAN POINT TO RICHMOND – SR156 – BENJAMIN HARRISON MEMORIAL BRIDGE – MAINTENANCE******

An engineering firm, on behalf of the Virginia Department of Transportation, will be performing maintenance at the highway drawbridge – SR 156 (Benjamin Harrison Memorial) Bridge, across James River, at mile 65.0, at Hopewell, VA. The maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; from October 5, 2020, through December 4, 2020. A 60 foot crane barge and a tug boat will be located around the vicinity of the bridge during the work hours. Vessels can safely transit through the bridge, unrestricted, at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (870) 919-1226. Mariners should notify the work foreman no less than 2 hours prior to transiting through the bridge to provide for navigation safety. Mariners should use caution navigating through the area.

Charts: 12251 12252 LNM: 40/20

**VA – OFFSHORE – CAPE HENRY – COASTAL VIRGINIA OFFSHORE WIND – SURVEYS**

Survey vessels SARAH BORDELON, MARCELLE BORDELON and KOMMANDOR IONA will be conducting survey operations until 15 November 2020. The NORTHSTAR CHALLENGER will begin work approximately 19 September and work until 30 October. The survey area in bounded by the following positions.

36.9947490 N, 75.4854888 W
36.9955457 N, 75.2157756 W
36.8216755 N, 75.4843933 W
36.8224672 N, 75.2152887 W

See Enclosure 11 for more detail.

The CVOW Commercial Project is being developed by Virginia Electric and Power Company, Dominion Energy Virginia. High resolution geophysical data will be collected across the lease area in support of the project. The survey vessel will be mapping the seabed with hull mounted sensors as well as towed sensors. The vessel will be working with restricted/limited manoeuvrability with equipment in tow up to 1000 feed to the stern of the vessel. The master requests a CPA of 0.5 – 1.0 mile to accommodate operations. For more information or questions, contact Mark MacLean at 902-412-1780.

Charts: 12200 12221 LNM: 38/20

******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

******NC – GPS TESTING******

The GPS Navigation Signal may be unreliable due to testing on GPS Frequencies used by shipboard navigation and handheld systems that rely on GPS, such as E-911, AIS and DSC. An approximate testing center point of 35°08'22.0"N 79°09'47.7"W, with a possible impact radius of 28 nm at 50 feet above ground level from center point. GPS testing is scheduled to be conducted on 11 - 16 Oct 20. More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period, GPS users are encouraged to report any GPS service outages that they may experience to the navigation information service (NIS) by calling (703) 313-5900 or by using the NAVCEN web site to submit a GPS problem

******NC – GPS TESTING******

report. For additional information, you may contact the Navigation Information Service (NIS) watch stander at (703) 313-5900.

LNM: 39/20

******NC – FORT BRAGG - GPS TESTING******

The GPS Navigation Signal may be unreliable due to testing on GPS Frequencies used by shipboard navigation and handheld systems that rely on GPS, such as E-911, AIS and DSC. An approximate Testing Center Point, Fort Bragg NC, 35°04'04.3"N 79°21'47.8"W, with a possible impact radius of 40 nm at 50 feet above ground level from Center Point. GPS Testing is scheduled to be conducted on 20 Oct – 5 Nov 2020. More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period, GPS users are encouraged to report any GPS service outages that they may experience to the navigation information service (NIS) by calling (703) 313-5900 or by using the NAVCEN web site to submit a GPS problem report. For additional information, you may contact the Navigation Information Service (NIS) watch stander at (703) 313-5900.

LNM: 40/20

******NC – OFFSHORE – DUCK TO NAGS HEAD – GEOPHYSICAL SURVEY AND VIBRACORE COLLECTION******

High Resolution Geophysical Data and Vibracore Collection will be conducted offshore Dare County, NC aboard R/V RACHEL K GOODWIN from 28 September through 1 November 2020. The operations will be conducted between the towns of Duck and Nags Head from 1 to 5 nm offshore within the below coordinates:
NW 36°10'7.77"N 75°43'16.51"W
NE 36°12'4.28"N 75°37'59.06"W
SW 36° 0'29.22"N 75°37'40.30"W
SE 36° 2'23.83"N 75°32'33.17"W
For questions or more information, contact Beau Suthard, Project Manager at 727-463-1359.

Chart 12204 LNM: 38/20

**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 – INTRACOASTAL WATERWAY – BROWNS INLET – SHOALING******

Shoaling exists in the Atlantic Intracoastal Waterway in the vicinity of Browns Inlet Crossing between Bogue Sound - New River Buoy 60 (LLNR 39217) and Bogue Sound – New River Buoy 61A (LLNR 39223), to a depth of less than one foot at mean low water. Mariners are advised to use extreme caution while navigating this area. NC BNM 372-20

Chart 11541 LNM: 39/20

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

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

Charts: 11542 11543 LNM: 24/19

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

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

******NC – CAPE FEAR RIVER – PROPOSAL TO DISCONTINUE – CAPE FEAR RIVER CHANNEL LIGHTED BUOY 40A******

The Coast Guard Fifth District is proposing to discontinue Cape Fear River Channel Lighted Buoy 40A (LLNR 30726) based on our review of vessel traffic and aids to navigation in the area, this buoy is 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 November 30, 2020 to be considered in the analysis. Refer to project number 05-20-083(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

Charts: 11534 11537 LNM: 40/20

******NC - SNOWS CUT - SHOALING******

Shoaling has been observed near New River - Cape Fear River LT 168 (LLNR 39857) depths as low as 3FT MLW encroach from the northern edge of the channel extending into the channel. NC BNM 375-20

Chart 11534 LNM: 39/20

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

Southern Dredging Company dredge BRUNSWICK will be working in the Cape Fear River Channel between the Cape Fear Memorial Bridge and the Upper and Lower Brunswick Ranges in the vicinity of Cape Fear River Channel Lighted Buoy 58 (LLNR 30840) commencing on or about 14 October 2020. The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately 31 January 2021. Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage in the vicinity of the operation, boaters should establish contact with the dredge on VHF-FM channels 13 and 16. For more information or questions, contact Neil Rodgers at 843-729-1269 or Michael Kitchell at 843-830-1015.

Chart 11537 LNM: 40/20

**NC – CAPE FEAR RIVER – OBSTRUCTION**

**NC – CAPE FEAR RIVER – OBSTRUCTION**

There is an underwater obstruction in the Cape Fear River in Wilmington, NC. The object is on the east side of the navigable channel, north of the battleship, in approximate position 34°14'31.3"N 077°57'12.3"W. Mariners are advised to use caution while navigating in this area.

Chart 11537 LNM: 40/20

******NC – WILIMINGTON – GPS TESTING******

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate Testing Center Point of 34°38'54.7"n 78°17'54.0"w, with a possible impact radius of 69 nm at 50 feet above ground level from center point. GPS testing is scheduled to be conducted on 11 Oct - 16 Nov. More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period GPS users are encouraged to report any GPS service outages that they may experience to the navigation information service (NIS) by calling (703) 313-5900 or by using the NAVCEN web site to submit a GPS problem report. For additional information, you may contact the Navigation Information Service (NIS) watch stander at (703) 313-5900.

Chart 11543 LNM: 40/20

## SECTION VIII - LIGHT LIST CORRECTIONS

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

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks | |
|---|---|---|---|---|---|---|---|---|
| 30 | *Ocean Tech Hudson South Lighted Research Buoy OT2* | 39-32-48.380N 073-25-44.010W | Fl Y 4s | | | Yellow. | Private Aid. | 40/20 |
| * | * | * | * | * | * | * | * | |
| 7762 | PRICES CREEK LIGHT 5 | 38-53-54.500N 076-21-57.400W | Fl G 3s | | | | Private Aid. | 40/20 |
| * | * | * | * | * | * | * | * | |
| 7763 | PRICES CREEK LIGHT 6 | 38-53-53.470N 076-21-57.400W | Fl R 3s | | | | Private Aid. | 40/20 |
| * | * | * | * | * | * | * | * | |
| 10895 | HAMPTON RIVER CHANNEL LIGHT 2 | | | | | | Remove from list. | 40/20 |
| | | | | | | | * | |
| 10895 | HAMPTON RIVER CHANNEL LIGHT 1HR | 37-00-00.049N 076-19-16.857W | Q G | 15 | 4 | SG on pile. | | 40/20 |
| * | * | * | * | * | * | * | * | |
| 15605 | HOSKINS CREEK RANGE FRONT LIGHT | 37-55-17.726N 076-51-09.844W | Q W | 15 | | KWR on pile. | Night: Visible all round, higher intersity beam on bearing 235°. | 40/20 |
| | * | | | | | | | |
| 15610 | HOSKINS CREEK RANGE REAR LIGHT<br>384 yards, 235.2° from front light. | 37-55-11.376N 076-51-21.747W | Iso W 6s (NIGHT)<br>Iso W 6s (DAY) | 34 | | Skeleton tower on multi-pile structure. | Lighted throughout 24 hours.<br>DAY: Visible 1.5° either side of rangeline.<br>Night: Visible 1.5° either side of rangeline. | 40/20 |
| * | * | * | * | * | * | * | * | |
| 15611 | HOSKINS CREEK RANGE REAR PASSING LIGHT | 37-55-11.376N 076-51-21.747W | Fl W 4s | 15 | 4 | On channel side of platform of Hoskins Creek Range Rear Light. | | 40/20 |
| | | * | | | | * | | |
| 29557 | *Bogue Inlet Lighted Buoy 13* | 34-39-29.298N 077-05-50.620W | Q G | | 4 | Green. | | 40/20 |
| | | * | | | | | | |
| 29558 | Bogue Inlet Buoy 13A | | | | | | Remove from list. | 40/20 |
| | | | | | | | * | |
| 29559 | Bogue Inlet Buoy 14 | 34-39-34.602N 077-05-55.557W | | | | Red nun. | | 40/20 |
| | | * | | | | | | |

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks | |
|---|---|---|---|---|---|---|---|---|
| 29600 | *Swansboro Coast Guard Channel Lighted Junction Buoy CG* | 34-39-14.665N 077-05-49.385W | Fl (2+1)R 6s | | 4 | Red and Green bands. | | 40/20 |
| | | * | | | | | | |
| 38680 | Eight And One Half Marina Daybeacon 1 | 34-42-11.903N 076-43-41.896W | | | | SG on pile. | Private Aid. | 40/20 |
| | | * | | | | | | |
| 38685 | Eight And One Half Marina Daybeacon 2 | 34-42-11.426N 076-43-42.307W | | | | TR on pile. | Private Aid. | 40/20 |
| | | * | | | | | | |
| 38690 | Eight And One Half Marina Daybeacon 3 | 34-42-10.027N 076-43-40.228W | | | | SG on pile. | Private Aid. | 40/20 |
| | | * | | | | | | |
| 38695 | Eight And One Half Marina Daybeacon 4 | 34-42-09.688N 076-43-40.343W | | | | TR on pile. | Private Aid. | 40/20 |
| | | * | | | | | | |
| 38700 | Eight And One Half Marina Daybeacon 5 | 34-42-08.840N 076-43-39.047W | | | | SG on pile. | Private Aid. | 40/20 |
| | | * | | | | | | |
| 38705 | Eight And One Half Marina Daybeacon 6 | 34-42-08.469N 076-43-39.240W | | | | TR on pile. | Private Aid. | 40/20 |
| | | * | | | | | | |
| 38710 | Eight And One Half Marina Daybeacon 7 | 34-42-07.716N 076-43-38.238W | | | | SG on pile. | Private Aid. | 40/20 |
| | | * | | | | | | |
| 38712 | Eight And One Half Marina Daybeacon 8 | 34-42-07.734N 076-43-38.525W | | | | TR on pile. | Private Aid. | 40/20 |
| * | * | * | * | * | * | * | * | |
| 38714 | Eight And One Half Marina Daybeacon 10 | 34-42-06.858N 076-43-37.930W | | | | TR on pile. | Private Aid. | 40/20 |
| * | * | * | * | * | * | * | * | |
| 38716 | Eight And One Half Marina Daybeacon 12 | 34-42-06.360N 076-43-37.250W | | | | TR on pile. | Private Aid. | 40/20 |
| * | * | * | * | * | * | * | * | |

## 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, 2
9. Philadelphia Harbor Obstructions 7, 8
10. Del River Obstruction, Torresdale Range

# 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 29 September 2020. Shoaling remains on the inside, 300' West of the ends of the jetties with a new least depth 7.8'.

## 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, NC BNM 390-20
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 – INTRACOASTAL WATERWAY – BROWNS INLET – SHOALING**
Shoaling exists in the Atlantic Intracoastal Waterway in the vicinity of Browns Inlet Crossing between Bogue Sound - New River Buoy 60 (LLNR 39217) and Bogue Sound – New River Buoy 61A (LLNR 39223), to a depth of less than one foot at mean low water. Mariners are advised to use extreme caution while navigating this area. NC BNM 372-20
Charts 11541

**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
Chart 11534

**NC - SNOWS CUT - SHOALING**
Shoaling has been observed near New River - Cape Fear River LT 168 (LLNR 39857) depths as low as 3FT MLW encroach from the northern edge of the channel extending into the channel. SEC NC BNM 375-20
Chart 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 – Fixed replacement bridge - Permit (3-20September 30, 2020; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)

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

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)

  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)

  Delaware River - US 322 (Commodore Barry) Bridge – Bridge maintenance will be conducted from 6 a.m. to 4 p.m.; Monday-Thursday; from 6 a.m. on September 11, 2020, through 4 p.m. on December 18, 2020. Several work boats will be located around the vicinity of the bridge. During the maintenance period, work platforms will be located on both bridge piers inside the navigational channel; these work platforms will reduce the horizontal clearance of the bridge by approximately 6 feet (approximately 3 feet per pier) to approximately 1594 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Maintenance personnel and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 707-7439 or (856) 472-5714. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

***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)

Delaware River - US 322 (Commodore Barry) Bridge – Bridge maintenance will be conducted from 6 a.m. to 4 p.m.; Monday-Thursday; from 6 a.m. on September 11, 2020, through 4 p.m. on December 18, 2020. Several work boats will be located around the vicinity of the bridge. During the maintenance period, work platforms will be located on both bridge piers inside the navigational channel, these work platforms will reduce the horizontal clearance of the bridge by approximately 6 feet (approximately 3 feet per pier) to approximately 1594 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Maintenance personnel and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 707-7439 or (856) 472-5714. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

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)

  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)

  Chesapeake Bay - US 50 (William Preston Lane Jr.) Memorial Bridge – Bridge inspection will be conducted from September 8, 2020, to October 15, 2020, from 7 a.m. to 5 p.m. To facilitate the inspection, a 30' x 90' work barge and personnel lift will be operating outside of the navigational channel. Mariners should use caution when transiting the area. (MS)

  Curtis Creek - SR 173 (Pennington Avenue) Bridge - To facilitate the repairs, the bridge will be maintained in the closed-to-navigation position from 6:30 a.m. to 6:30 p.m., on October 7, 2020. The alternate date is from 6:30 a.m. to 6:30 p.m., on October 8, 2020. The drawbridge has a vertical clearance of 40 feet above mean high water in the closed position. 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 to pass. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Vessels may contact the project foreman at (443) 694-3916. Mariners should exercise caution when transiting the area. (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)*
  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)
  James River - SR 156 (Benjamin Harrison Memorial) Bridge - Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; from October 5, 2020, through December 4, 2020. A 60 foot crane barge and a tug boat will be located around the vicinity of the bridge during the work hours. Vessels can safely transit through the bridge, unrestricted, at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (870) 919-1226. Mariners should notify the work foreman no less than 2 hours prior to transiting through the bridge to provide for navigation safety. Mariners should use caution navigating through the area. (MT)

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 – UPPER BARNEGAT BAY – DREDGING**
H&L Contracting will be conducting dredging operations in Upper Barnegat Bay at Andrews Point Channel; Silver Bay Entrance Channel; Silver Bay Channel; Bay Shore Bridge Channel; Pier 1 Channel; And Lavallette Beach Channel from 21 Sep 2020 to **10 Jan 2021.** Work hours are 24 hours a day, 7 days a week. Dredging will be performed by barge-mounted excavator loading scow barges. There will be one dredging excavator barge and multiple scows and push boats on scene. Channels will remain open during dredging but channel width will be reduced. All mariners are advised to reduce speed to minimum for making way while in the vicinity of dredging operations. Dredged material scows will be towed to a placement site near bayside park/swamp cove at 40°00'32"n, 74°03'42"w where there will be a barge-mounted excavator stationed at the placement site. All marine equipment operators will be monitoring VHF-FM Channel 13, 16 and 63. Dredge and work vessels will monitor VHF-FM Channel 13 and 16.

**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**
Continuing until **Feb 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 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. For questions or additional information, contact Agate Construction at cyurick@agateconstruction.net or (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 – BETHANY BEACH – DREDGING**** 4.6**
Starting approximately 1 October and continuing until approximately 30 November 2020, Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Bethany Beach and South Bethany Beach, Sussex County, Delaware.
Location of the staging area will be bound by the following approximate positions:
38°48'2.42"N, 75° 7'5.12"W, 38°47'33.10"N, 75° 7'0.11"W, 38°47'24.14"N, 75° 5'52.83"W, 38°47'47.80"N, 75° 5'45.58"W
Starting approximately 15 October 2020 and continuing until approximately 15 November 2020, the hopper dredge R.N. WEEKS and B.E. LINDHOLM and support equipment will be operating three (3) nautical miles offshore of South Bethany Beach placement site. Dredge pipeline will be prepared in the staging area and then relocated offshore of Bethany Beach placement areas and submerged into two different pipeline corridors, bound by the following approximate positions:
38°32'45.68"N, 75° 3'16.95"W, 38°32'45.46"N, 75° 2'9.25"W, 38°30'12.51"N, 75° 2'10.73"W, 38°30'14.44"N, 75° 3'8.83"W
Dredged material will be transported from the Borrow Area to the discharge station and then pumped out through a combination of floating and submerged line reaching between 2,500 feet to 4,500 feet offshore from the beach placement.
Borrow Area will be the perimeter bound by the following approximate positions:
38°31'20.56"N, 75° 1'18.04"W, 38°31'23.75"N, 74°59'30.80"W, 38°30'0.92"N, 74°59'29.48"W, 38°29'58.80"N, 75° 1'16.00"W
Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week. The dredge will VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. For questions or more information, contact Matt Henry at 985-237-5050 or mthenry@weeksmarine.com
Chart 12214, 12216

**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 – COVE POINT TO SANDY POINT – SAUNDERS POINT – SHORE LINE STABILIZATION**
Central Marine will be working on the Beverly Triton Shoreline Stabilization Project near Saunders Point in the Chesapeake Bay. Work will be from 15 Sep 2020 to **30 Mar 2021** and conducted each day during daylight hours. Barges and small vessels will be in the area and a blue and white mooring buoy will be established in approximate position 38.87N, 76.48W. For any questions or additional information, contact Charlie Young at 410-320-7030.
Chart 12263

**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 will continue until **10 Oct 2020**. 2 spud barges will be in the area. For more information, contact Gerd Heinsohn at 410-263-1852.
Chart 12278

**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 – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – AERIAL TRANSMISSION LINE CONSTRUCTION**
Marine construction operations in support of the installation of aerial electric power transmission lines are scheduled to occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge, during **May 4, 2020-October 7, 2022**. The work will occur 24 hours per day, 7 days per week, at the following 5 approximate positions: (1) latitude 39°12'46.8737" N, longitude 076°32'14.0536 W; (2) latitude 39°12'58.5610 N, longitude 076°31'58.7405 W; (3) latitude 39°13'13.7886 N, longitude 076°31'38.7851 W; (4) latitude 39°13'26.6084 N, longitude 076°31'21.9825 W; and (5) latitude 39°13'39.4271 N, longitude 076°31'05.1787 W. McLean Contracting Company marine equipment spudded on site will include: (1) a sectional barge (120'x120'x7') with Manitowoc Crane, (2) the Whirley Crane Baltimore barge (140'x70'x12.5'); (3) the Whirley Crane Hampton Roads barge (108'x 46'x8'); (4) a Whirley Crane Newport News barge (110'x43'x8'); and (5) a deck barge. All marine equipment will be marked and lighted in accordance with USCG regulations. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed necessary to maintain safe course near the work site. Interested mariners can contact the attending vessels on site, including "WB29", "MEGALADON", "RISING SUN", "CAPTAIN STEVE", crewboat and jackboats on marine band radio VHF-FM channels 16 and 13. Throughout the construction of the Key Crossing Reliability Initiative project, the Baltimore Gas and Electric Company will regularly provide updates on project progress at website: https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/Construction-Updates.aspx.
Chart 12281

**MD – CHESAPEAKE BAY – BALTIMORE HARBOR – SEDIMENT TEST BORING OPERATIONS**
Marine sediment test boring operations are scheduled to commence in Baltimore Harbor during **September 14, 2020-October 15, 2020**, between 7 a.m. and 5 p.m. The operations consist of drilling one location per day at 15 locations in the Patapsco River. Drilling at each location is dependent upon on-scene wind speed and direction. Work will be performed using a drill rig from the derrick JULIE with the support tug CAPT. STEVE. The tug will stay with the barge at all times during normal work hours, and both tug and barge will return to Smith's Shipyard daily. The operations will remain outside the navigation channel. Interested mariners can contact the tug CAPT. STEVE on VHF-FM channels 16 and 13, or Smith Shipyard at (410) 355-7626.
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 – 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**
Until **Oct 1, 2020.** Hampton Roads Connector Partners will begin construction at the existing Hampton Roads Bridge Tunnels. Mooring piles will 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. All jobsite vessels will be standing by on VHF channel 13 & 16. This notice to mariners will be updated from time to time as the scope of the project increases. All barges will be lighted 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 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**
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 **01 Nov 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 – 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

**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

******NC – CAPE FEAR RIVER – DREDGING**** 8.83**
Southern Dredging Company dredge BRUNSWICK will be working in the Cape Fear River Channel between the Cape Fear Memorial Bridge and the Upper and Lower Brunswick Ranges in the vicinity of Cape Fear River Channel Lighted Buoy 58 (LLNR 30840) commencing on or about 14 October 2020. The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately **31 January 2021.** Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage, boaters should establish contact with the dredge on VHF-FM channels 13 and 16. For more information or questions, contact Neil Rodgers 843-729-1269 or Michael Kitchell 843-830-1015.
Chart 11537

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

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

**MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT AND SEVERN RIVER – SAILING REGATTA**
An annual sailing regatta is scheduled to occur in the Chesapeake Bay near Annapolis, MD during **October 31 and November 01, 2020**, between 10 a.m. and 5 p.m. Up to 25 auxiliary sailing vessels (23 feet in length) will compete along two drop-mark race courses located near the mouth of the Severn River. On Saturday, the first race of the day will start after 11 a.m., and on Sunday, the first race of the day will start after 10 a.m. A maximum of eight races are scheduled over both days. Race Committee officials can be contacted on board the Signal Boat via marine band radio VHF-FM channels 16, 13, 09 and 73. More information on this Eastport Yacht Club event can be obtained at http://eastportyc.org/fallbrawl. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12270, 12283

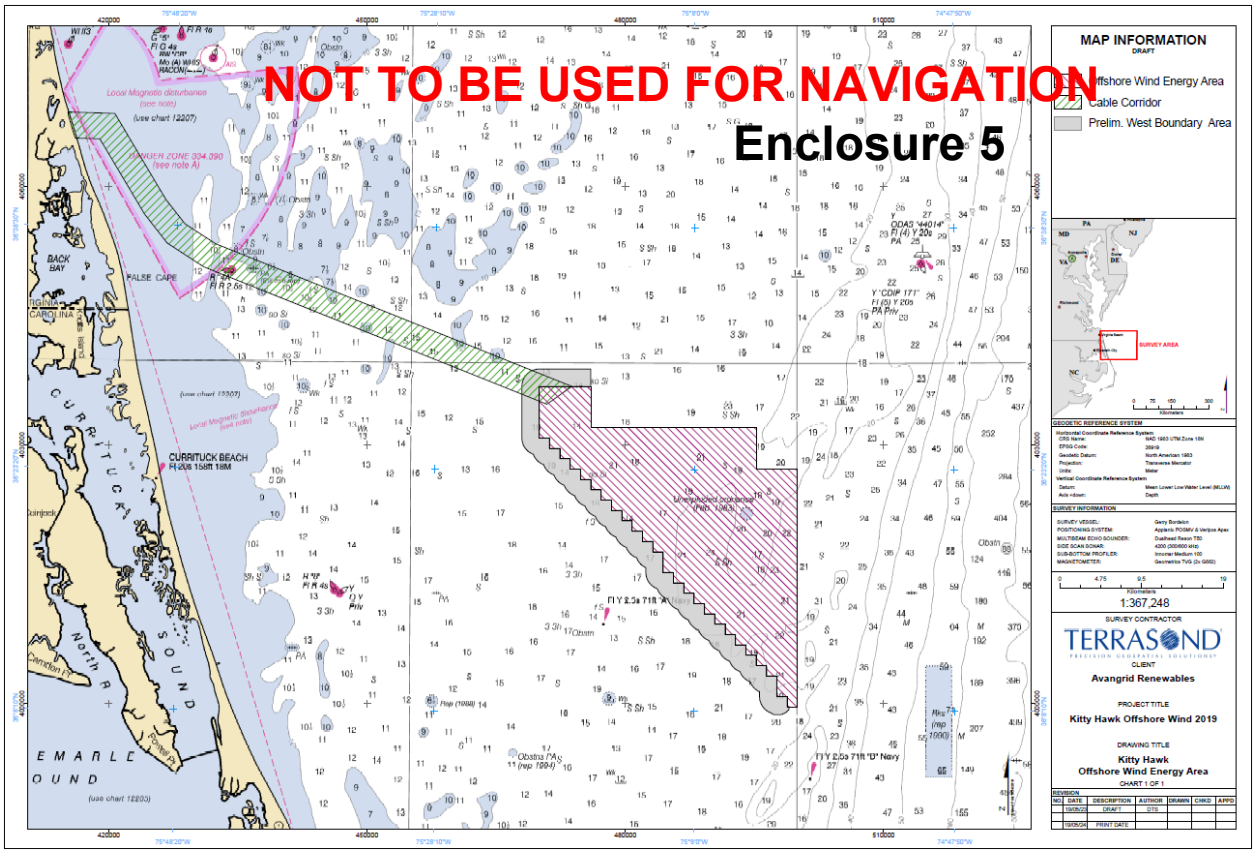
**MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTAS**
Annual sailing regattas sponsored by the Annapolis Yacht Club (AYC) are scheduled to occur on the Severn River and the Chesapeake Bay near the mouth of the Severn River, during 2020. Unless otherwise indicated, the events will occur between 10 a.m. and 4 p.m., and are scheduled on the following dates: (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 – SANDY POINT TO SUSQUEHANNA RIVER – SAILING REGATTA**
An annual sailing regatta is scheduled to occur on the Upper Chesapeake Bay during **October 10-11, 2019**, between 10 a.m. and 5 p.m. on both days. Up to 20 sailboats (22 to 35 ft in length) will compete along designated courses that are located between the mouth of the Middle River and Tolchester Beach at Fairlee, MD. Interested mariners can contact the Glenmar Sailing Association (GSA) race committee via marine band radio VHF-FM channel 16 or 72. Additional event information is available at the GSA website www.glenmarsailing.org/. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12273

**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

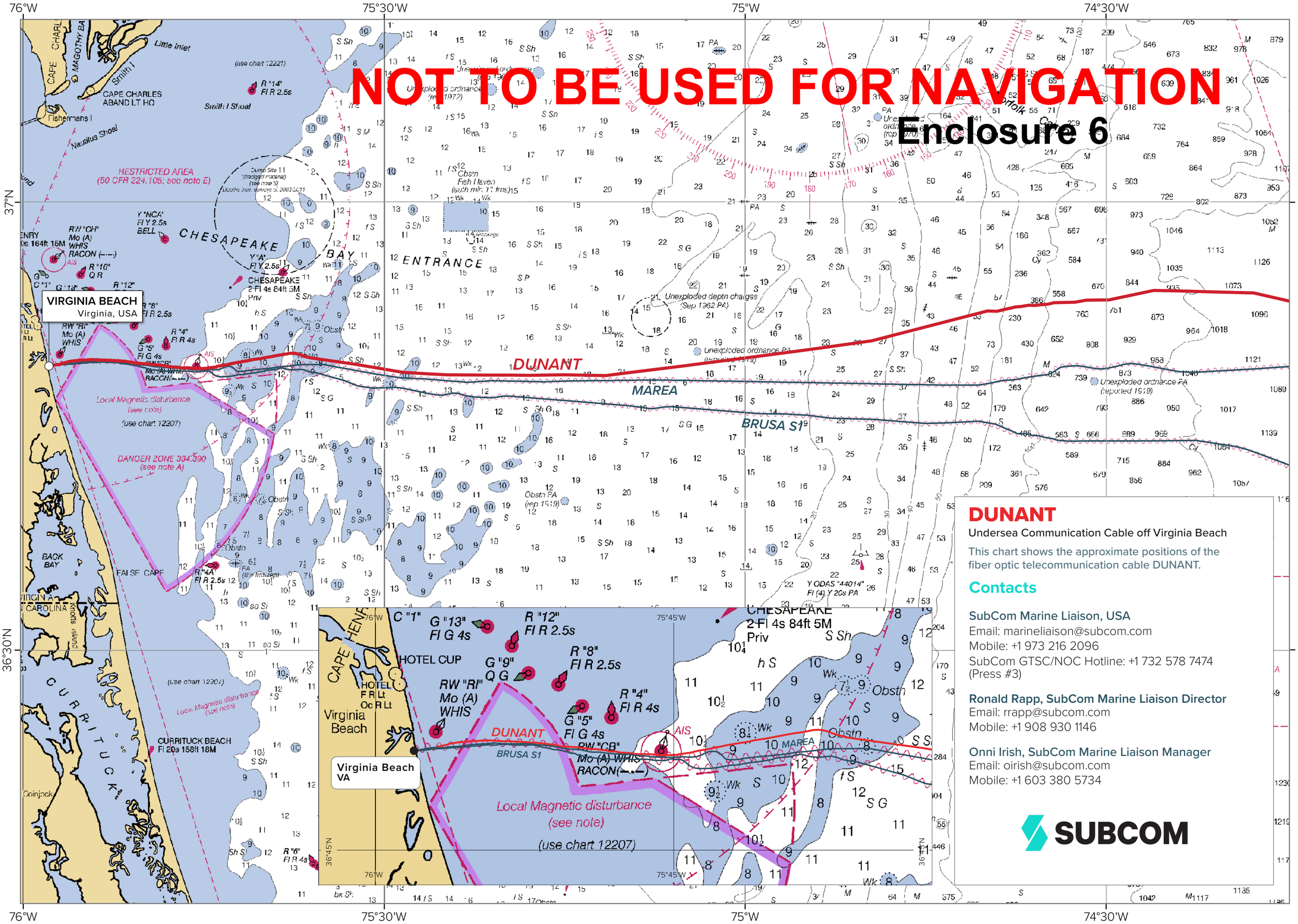
**MD – VA - POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – UPPER POTOMAC RIVER - LITTLE HUNTING CREEK – FIREWORKS DISPLAY**
A short-duration, aerial fireworks display is scheduled to occur on the Potomac River, from a barge near the grounds of George Washington's Mount Vernon Estate and Gardens, on **October 8, 2020** (no rain date) at 8:30 p.m. Mariners are urged to use caution when transiting the area, reminded to heed the directions of patrolling law enforcement and public safety officials, and absent specific guidance, should remain 500 feet from the fireworks barge in approximate position latitude 38°42'22.35" N., longitude 077°04'59.54" W., located near Little Hunting Creek LB 4 (LLNR 18430). For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12289

**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: For the following dates the event will begin at 5:55 p.m. and end at 7:55 p.m.: September 30th, October 7th, 14th, 21st, and 28th, 2020. Mariners are requested to use caution and bare steerage when transiting the area.




**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


**SubCom Marine Liaison, USA**
Email: marineliaison@subcom.com
Mobile: +1 973 216 2096
SubCom GTSC/NOC Hotline: +1 732 578 7474 (Press #3)

**Ronald Rapp, SubCom Marine Liaison Director**
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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.

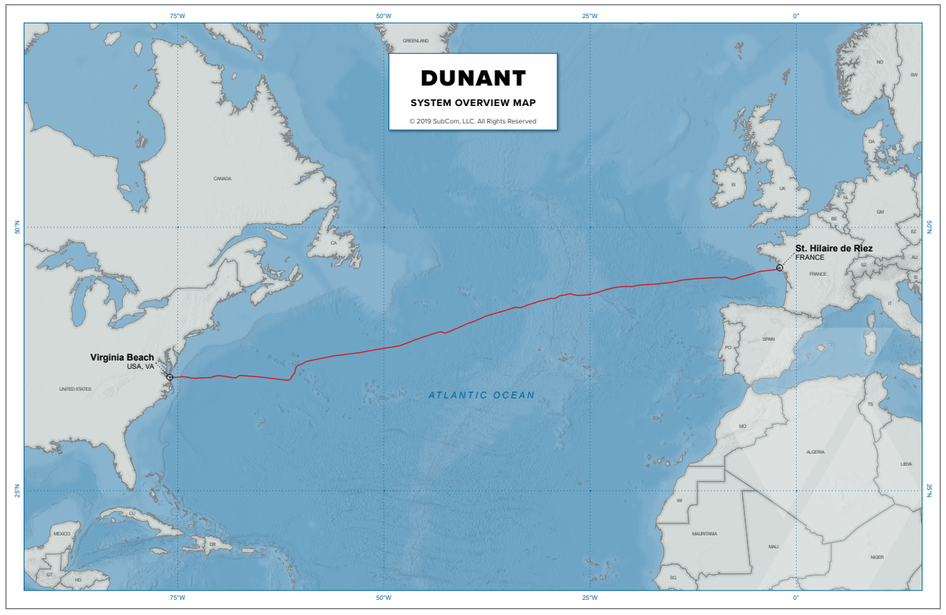
If your gear does snag something you think may be the cable, please don't try to lift it. After some initial slack is taken up, it may become extremely hard to lift, and this could threaten your vessel's stability. Furthermore, active cables carry an electrical current that pose a risk to humans if any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

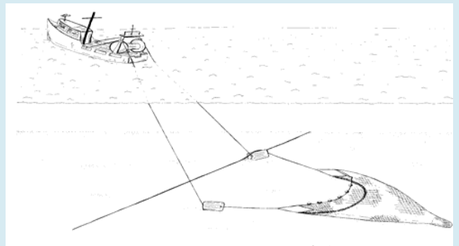
| Latitude | Longitude | WD (Fathoms) |
|---|---|---|
| N36 48.8874 | W075 44.8111 | 11 |
| N36 48.9151 | W075 44.6046 | 11 |
| N36 48.9296 | W075 44.4485 | 12 |
| N36 48.9563 | W075 44.2841 | 12 |
| N36 48.9579 | W075 44.1626 | 12 |
| N36 48.9770 | W075 44.0472 | 11 |
| N36 49.0124 | W075 43.9444 | 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...*

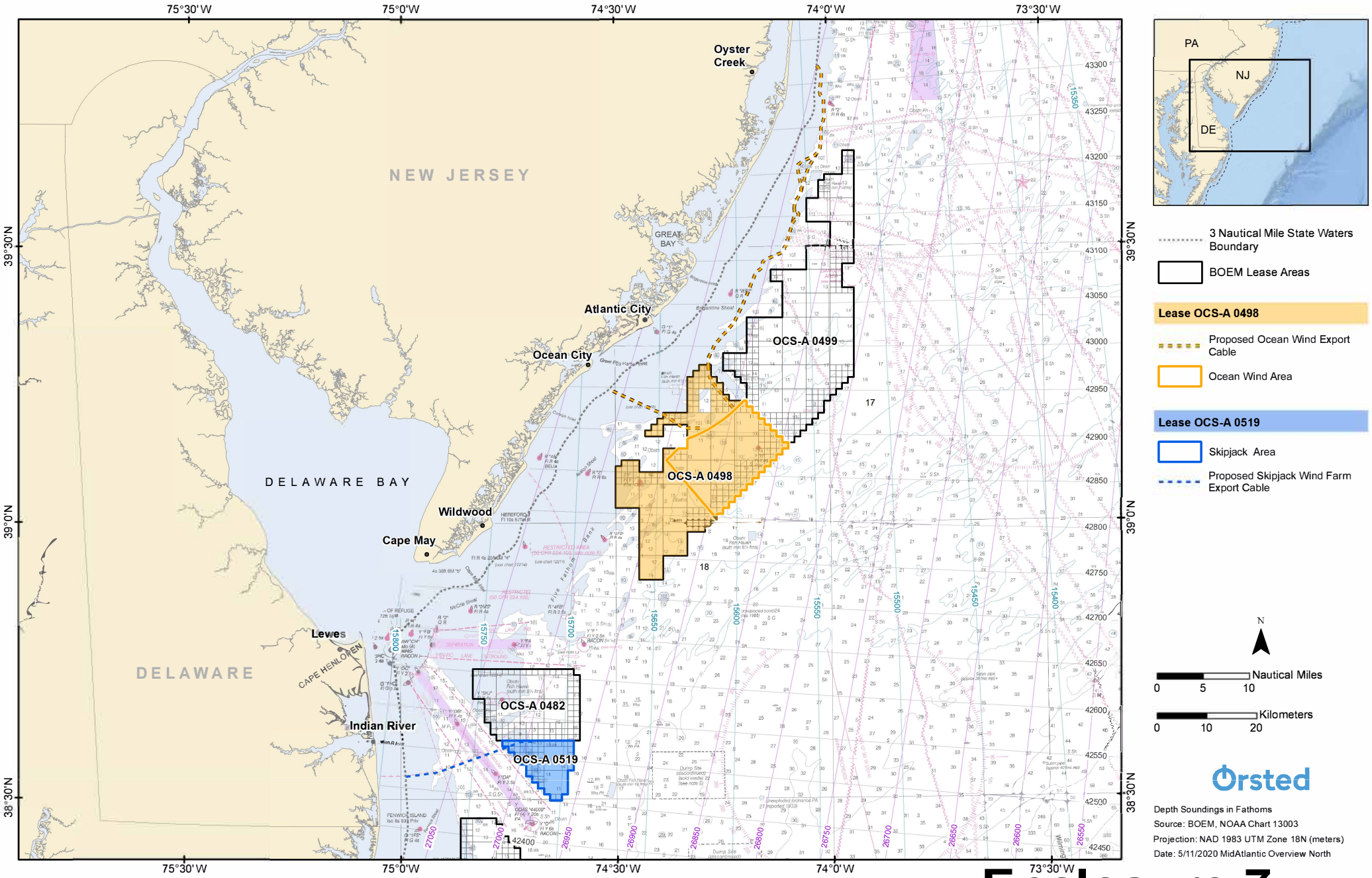


*...call the contacts on this page.*

**NOT FOR NAVIGATION**

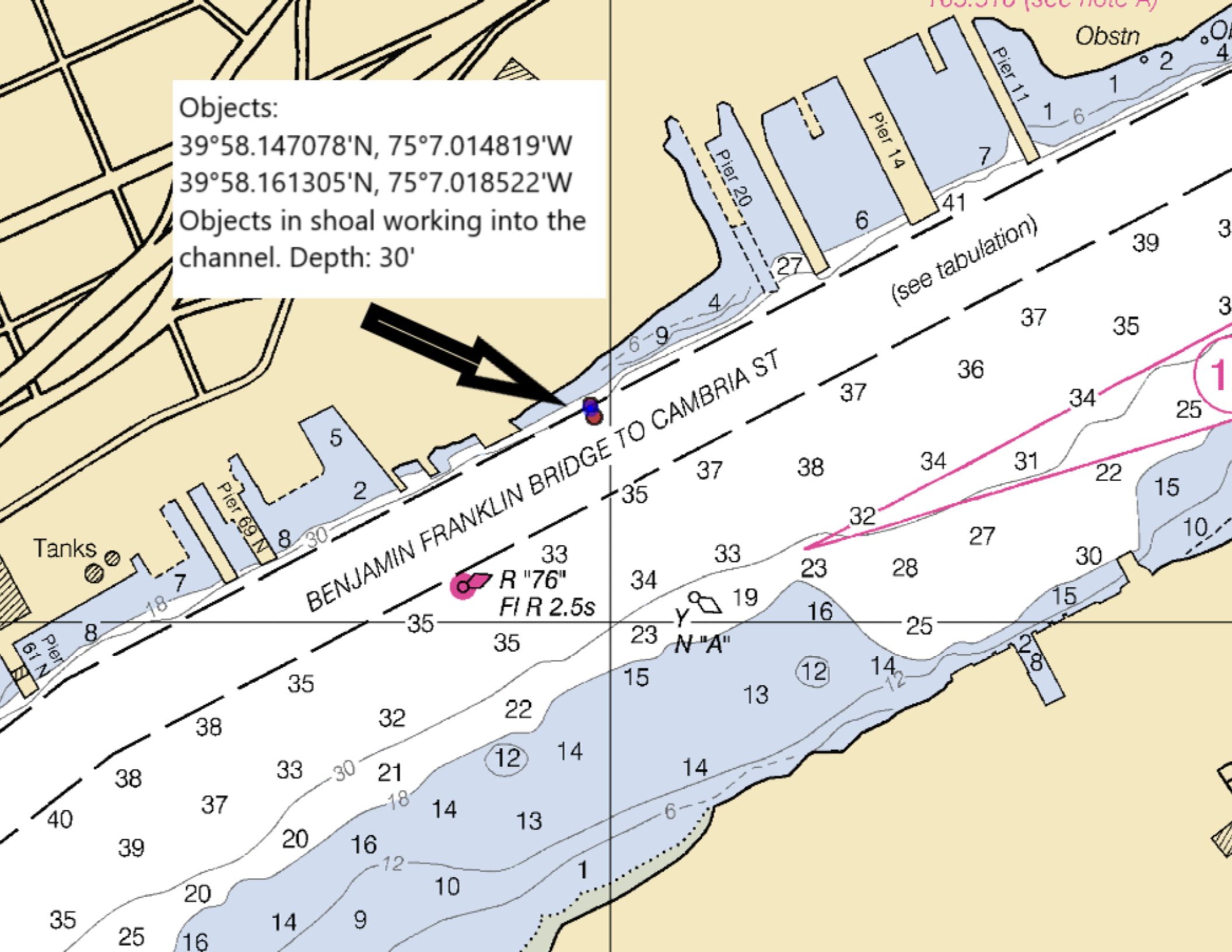


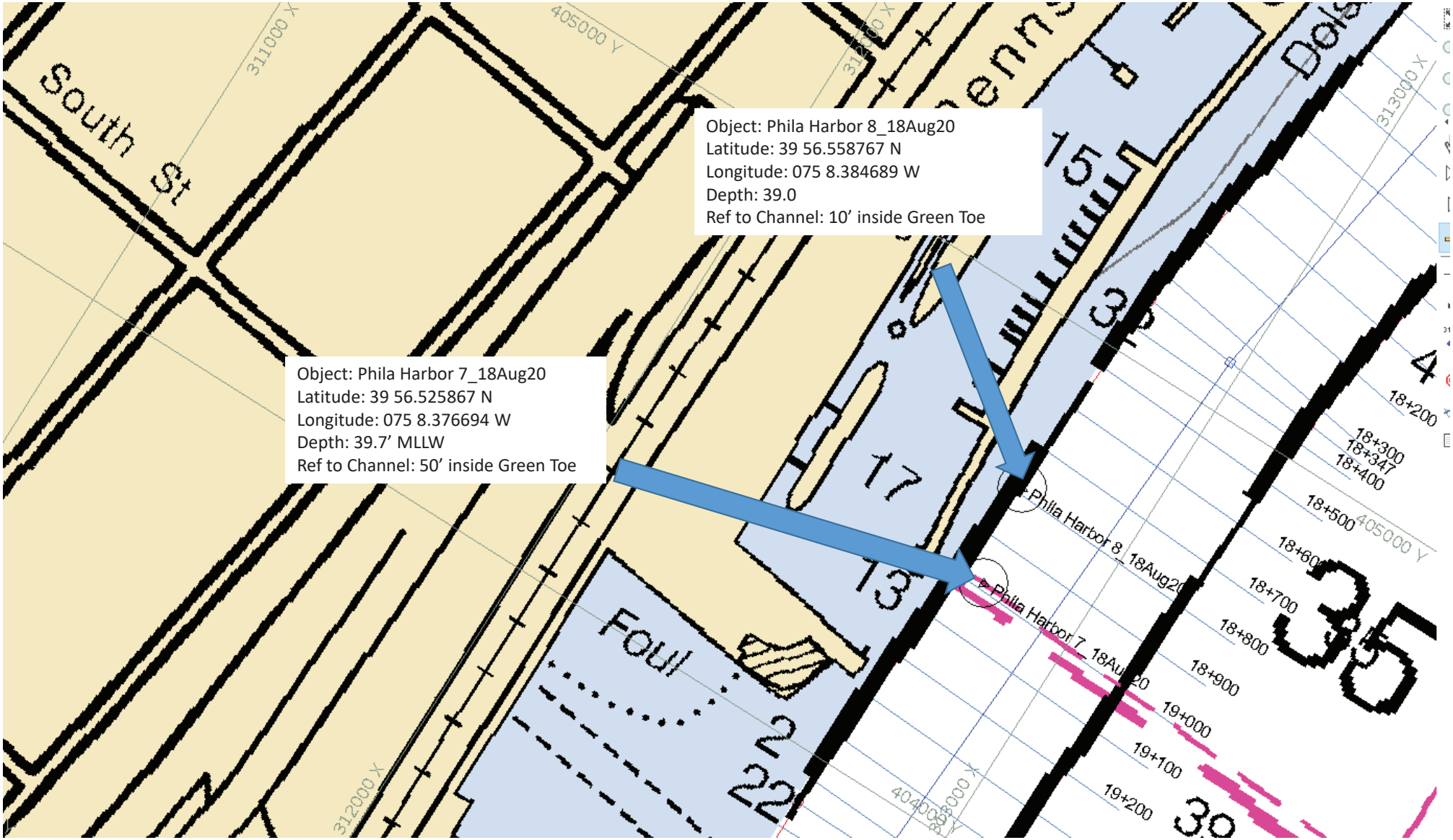
SUBCOM

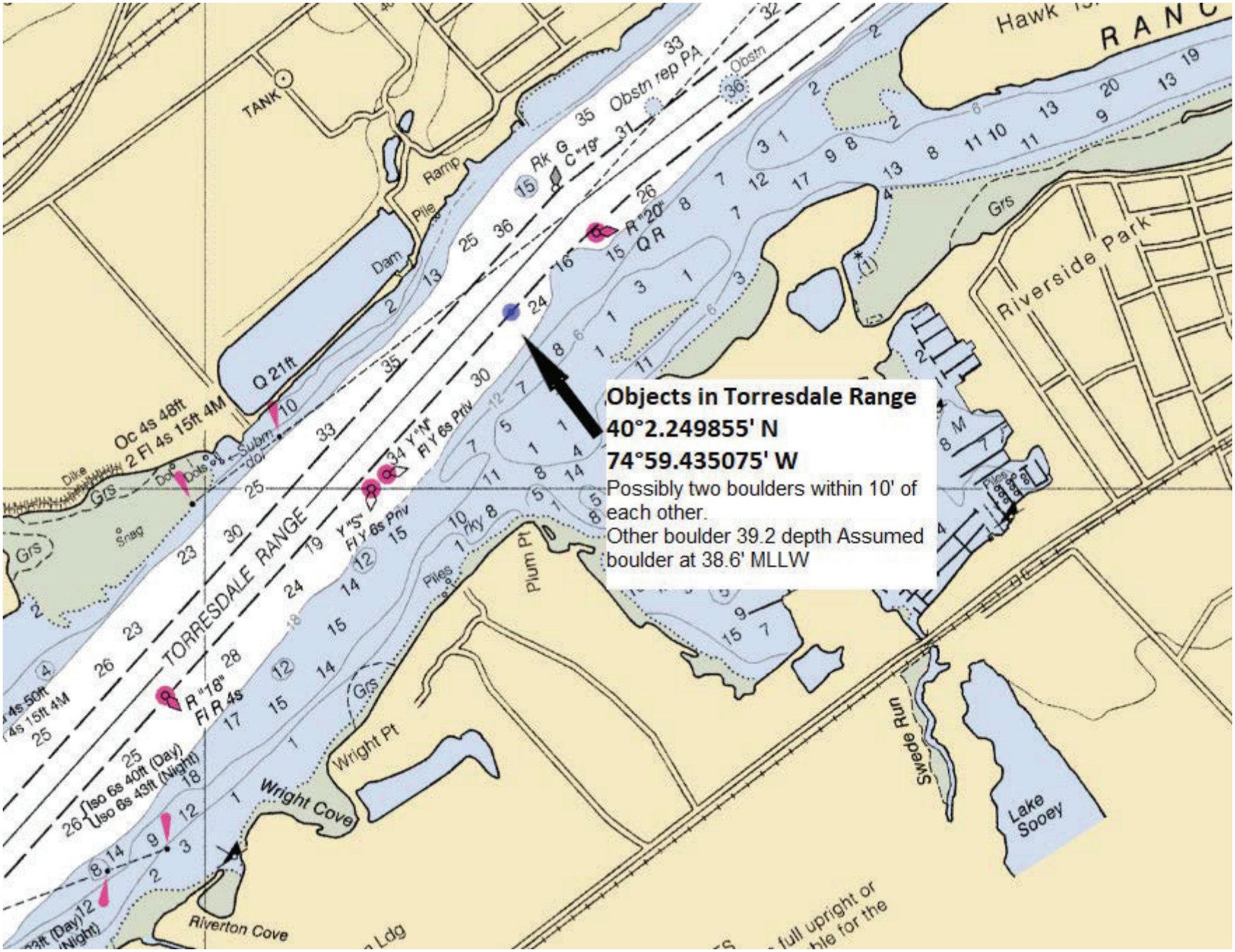



# Enclosure 7

**NOT TO BE USED FOR NAVIGATION**


Objects:
39°58.147078'N, 75°7.014819'W
39°58.161305'N, 75°7.018522'W
Objects in shoal working into the channel. Depth: 30'
Obstn
Pier 11
Pier 14
Pier 20
Pier 69 N
Pier 61 N
Tanks
BENJAMIN FRANKLIN BRIDGE TO CAMBRIA ST
(see tabulation)
R "76"
Fl R 2.5s
Y
N "A"

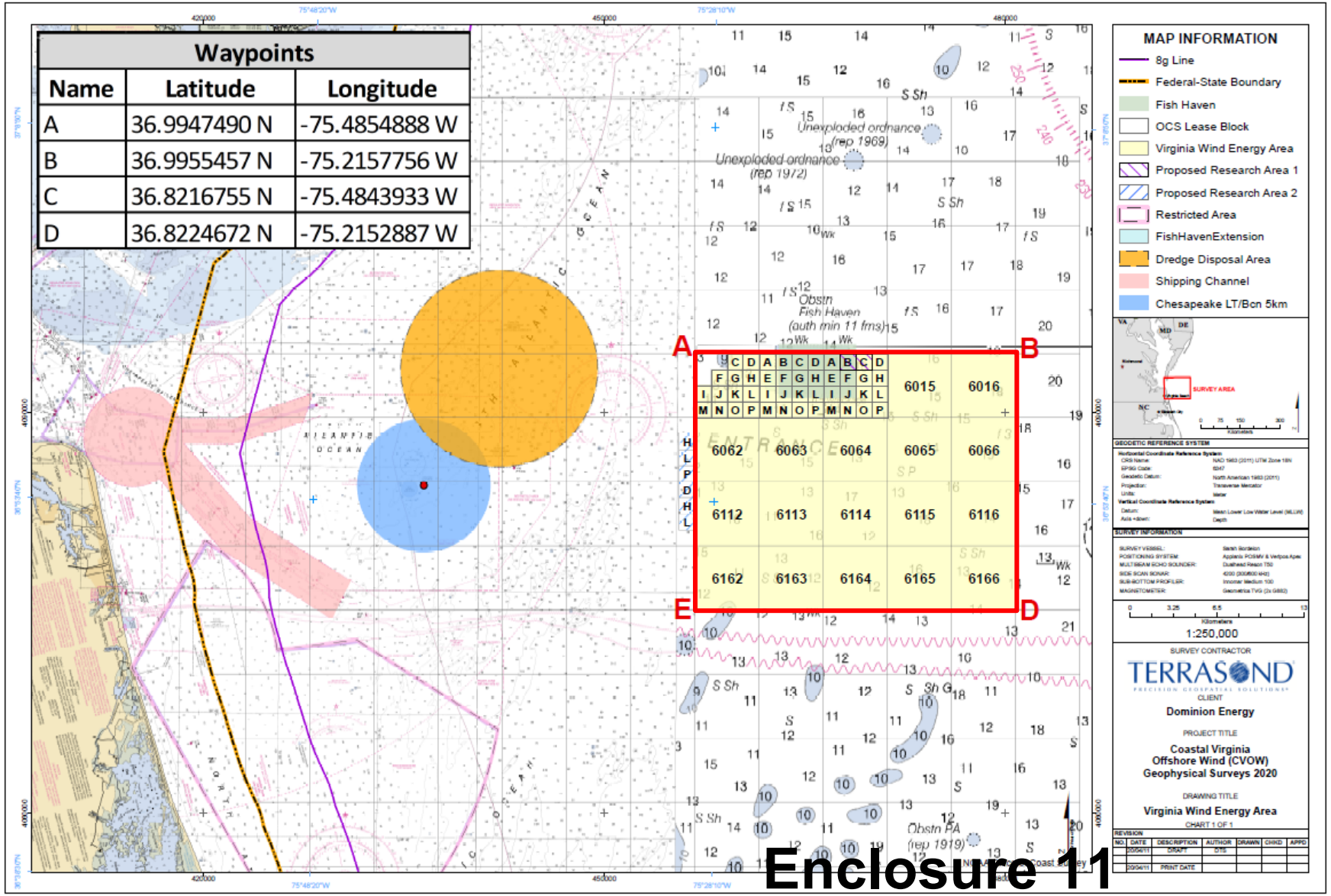

Object: Phila Harbor 8_18Aug20
Latitude: 39 56.558767 N
Longitude: 075 8.384689 W
Depth: 39.0
Ref to Channel: 10' inside Green Toe
Object: Phila Harbor 7_18Aug20
Latitude: 39 56.525867 N
Longitude: 075 8.376694 W
Depth: 39.7' MLLW
Ref to Channel: 50' inside Green Toe
South St
Foul
Phila Harbor 8_18Aug20
Phila Harbor 7_18Aug20
18+200
18+300
18+347
18+400
18+500
18+600
18+700
18+800
18+900
19+000
19+100
19+200
405000 Y
313000 X
311000 X
312000 X


Objects in Torresdale Range
40°2.249855' N
74°59.435075' W
Possibly two boulders within 10' of each other.
Other boulder 39.2 depth Assumed boulder at 38.6' MLLW
TORRESDALE RANGE
Riverside Park
Wright Pt
Wright Cove
Riverton Cove
Plum Pt
Swede Run
Lake Sooey
Hawk
TANK
Ramp
Pile
Dam
Q 21ft
Obstn rep PA
Obstn
Rk G C "19"
R "20" Q R
Y "N" Fl Y 6s Priv
Y "S" Fl Y 6s Priv
R "18" Fl R 4s
Iso 6s 40ft (Day)
Iso 6s 43ft (Night)
Oc 4s 48ft
2 Fl 4s 15ft 4M
Dike
Grs
Snag
Piles
Subm
Ky 8

# Dominion Energy CVOW Commercial Project

## Geo-Physical Survey LNTM Rev. 2

## Revised Sept.21, 2020 (April 13, 2020)




**Enclosure 11**

**NOT TO BE USED FOR NAVIGATION**