LOCAL NOTICE TO MARINERS

District: 5

Week: 47/19

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

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

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

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

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

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR MARYLAND NATIONAL CAPITAL REGION at (410) 576-2525.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR HAMPTON ROADS at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (910) 343-3882.

REFERENCES

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

NAVIGATION INTERNET SITES

2019 Light List/ Weekly Updates.

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

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

Coast Pilots, along with corrections are available at

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

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

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

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

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

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

**COAST PILOT 4 – ATLANTIC COAST: CAPE HENRY, VA TO KEY WEST, FL - NEW EDITION**

National Oceanic Atmospheric Administration (NOAA) – U.S. Coast Pilot 4, Atlantic Coast:
Cape Henry, VA to Key West, FL, 51st Edition, 2019, has been issued and is ready for free download and weekly updates at [https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html](https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html).
Print-on-Demand (POD) bound copies are available for purchase; visit [www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot](www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot).

LNM: 40/19

****US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING****

US - Atlantic Seacoast - Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present.
See link to compliance guide for specific times, areas, and exceptions to this law. https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales

Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr@noaa.gov.

LNM: 43/19

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

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

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


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

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

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

LNM: 43/19

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

LNM: 47/19

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

LNM: 47/19

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
CCGDS (DS) - 496, 497, 499, 500, 501, 503, 504, 505-19.
Sector Delaware Bay (DB) - 331-19.
Sector Hampton Roads (HR) - 351, 352, 353-19.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
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<tr>
<td>120</td>
<td>Five Fathom Bank Lighted Buoy F</td>
<td>RAC INOP</td>
<td>12214</td>
<td>NONEDB</td>
<td>27/19</td>
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<td>Marker</td>
<td>Name</td>
<td>Status</td>
<td>Type</td>
<td>Notes</td>
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<td>165</td>
<td>Delaware Lighted Buoy D</td>
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<td>390</td>
<td>North Chesapeake Entrance Lighted Gong Buoy NCB</td>
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<td>Currituck Beach Light</td>
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<td>Navy Air Combat Maneuvering Range Tower Light A</td>
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<td>Navy Air Combat Maneuvering Range Tower Light G</td>
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<td>Cape Hatteras Light</td>
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<td>NOAA Lighted Data Buoy 41001 (ODAS)</td>
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<td>Ocracoke Inlet Entrance Lighted Whistle Buoy OC</td>
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<td>Camp Lejeune Danger Zone Lighted Buoy D</td>
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<td>2495</td>
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10762.04 Lafayette River Northern Branch Daybeacon 4 DAYMK MISSING 12245 180HR 33/17
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10762.08 Lafayette River Northern Branch Daybeacon 8 DAYMK IMCH 12245 270HR 37/19
10962 Hampton River Channel Buoy 22 MISSNG 12245 NONEHR 37/19
12143.71 Barretts Point Daybeacon 3 MISSNG/STRUCT DEST 12251 291HR 39/19
12645 James River Bermuda 100 Light A LT EXT 12252 369HR 28/18
12692 James River Lighted Data Buoy A OFF STA 12252 135HR 07/16
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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
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31350 Colington Harbor Entrance Daybeacon 3 STRUCT DEST 12205 NONENC 30/17
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DISCREPANCIES (PRIVATE AIDS) CORRECTED

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PLATFORM DISCREPANCIES

None

PLATFORM DISCREPANCIES CORRECTED

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

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SECTION IV - CHART CORRECTIONS

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

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Chart Edition</th>
<th>Last Local Notice</th>
<th>Horizontal Datum Reference</th>
<th>Source of Correction Notice to Mariners</th>
<th>Current Local Notice</th>
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<td>12327</td>
<td>91st Ed.</td>
<td>19-APR-97</td>
<td>Last LNM: 26/97</td>
<td>NAD 83</td>
<td>27/97</td>
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Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER

Main Panel 2245  NEW YORK HARBOR

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

Corrective Action: Object of Corrective Action

Position: 092D5 504D5

(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.

11520 45th Ed. 01-SEP-13 Last LNM: 49/18 NAD 83 47/19

Chart Title: Cape Hatteras to Charleston

Main Panel 377 CAPE HATTERAS TO CHARLESTON. Page/Side: N/A

ADD UNC Wilmington Lighted Data Buoy S

Yellow Fl Y 4s

11534 40th Ed. 01-SEP-19 Last LNM: 17/19 NAD 83 47/19

Chart Title: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek

CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A

ADD UNC Wilmington Lighted Data Buoy S

Yellow Fl Y 4s

11536 20th Ed. 01-JAN-15 Last LNM: 17/19 NAD 83 47/19

Chart Title: Approaches to Cape Fear River

Main Panel 211 APPROACHES TO CAPE FEAR RIVER. Page/Side: A

ADD UNC Wilmington Lighted Data Buoy S

Yellow
Intracoastal Waterway Neuse River to Myrtle Grove Sound

ChartTitle: Intracoastal Waterway Neuse River to Myrtle Grove Sound

Page/Side: N/A

ChartTitle: Intracoastal Waterway Neuse River to Myrtle Grove Sound

Page/Side: N/A

ChartTitle: New River; Jacksonville

Page/Side: N/A

ChartTitle: Portsmouth Island to Beaufort, Including Cape Lookout Shoals

Main Panel 508 PORTSMOUTH ISL TO BEAUFORT INCL CAPE LOOKOUT SHOALS.

Page/Side: N/A

ChartTitle: Pamlico Sound Western Part

Page/Side: N/A

ChartTitle: Ocracoke Inlet and Part of Core Sound

Main Panel 514 OCRACOKE INLET & PART OF CORE SOUND - -.

Page/Side: -

ChartTitle: Chincoteague Inlet to Great Machipongo Inlet; Chincoteague Inlet

Inset 551 INSET CHINCOTEAGUE INLET AND CHANNEL - -.

Page/Side: -
SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

<table>
<thead>
<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
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<tbody>
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</table>

Advance Notice(s)

**MD – CHESAPEAKE BAY - APPROACHES TO BALTIMORE HARBOR – MIDDLE RIVER – AID TO NAVIGATION CHANGE**

On or about December 1 the Coast Guard will:
Renome Middle River Approach Lighted Buoy 1 (LLNR 27110) to Middle River Lighted Buoy 1MR (LLNR 27110) and relocate to approximate position 39-16-21.640N, 76-20-10.710W.
Discontinue Middle River Approach Lighted Buoy 3 (LLNR 27115).
Charts: 12274 12278

**MD – CHESAPEAKE BAY - APPROACHES TO BALTIMORE HARBOR – WORTON CREEK – AID TO NAVIGATION CHANGE**

On or about December 1 the Coast Guard will seasonally remove Worton Creek Lighted Buoy 2 (LLNR 27390). In the future, this buoy will be seasonally maintained from Mar. 15 to Dec 1.
Chart 12278

**VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – BUOY RELOCATION**
On or about 2 Dec, Thimble Shoal Lighted Buoy 17 (LLNR 9295) and Thimble Shoal Lighted Buoy 19 (LLNR 9305) will be relocated 150 feet outside the channel toe to allow for dredging.

Chart 12256  LNM: 45/19

****VA – ELIZABETH RIVER – NORFOLK HARBOR REACH – BUOY RELOCATIONS FOR DREDGING****

In association with the dredging of the Elizabeth River-Norfolk Harbor Reach the Coast Guard will temporarily relocate the below listed aids; approximately 75 feet outside the channel toe, on or about December 2, 2019.

Temporarily relocate Elizabeth River Channel:

| Lighted Bell Buoy 10 (LLNR 9250) | Approximate position: 36 56 35.900N, 76 20 24.000W |
| Lighted Buoy 11 (LLNR 9525) | Approximate position: 36 55 51.790N, 76 20 10.320W |
| Lighted Buoy 13 (LLNR 9535) | Approximate position: 36 55 06.460N, 76 20 14.030W |
| Lighted Buoy 14 (LLNR 9540) | Approximate position: 36 55 05.830N, 76 20 31.370W |
| Lighted Buoy 15 (LLNR 9545) | Approximate position: 36 54 44.190N, 76 20 15.880W |
| Lighted Buoy 17 (LLNR 9595) | Approximate position: 36 54 16.950N, 76 20 11.230W |
| Lighted Buoy 18 (LLNR 9600) | Approximate position: 36 53 49.970N, 76 20 06.620W |

Charts: 12245 12253  LNM: 47/19

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

UPDATE: The Coast Guard will be delaying the renumbering and realignment of the Aids to Navigation in Beaufort Inlet until after 1 January 2020. Mariners should monitor the Local Notice to Mariners weekly for any updates to project number 05-19-061.

Based on the Waterway Analysis and Management System Review completed in March of 2019, the Coast Guard will commence renumbering and realignment of the Aids to Navigation in Beaufort Inlet during the last week of November.

The first phase will include discontinuing the following aids to navigation:

| Beaufort Inlet Channel Lighted Buoy 1 (LLNR 29329) |
| Beaufort Inlet Channel Lighted Buoy 2 (LLNR 29330) |
| Beaufort Inlet Channel Lighted Buoy 3 (LLNR 29331) |
| Beaufort Inlet Channel Lighted Buoy 4 (LLNR 29332) |

Then Beaufort Inlet Channel Lighted Buoy BM (LLNR 720) will be relocated approximately 2.5nm north along channel line. Renumbering channel aids will start with Beaufort Inlet Channel Lighted Buoy 5 (LLNR 29333) which will be renumber as Beaufort Inlet Channel Lighted Buoy 1. Mariners should monitor the LNM for further advanced notices to follow as this realignment/renumbering project progress.

Charts: 11520 11543 11544 11547  LNM: 42/19

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

Periodically, the Coast Guard, evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website: https://www.navcen.uscg.gov/pdf/lmms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

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

LNM: 41/11

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – HARRIS CREEK – PROPOSAL TO CHANGE HARRIS CREEK JUNCTION LIGHT HC

The Coast Guard is proposing converting Harris Creek Junction Light HC (LLNR 23915) to Harris Creek Light 15 with a flashing 6 second green light and SG dayboards on pile. 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/lmms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf

All comments will be carefully considered and are requested prior to December 30, 2019 to be considered in the analysis. Refer to project number 05-20-009(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: 12263 12266 12270 LNM: 45/19

****VA – CHESAPEAKE BAY – WOLF TRAP TO SMITH POINT - STINGRAY POINT LIGHT****
Proposal to install a self-contained LED optic on Stingray Point Light (LLNR 7325).
The new optics nominal range will be reduced from 9nm to 7nm. Interested Mariners and other stakeholders are strongly encouraged to
comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth
District Waterway Data Sheet, available online at:
All comments will be carefully considered and are requested prior to December 30, 2019 to be considered in the analysis. Refer to project
number 05-20-007(D)
Send comments to: CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
Attn: Mr. Albert Grimes
431 Crawford Street
Portsmouth, VA 23704
Charts: 12225 12235 12280 LNM: 45/19

****VA – ELIZABETH RIVER – PROPOSAL TO DISCONTINUE NAVAL BASE PIER BUOY 1****
The Coast Guard Fifth District is proposing to discontinue Naval Base Pier Buoy 1 (LLNR 9485).
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
All comments will be carefully considered and are requested prior to January 13, 2020 to be considered in the analysis. Refer to project number
05-20-013(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
Attn: Albert Grimes
431 Crawford Street, Room 100
Portsmouth, VA 23704
Charts: 12222 12245 LNM: 47/19

****VA – UPPER YORK RIVER – YORKTOWN TO WEST POINT – PROPOSAL TO DISCONTINUE WEST POINT SPIT JUNCTION
DAYBEACON****
The Coast Guard Fifth District is proposing to discontinue West Point Spit Junction Daybeacon WP (LLNR 14030).
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
All comments will be carefully considered and are requested prior to January 13, 2020 to be considered in the analysis. Refer to project number
05-20-011(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704
Chart 12243 LNM: 47/19

VA – CHESAPEAKE BAY – POCOMOKE AND TANGIER SOUNDS – CHESCONESSEX CREEK – PROPOSAL TO DISCONTINUE
CHESCONESSEX CREEK APPROACH BUOY
The Coast Guard is proposing to discontinue Chesconessex Creek Approach Buoy (LLNR 22120)
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:
All comments will be carefully considered and are requested prior to December 30, 2019 to be considered in the analysis. Refer to project
number 05-20-008(D)
Send comments to: CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
The Coast Guard Fifth District is proposing to discontinue the below listed Seacoast Aids to Navigation based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area.

1. **VA – SEACOAST – PROPOSAL TO DISCONTINUE RUDEE INLET LWB RI – FALSE CAPE LB 4A****

   - **Rudee Inlet Lighted Whistle Buoy RI (LLNR 500)**
   - **False Cape Lighted Buoy 4A (LLNR 545)**

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

   All comments will be carefully considered and are requested prior to January 27, 2020 to be considered in the analysis. Refer to project number 05-20-010(D)

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

   Charts: 12210 12225 12228

   LNM: 45/19

2. **NC – OCRACOKE INLET – PROPOSED AID TO NAVIGATION CHANGES**

   - **Ocracoke Inlet Entrance Lighted Whistle Buoy OC (LLNR 665)**
   - **Ocracoke Inlet Buoy 1 (LLNR 28900)**
   - **Ocracoke Inlet Lighted Buoy 3 (LLNR 28910)**
   - **Ocracoke Inlet Lighted Buoy 4 (LLNR 28915)**

   These changes will enhance safety of navigation and will allow for multiple Coast Guard assets to assist in frequent repositioning of aids to mark best water with constantly shifting shoals.

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

   All comments will be carefully considered and are requested prior to January 6, 2020 to be considered in the analysis. Refer to project number 05-20-012(D)

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

   Charts: 11548 11550 11555

   LNM: 47/19

3. **NC - BEAUFORT INLET AND CORE SOUND - BARDEN INLET – PROPOSED AID TO NAVIGATION CHANGE**

   - **Barden Inlet Light 19 (LLNR 29225)**
   - **Barden Inlet Lighted Buoy 19 (LLNR 29225)**

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

   All comments will be carefully considered and are requested prior to November 25, 2019 to be considered in the analysis. Refer to project number 05-20-001(D)

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

   Chart 11545

   LNM: 46/19

4. **NC - WESTERN PART OF PAMLICO SOUND - GERMANTOWN BAY - PROPOSED AID TO NAVIGATION CHANGE**

   - **Germantown Bay Light 7 (LLNR 32770)**
   - **Germantown Bay Lighted Buoy 7 (LLNR 32770)**

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

   All comments will be carefully considered and are requested prior to November 25, 2019 to be considered in the analysis. Refer to project number 05-20-001(D)

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

Chart  11552  
LNM:  40/19

NC - NEUSE RIVER – PROPOSED AID TO NAVIGATION CHANGE
The Coast Guard Fifth District is proposing converting the following fixed aids to buoys.
Adams Creek Light 1AC (LLNRs 33790/38290) to Adams Creek Lighted Buoy 1AC (LLNRs 33790/38290).
Neuse River Channel Daybeacon 58 (LLNR 34185) to Neuse River Channel Buoy 58 (LLNR 34185).
In addition, discontinuing Neuse River Channel Daybeacon 50BB (LLNR 34126).
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/lrms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf  
All comments will be carefully considered and are requested prior to November 25, 2019 to be considered in the analysis. Refer to project number 05-20-001(D)  
Send comments to CGDSWaterways@uscg.mil, or mail to:  
U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Ethan Coble  
Portsmouth, VA 23704

Chart  11552  
LNM:  40/19

NC - OCRACOKE INLET AND NORTHERN CORE SOUND - THOROFARE CHANNEL - PROPOSED AID TO NAVIGATION CHANGE
The Coast Guard Fifth District is proposing converting Thorofare Channel Daybeacon 2 (LLNR 34435) to Thorofare Channel Buoy 2 (LLNR 34435).
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/lrms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf  
All comments will be carefully considered and are requested prior to November 25, 2019 to be considered in the analysis. Refer to project number 05-20-001(D)  
Send comments to CGDSWaterways@uscg.mil, or mail to:  
U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Ethan Coble  
Portsmouth, VA 23704

Chart  11550  
LNM:  40/19

NC - CORE SOUND - PROPOSED AID TO NAVIGATION CHANGE
The Coast Guard Fifth District is proposing converting:
Core Sound Light 15 (LLNR 34380) to Core Sound Lighted Buoy 15 (LLNR 34380).
Core Sound Light 20 (LLNR 34470) to Core Sound Lighted Buoy 20 (LLNR 34470).
Core Sound Light 41 (LLNR 34640) to Core Sound Lighted Buoy 41 LLNR (LLNR 34640).
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/lrms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf  
All comments will be carefully considered and are requested prior to November 25, 2019 to be considered in the analysis. Refer to project number 05-20-001(D)  
Send comments to CGDSWaterways@uscg.mil, or mail to:  
U.S. Coast Guard Fifth District  
Waterways Management (dpw)  
431 Crawford Street, Room 100  
Portsmouth, VA 23704  
Attn: Ethan Coble  
Portsmouth, VA 23704

Charts:  11545  11550  
LNM:  40/19

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  
LNM: 04/17

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

Charts: 12222 12225  
LNM: 19/16

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 coastal and island 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 21 either 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  
LNM: 01/16

VA - VIRGINIA CAPES OPERATING AREA (VCOA) - PERMANENT MINE WARFARE TRAINING FIELDS
The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:

AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.0N 075-34.7W.

AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.

AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-29.0N 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  
LNM: 01/16

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  
LNM: 13/16

DREDGING AND MARINE CONSTRUCTION CAUTIONS
Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that dredges and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the
DREDGING AND MARINE CONSTRUCTION CAUTIONS
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 – BARNEGAT INLET TO OCEAN CITY– OFF SHORE – SURVEY ACTIVITIES
UPDATED VESSELS OPERATING IN THE AREA. Ocean Wind Survey Vessels OCEAN RESEARCHER, SHEARWATER, NEPTUNE, COMMANDER, REGULUS and WILLIAM are conducting surveys in this area for the next several months. All Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels, as they may be limited in their ability to maneuver (VRAM) and towing gear out to 300 meters behind the vessel. For additional information or questions, contact John O'Keefe at 857-332-4485.

NJ – AVON BY THE SEA – OFFSHORE – SUBMERGED CABLE INSTALLATION
NJ – AVON BY THE SEA – OFFSHORE – SUBMERGED CABLE INSTALLATION 2.23
UPDATED INFORMATION. The C/S DECISIVE will be installing undersea fiber optic cable from approximately Avon by the Sea following the below route. Installation is expected to last until 30 Jan 2020. Mariners may contact the C/S DECISIVE via VHF-FM channel 13 and 16 to arrange passing. Vessels are requested to remain ½ NM from the C/S DECISIVE.

For questions or additional information, contact Sydney Sheridan at 732-320-5222.

NJ – TOWNSENDS INLET – DIVING – REPLACEMENT OF SUBMURGED CABLE
Dryden Diving Company, Inc. will be conducting diving operations and submerged cable replacement at the CR619 - Ocean Drive Bridge over Townsends Inlet at Sea Isle City NJ, from 12 Nov to 27 Nov 2019. For more information or question contact Mike Scorpa, Project Manager at 856-467-1385 or 413-358-333.

****NJ – CAPE MAY HARBOR – CONSTRUCTION OF A NEW BRIDGE****
All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the County of Cape May and the Cape May County Bridge Commission, with plans for construction of a new highway fixed bridge over a navigable waterway of the United States WATERWAY AND LOCATION: Intracoastal Waterway (Middle Thorofare), mile 112.2, in Cape May County, NJ.

CHARACTER OF WORK: The proposed project is to address structural, geometric, carrying capacity, and operational deficiencies of the Cape May County Bridge Commission-owned bridge located over Middle Thorofare on the Ocean Drive Causeway, and to provide safe, efficient, and reliable passage for all modes of transportation. The Cape May County Bridge Commission is proposing to build a fixed bridge approximately 100 feet south of the existing bridge with a vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet between the bridge protective system. The existing drawbridge has a horizontal clearance of 50 feet and a vertical clearance of 23 feet above mean high water in the closed position and unlimited vertical clearance in the open position. The replacement bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 80 feet above mean high water.

For additional information, contact Sydney Sheridan at 732-320-5222.
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 December 5, 2019.

CHARACTER OF WORK: The proposed project is to construct a 3,380-foot long multi-use recreational trail along the eastern bank of the Schuylkill River and a switchyard located in Delaware between the Appoquinimink River and Silver Run. The project will involve the special cargo barge ULISSE and associated tugs. The following safety zones will be enforced for the duration of the operations:

Safety zone one includes all navigable waters within 300 yards of the barge ULISSE while it is exhibiting lights or shapes indicating it is restricted in its ability to maneuver per § 83.27 of this Chapter during submarine cable laying operations in and around Baker Range on the Delaware River. Safety zone two (when necessary) includes all navigable waters within 300 yards of a dredge exhibiting lights or shapes indicating it is restricted in its ability to maneuver per § 83.27 of this Chapter while removing debris in support of ULISSE cable laying operations in and around Baker Range on the Delaware River.

Vessels may, without prior authorization from the COP or COP’s representative, transit safety zone one if they meet all of the following criteria and safety zone two if they meet (i) and (ii) below:

(i) Vessel must contact the ULISSE and arrange for safe passage.
(ii) Vessel shall maintain the minimum safe speed to reduce wake and maintain steerage.
(iii) Vessel may begin, and must complete, its transit through safety zone one only when ULISSE is not conducting cable laying operations within Baker Range Channel as depicted on U.S. Nautical Charts 12311 or USDE13M. Cable laying operations within the channel will be announced via Broadcast Notice to Mariners, are expected to last approximately 4 hours at a time, and will be visually signaled by ULISSE displaying lights or shapes exhibiting restricted in ability to maneuver.

Further information regarding dates and times will be released throughout the duration of the project via Marine Safety Information Bulletin (MSIB) and/or Broadcast Notice to Mariners.

PA – NJ – DELAWARE RIVER – SALEM NUCLEAR POWER PLANT – UNDERWATER CABLE INSPECTION AND REPLACEMENT

Weeks Marine will be conducting an underwater cable inspection and replacement project approximately 200 ft off the eastern shore of the Delaware River, immediately north of Security Zone 165.553 at the Salem Nuclear Power Plant in position 39-28-15.6N, 75-32-35.1W. Work will be conducted 24 hours a day, 7 days a week from 16 Aug to 31 Dec 2019. Vessels may be contacted on VHF-FM channels 13, 16 and 63. For more information, contact Sean Driscoll at 908-272-4010 ext 2040.
PA - DELAWARE RIVER – SCHUYLKILL RIVER – BRIDGE CONSTRUCTION
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 December 13, 2019.

Chart 12313

DE – CAPE HENLOPEN TO INDIAN RIVER INLET – REHOBOTH BEACH – DEWEY BEACH – BEACH NOURISHMENT
Great Lakes Dredge and Dock Company, LLC (GLDD) will commence dredging activities for Dewey and Rehoboth Beach nourishment under the direction of US Army Corps of Engineers on or about 15 Oct until 15 Dec 2019. Dredging will consist of placing approximately 190,000 cubic yards of beach fill material in Rehoboth Beach and approximately 219,000 cubic yards of beach fill material in Dewey Beach. Material for this operation will come from two offshore locations near Rehoboth Beach and Dewey Beach, using four submerged pipelines. The installed submerged pipelines will have flexible floating pipeline attached at the water’s surface. This pipeline is connected to the seaward end of the submerged pipeline. Dredged material will be transported to the pumpout stations by the hopper dredges. All pipelines will be marked with flashing yellow lights and orange buoys. The dredges DODGE ISLAND, PADRE ISLAND and survey vessel ST. LOUIS RIVER will be in the area. Boaters should avoid these areas. Mariners are urged to use extreme caution in the area. For dredging and placement operations, mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

Chart 12216

DE – CAPE HENLOPEN TO INDIAN RIVER INLET – DEWEY BEACH – BAYSIDE SHORELINE IMPROVEMENT
The R&K firm is scheduled to begin a shoreline improvement project for Dewey Beach, DE at the bayside end of Read Ave. The operations are scheduled from the approximate dates October 21, 2019 through December 6, 2019. The project will consist of implementing a living shoreline and dune as well as upgrades to a stormwater drain and outfall. No vessels are anticipated to be involved in project. Mariners are urged to use caution when transiting in the immediate area.

Chart 12216

DE - CAPE HENLOPEN TO INDIAN RIVER INLET – MASSEY’S DITCH – DREDGING
UPDATED DREDGE INFORMATION. J. F. Brennan Co will be conducting dredging operations for the ACOE in Massey’s Ditch. Project mobilization (pipeline and marine equipment) will begin on 2 December 2019; dredging operations will be conducted during the month of January, 2020; and the demobilization for the project is expected to be completed by 26 February 2020. The dredge MARK ANTHONY will be on scene and may be contacted on VHF-FM channels 13 and 16. For more information contact David Horne at 608-518-0563.

Chart 12216

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

MD – POTOMAC RIVER – TEMPORARY MOORING BUOYS
Coastal Design and Construction will establish 5 mooring buoy in in the following position in the Potomac River between the Harry Nice Bridge and Popes Creek to assist with the Shore Protection Project and Rock Sill Construction. The buoys are 3’ diameter balls, white with blue bands.
Clifton Mooring Buoy A – 38 22.617N, 76 59.166W
Clifton Mooring Buoy B – 38 22.692N, 76 59.191W
Clifton Mooring Buoy C – 38 22.769N, 76 59.201W
Clifton Mooring Buoy D – 38 23.316N, 76 59.454W
Clifton Mooring Buoy E – 38 23.559N, 76 59.535W

Chart 12288

****MD – ANACOSTIA RIVER – BLADENSBURG WATERFRONT – DREDGING****
Southern Maryland Dredging, Inc. will be conducting dredging at Bladensburg Waterfront Park in the Anacostia River in Prince George’s County, MD. The dredge ELLICOTT 670 and 2 small work skiffs, pipeline from the dredge to the spoil site and one anchor barge will be on scene. Work will be conducted 5 days a week, 12 hours a day. The dredge will monitor VHF-FM channel 08. Work is expected to be completed by December 31, 2019. For additional information, contact Erika Goldman at Southern Maryland Dredging, Inc. 443-336-2320.

Chart 12285

MD - PATUXENT RIVER - SR 4 - THOMAS JOHNSON MEMORIAL BRIDGE
An engineering firm, on behalf of Maryland State Highway Administration, will be performing an underwater inspection of the SR 4 (Thomas Johnson Memorial) bridge, over the Patuxent River, at mile 4.0, between California, MD and Solomons Island, MD. The inspection will be conducted from 9 p.m. to 5 a.m.; Sunday-Friday; on November 3, 2019, through November 22, 2019. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (302) 250-6073 or (443) 243-4067. Mariners should notify the work foreman no less than thirty minutes prior to transiting the bridge. Mariners should use extreme caution when navigating through the area.

Chart 12284

****MD – CHESAPEAKE BAY – PLUM POINT ARTIFICIAL REEF DEPLOYMENT****
UPDATED DEPLOYMENT DATE. The Maryland Artificial Reef Program will be deploying steel and concrete dock material at the southern portion of the Plum Point artificial reef site off of Calvert County, MD. The material will be placed from a spudded down barge at the following location: 38 35.740’N, 76 29.310’W. The deployment will take place on or about the week of 18 or 25 November 2019. The DNR reef coordinator can be reached at Michael.Malpezzi@maryland.gov, or via VHF Channel 16 the day of deployment.
****MD – CHESAPEAKE BAY – PLUM POINT ARTIFICIAL REEF DEPLOYMENT****

Chart 12284  
LNM: 46/19

****MD – TILGHMAN ISLAND – DOGWOOD HARBORS – DREDGING****

Lane Engineering, LLC (LELLC) on behalf of Talbot County Department of Public Works and Disen & Juhn Company will be conducting dredging operations in Dogwood Harbors. Operations will begin on 18 Nov and will last until 9 Dec 2019. For more information or questions, contact Dani Walton at 410-822-8003.

Chart 12266  
LNM: 43/19

****MD – MAGOTHY RIVER – CYPRESS CREEK – DREDGING OPERATIONS****

Maintenance dredging operations are scheduled to occur in Cypress Creek in Anne Arundel County, MD from October 21, 2019 until February 30, 2020. Cypress Creek is located at the approximate position latitude 39° 42’22.11”N, longitude 76°31’32.07”W. The channel width of the Cypress Creek will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment.

Chart 12282  
LNM: 43/19

****MD – MAGOTHY RIVER – CATTAIL CREEK – DREDGING OPERATIONS****

Maintenance dredging operations are scheduled to occur in Cattail Creek in Anne Arundel County, MD from October 21, 2019 until February 30, 2020. Cattail Creek is located at the approximate position latitude 39° 5’10.20”N, longitude 76°32’16.47”W. The channel width of the Cattail Creek will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment. The Edwin A. and John O. Crandell, Inc. tug boat “Big C Too” and our dredge can be contacted on marine band radio VHF-FM channels 13 and 16 or at 410-867-0200.

Chart 12282  
LNM: 43/19

****MD – CHESAPEAKE BAY – CHESAPEAKE BAY BRIDGE – DIVING OPERATIONS****

Marine Solutions, Inc. will be conducting dive operations for the Maryland Transportation Authority conducting an underwater inspection of the William Preston Lane Memorial Bridge (US 50/301 over the Chesapeake Bay) from 21 Oct to 25 Nov 2019. The survey/dive team will consist of 3-5 person dive crew using surface supplied air. Diving operations will be conducted from a 41’ or 25’ work vessels that can be contacted on VHF-FM 13, 16, 09. Minimal reduction of navigation channel will be required. Vessels and divers can relocate upon request with 30 minutes prior notice. For additional information or question, contact Mr. Matt Owings at 443-807-3793 or Mr. Jeffrey Brown at 302-250-6073.

Chart 12270  
LNM: 43/19

****MD – CHESAPEAKE BAY – TRED AVON RIVER – HARRIS CREEK – OYSTER REEFS****

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

Chart 12266  
LNM: 42/18

****MD – UPPER CHESAPEAKE BAY – DREDGING****

Great Lakes Dredge and Dock Company will be conducting dredging operations in the Upper Chesapeake Bay in Upper Chesapeake Channel and Elk River Channel from Pooles Island to the C and D Canal. Dredging will start 18 Nov and run until approximately 31 Dec 2019. Contact Johan Bladel at 630-235-9612 for more information or questions.

Chart 12273  
LNM: 46/19

VA – MD – LOWER CHESAPEAKE BAY – HYDROGRAPHIC SURVEYING

Hydrographic surveys will be conducted in the waters in and around the Sothern Chesapeake Bay, Virginia. These surveys are being conducted for the National Oceanographic and Atmospheric Administration (NOAA) in support of their nautical charting mission. Commencing on or about October 25 and continuing through December 13, 2019 the M/V Atlantic Surveyor will be conducting hydrographic survey operations in the waters of Southern Chesapeake Bay, VA in the vicinity of Old Plantation Flats and 3 nautical miles West of Tail of the Horseshoe. Survey operations will be bounded from approximately 37° 17’ 52”N / 076° 01’ 58”W to the northeast and 36° 58’ 08”N / 076° 13’ 21”W to the southwest. The M/V Atlantic Surveyor is a 110’, steel hulled survey boat with a black hull and a white deckhouse. The vessel is equipped with a keel mounted sonar transducer and will be towing a side scan sonar instrument approximately 5-15 meters off of the seafloor and 50 meters astern of the vessel. The vessel will be conducting 24-hour operations and will be displaying restricted maneuvering day shapes and/or light signals as appropriate. There may be occasional unmanned aerial aircraft (Drone) activities conducting photogrammetry within the survey area. In addition, the Atlantic
VA – MD – LOWER CHESAPEAKE BAY – HYDROGRAPHIC SURVEYING
Surveyor will maintain watch on VHF channels 13, 16, and 10 (call sign WTR5417). Charts: 12221 12225
LNM: 44/19

****DC – ANACOSTIA RIVER – POTOMAC RIVER – FISH COLLECTION****
A fish collection survey will occur at various locations on the Anacostia and Potomac Rivers during 18-30 November 2019. The work will occur on the Anacostia River from the NW/NE Branch Split downstream to the confluence of the Anacostia and Potomac Rivers. And on the Potomac River from Chain Bridge downstream to the 14th Street Bridge and the Washington Channel from the 1st Street Bridge to the confluence of the Anacostia and Potomac Rivers. See Enclosure 6. Gill nets, hook and line, trotlines, seines, and cast nets may be used. The operations will occur during daylight and nighttime hours. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed needed to maintain safe course near the electrofishing sites. Interested mariners can contact the AECOM vessel on scene via VHF-FM channel 16. For more information or questions, contact Brian McCarthy at 617-276-7679 or 301-289-3831.
Chart 122289
LNM: 47/19

VA – CHESSIESE BAY ENTRANCE – WATERWAY ANALYSIS AND MANAGEMENT SYSTEM REVIEW
The Coast Guard is conducting a Waterway Analysis and Management System (WAMS) review of the Chesapeake Bay Entrance, Lower Chesapeake Channel, York River Entrance and Thimble Shoal Channel. This analysis will cover the Chesapeake Bay Entrance and the Chesapeake Bay Southern Approach, North Chesapeake Entrance. The Lower Chesapeake Channel from Chesapeake Bay Lighted Buoy 3 (LLNR 7045) to Chesapeake Channel Lighted Buoy 38 (LLNR 7230), York River from York River Entrance Channel Lighted Buoy 1YR (LLNR 13395) to York River Entrance Channel Lighted Gong Buoy 14 (LLNR 13475). Thimble Shoal Channel from Thimble Shoal Channel Lighted Bell Buoy 1TS (LLNR 9205) to Thimble Shoal Channel Lighted Buoy 22 (LLNR 9320). If you have any suggestions or ways that these waterways can be improved please send them to LTJG Julie Delesandri at Julie.N.Delesandri@uscg.mil. All comments will be carefully considered and are requested prior to 16 Dec 2019.
Charts: 12221 12222 12224 12254
LNM: 38/19

****VA – CHESSIESE BAY – THIMBLE SHOAL CHANNEL – DREDGING****
Starting approximately 26 Nov and continuing until approximately 1 Dec 2019 Weeks Marine Inc. will be mobilizing equipment in the vicinity of Thimble Shoal Channel. Starting approximately 1 Dec 2019 and continuing until approximately 31 Aug 2020 the Clamshell Dredge WEEKS 551, Tug THOMAS, and other vessels will be operating in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Channel Lighted Gong Buoy 14 (LLNR 13475). The clamshell dredge will start dredging approximately 1,000 feet west of Thimble Shoal Channel Lighted Buoy 19 moving east. All dredge material will be towed to the Dam Neck Ocean Disposal Site. For more information or questions, contact David McNeill at 985-237-5069.
Chart 12256
LNM: 45/19

****VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION****
Allan Myers will be conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA. This bridge passes Great Neck Creek. Work will begin 1 Dec 2019 and is estimated to be complete Oct 2022. A cofferdam and turbidity curtains will be installed at the work site. For more information or questions, contact Pat Robinson at 610-960-3139.
Chart 12222
LNM: 45/19

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL
Survey work on the southwest side of the Hampton Roads Bridge Tunnel is scheduled to begin on September 30, 2019 and last for several months. Vessels on-scene in support of the geotechnical borings will be restricted in their ability to maneuver while boring. Concerned traffic can contact either the lift boat RAM VII or RAM XV standing by on Channel 16 and 13. Mariners are requested to use caution when transiting the area.
Chart 12245
LNM: 39/19

VA – ELIZABETH RIVER – SOUTHERN BRANCH – CONSTRUCTION
Construction of Well Access Platforms and Piers at the Chesapeake Energy Center located on the Elizabeth River at Deep Creek between the Gilmerton Bridge and the I-64 Bridge will begin on 18 Nov 2019 and continue until approximately March 2020. The structures will extend a few feet from the shoreline and will be marked with reflective tape. For more information or questions, contact Oula Shehab-Dandan at 804-273-2697.
Chart 12253
LNM: 45/19

****VA – JAMES RIVER – JAMES RIVER BRIDGE – FENDER MAINTENANCE****
An engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance at 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 bridge fender maintenance which began in April 2019, will continue to be conducted from 7 a.m. to 5 p.m.; Monday-Friday; through 5 p.m. on November 29, 2019. A crane barge, work barge, a dive boat with diver, will be around the vicinity of the bridge during work hours. Vessels can transit through the bridge unrestricted, at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The work foreman can be reached at (757) 817-1338. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.
Chart 12248
LNM: 47/19

****VA – ATLANTIC INTRAACOASTAL WATERWAY (AICW) – DISMAL SWAMP CANAL – NEW DRAW BRIDGE****
All interested parties are notified that an application dated June 28, 2019, has been received from the U.S. Army Corps of Engineers by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new drawbridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Dismal Swamp Canal, mile 11.1, at Chesapeake, VA.
CHARACTER OF WORK: The proposed project is to replace the two-lane bascule drawbridge and bridge roadway approaches with a five-lane bascule drawbridge on two separate structures, (a northern two-lane and a southern three-lane) bridge. The purpose of the project is to replace...
the functionally obsolete drawbridge (due a narrow roadway), realign connecting roadways (due poor alignment), and meet the current design standards for roadway width and design load, providing a safe, efficient, and reliable passage for all modes of transportation. The existing drawbridge has a horizontal clearance of 5 feet and a vertical clearance of 60 feet above ordinary high water in the closed position and unlimited vertical clearance in the open position. The new bridge will be a drawbridge with a horizontal clearance of 5 feet and a vertical clearance of 60 feet above ordinary high water in the closed position and unlimited vertical clearance in the open position. A copy of Public Notice D05PN-07-2019, which describes the proposal in detail, can be obtained by calling (757) 398-6422 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 December 27, 2019.

****VA - NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORFOLK TO ALBEMARLE SOUND – GREAT BRIDGE LOCK – CLOSED TO NAVIGATION****
The U.S. Army Corps of Engineers will be performing valve repairs to the Great Bridge Lock chamber in Chesapeake, Virginia, on November 20, 2019. The lock will be closed to navigation from 8:00 AM to approximately 3:00 PM for diving and crane operations. In case of adverse weather, the operation will be conducted on November 21, 2019 during the same time period. Those planning to use this route can contact the Great Bridge Lock operator at 757-547-3311, call the Norfolk District office at 757-201-7642.

VA - NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORFOLK TO ALBEMARLE SOUND – S168 - GREAT BRIDGE BRIDGE – CLOSED TO NAVIGATION

The S168 (Great Bridge) Bridge, over Atlantic Intracoastal Waterway (AICW), Albemarle and Chesapeake Canal, mile 12.0, at Chesapeake, VA, will be maintained in the closed-to-navigation position to accommodate increased volumes of spectators that will be participating in the Annual Chesapeake Rotary Christmas Parade. The bridge will remain in the closed position from 4 p.m. to 6 p.m. and from 8 p.m. to 10 p.m., on Saturday, December 7, 2019. The bridge will be open for an emergency. Mariners able to pass under the closed span of 8 feet above mean high water may do so, and all others should adjust their transits accordingly. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997 (g). Mariners should use caution when transiting the area.

****VA - JAMES RIVER – NEWPORT NEWS - DREDGING****
Maintenance dredging operations on behalf of DTA will commence on or about November 22, 2019 at DTA’s Newport News Export Facility Pier 11, 600 Harbor Road Newport News, VA. The Facility is located in the James River Virginia in the vicinity of 36° 57’ 48.18"N, 076° 25’ 23.4”W. Loaded scows will be towed from this location to the Unloader Barge at Craney Island Dredge Material Management Facility for offloading on a daily basis. The Dredge CKC 2400 will be operating in the area with the assistance of a Tender Tug, a Towing Tug, and two scows. All vessels and crew will monitor VHF-FM Channels 13 and 7. Dredging and unloading operations will continue daily until approximately 31 January 2020. For more information or questions, contact Jim Matters at 410-320-7534 or Harry Tolson at 301-343-6081.

****VA - JAMES RIVER – JORDAN POINT - HARRISON BAR WINDMILL POINT SHOAL CHANNEL – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia Dredge MARION will be conducting dredging operations on the James River in the Jordan Point - Harrison Bar Windmill Point Shoal Channel between James River Channel Lighted Buoy 87 (LLNR 12380) and James River Channel Lighted Buoy 94 (LLNR 12430) from 1 November to 1 December 2019.

****VA - JAMES RIVER – BENJAMIN HARRIS BRIDGE – UNDERWATER OPERATIONS****
From 4 Nov 2019 to 1 Feb 2020, Seaward Marine Corp will be conducting underwater rehabilitation of Pier 20 and 21 on the Route 156, Benjamin Harris Bridge over the James River. A barge will be at each location and a turbidity curtain will be deployed and encompass the pier being worked on. All marine assets will be located behind the fender system and not encroach into the channel. Divers will be in the water and units on scene may be contacted on VHF-FM channel 16. For more information or questions, contact Seaward Marine Corp, Ken Morningstar 757-435-9097 or 757-558-3939.

****VA – YORK RIVER – PAMUNKEY RIVER - US 30 - ELTHAM ROAD BRIDGE****
A routine inspection will be performed on the US 30 (Eltham Road) Bridge, at mile 1.0, across Pamunkey River, in West Point, VA. Inspection personnel will be on-scene from December 02, 2019 to December 27, 2019. The inspection will require the use of an under-bridge inspection vehicle/snooper truck on the roadway and safety boat in the navigable channel each day from 8 a.m. to 5 p.m. The inspection crew is requesting a 10 minutes advance notice for an opening to allow inspection personnel and equipment to relocate from the moveable span. The bridge tender can be reached on VHF/FM CH 13. Mariners should use caution when transiting the area.

****VA – RAPPAPAHANNOCK RIVER – DIVING OPERATIONS

Crofton Diving will be conducting repairs to the Dominion Power Overhead Transmission Towers located on the Rappahannock River. Construction operations will commence on or around September 30, 2019 located 6 miles southeast of the town of Tappahannock in the vicinity of 37° 52' 38.22"N, 706 46 11.77"W and will continue until complete on or around December 31, 2019. Barges and boats will be moored on site with most of the construction equipment being confined to the base of the towers. Vessels are requested to proceed in this area with caution. All vessels and crew will monitor VHF channels 13 and 16 during the project execution.
****VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE DEMOLITION****
Sandbridge Road Bridge over Hell's Point Creek demolition. Demolition of the existing bridge structure will affect the waterway beginning 2 Dec 2019. The overall duration of the project is 14 months and has a scheduled completion date of July 2020. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050.
Charts: 12205  12207  LNM: 47/19

VA – NC – CAPE HENRY TO COROLLA TO OREGON INLET – OFFSHORE SURVEYING
UPDATED INFORMATION. The GERRY BORDELON will be conducting surveying, seabed mapping and other work offshore in the following approximately location 43NM SE of the Cape Henry Lighthouse, 37NM NNE of Oregon Inlet, NC and 26nm E of Corolla, NC. At times the vessel will also be engaged in benthic sampling of the seabed and will be stationary while grab samples are collected. Towed Survey Equipment may extend up to 1000 feet behind the vessel. The GERRY BORDELON will be restricted in her ability to maneuver and requests a 1 NM CPA. Survey work will be conducted 24 hours a day, seven days a week from 1 Nov 2019 to 15 Jan 2020. For more information of questions, contact James Hougham at 713-690-4900.
Charts: 12204  12207  LNM: 44/19

****VA - NC – CAPE HENRY TO PAMLICO SOUND – PERQUIMANS RIVER – BRIDGE MODIFICATION****
All interested parties are notified that an application dated June 19, 2019, has been received from the North Carolina Department of Transportation (NCDOT) by the Commander, Fifth Coast Guard District, for approval of the location and plans for modification of an existing highway bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Perquimans River, mile 12.0 at Hertford, Perquimans County, NC.
CHARACTER OF WORK: The proposed project is to replace the existing drawbridge with a new drawbridge on essentially the same alignment.

The existing bridge will be removed in its entirety and the existing causeway will be removed, as much as possible, without resulting in excessive damage to the surrounding wetlands. The purpose of the project is to provide a direct, reliable route between Hertford, NC and Winfall, NC. The causeway and existing bridge both show significant deterioration and present ongoing maintenance problems, jeopardizing the ability to provide reliable direct connectivity from downtown Hertford, NC to Winfall, NC.

The existing drawbridge has a horizontal clearance of 55 feet (north span) and 60 feet (south span) and a vertical clearance of 7 feet above mean high water in the closed position and unlimited vertical clearance in the open position. The replacement bridge will be a drawbridge with a horizontal clearance of 55 feet (south span) and a vertical clearance of 13.5 feet above mean high water in the closed position and unlimited vertical clearance in the open position.

A copy of Public Notice D05PN-09-2019, which describes the proposal in detail, can be obtained by calling (757) 398-6222 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 December 13, 2019.
Charts: 12205  LNM: 46/19

NC – OFFSHORE – CAPE HATTERAS – SUB-SURFACE MOORING
On or about 3 Sep 2019, NOAA and UNC will deploy a sub-surface current meter approximately 22NM East of Cape Hatteras in position 35.1374 N, 75.0940 W. The top of the current meter will be approximately 100 meters below the waters surface. The meter will remain on station until Jun 2020. For more information or questions, contact Eric Breuer at 757-272-4057.
Charts: 11520  11555  12200  LNM: 33/19

NC - 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 shores 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/bonnerbridgereplacement/.
Charts: 12205  LNM: 18/16

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

NC – BEAUFORT INLET – CORE SOUND – THE STRAITS OF HARKERS ISLAND
The North Carolina Department of Transportation, who owns and operates the Harkers Island Road Bridge (SR 1332) across the Straits of Harkers Island, mile 0.6, at Carteret County, NC, is unable to open due to damage during Hurricane Florence. The bridge will remain in the closed-to-navigation position to facilitate bridge repairs due to damage caused by Hurricane Florence. The repairs require the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area.

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

NC – NEW RIVER - FIRING EXERCISES
Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:
Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.

Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.

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

NONE SCHEDULED.

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

STONE BAY SECTOR
STONE CREEK 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
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

NC – ATLANTIC INTRACOASTAL WATERWAY - LOCKWOODS FOLLY – DREDGING

Charts: 11540 11541 11542 11543
The Dredge BETTIE G II will begin dredging operations on or about November 20, 2019 at Lockwood's Folly Inlet crossing in North Carolina. Shoal material will be removed from Tangent 11 and the channel widener located on the ocean side. Dredged material will be pumped thru 20-inch pipeline that will extend onto beach at Holden Beach. The dredge can be contacted on Channel 16 and 67. There will be numerous buoys, anchors and pipelines within the channel and mariners are requested to pass at a slow speed and use caution. Point of contact will be Ben Goodloe 813-355-7494 for Goodloe Marine.

Charts: 11536 11541

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

Chart 11536

SECTION VIII - LIGHT LIST CORRECTIONS

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

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<th>No.</th>
<th>Name and Location</th>
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<th>Height</th>
<th>Range</th>
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### SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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### ENCLOSURES

- **Enclosures**
  1. Summary of Shoaling.
  2. Summary of Bridge Regulations/Construction/Permits.
  4. Summary of Marine Events.
  5. Tred Avon River Oyster Restoration.
  6. Anacostia and Potomac River Fish Collection.
SUMMARY OF SHOALING REPORTED
IN THE FIFTH COAST GUARD DISTRICT

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

NEW JERSEY SHOALING

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

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

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

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

PENNSYLVANIA SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.35427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18 Chart 12312

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

DELAWARE SHOALING

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

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

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET - SHOALING
A USACE survey conducted on Oct 8, 2019 has identified shoaling beginning 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. Additional shoaling was identified west of Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and 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 three feet at mean low water and extending approximately 10 yards into the Channel boundaries. MD BNM 116-19
Chart 12211

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

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

MD – 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 3.1 feet MLLW, in the channel between St. Jerome Creek Light 4 (LLNR 18810), St. Jerome Creek Daybeacon 4A (LLNR 18812) and St. Jerome Creek Daybeacon 6 (LLNR 18815). The channel width in the area of St. Jerome Daybeacon 4A (LLNR 18812) and Deep Point is reduced to approx 20 ft. MD-NCR BNM 415-16, Ref LNM 52/16
Chart 12233

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

MD – CHESAPEAKE BAY – ST. PETERS CREEK – SHOALING
Shoaling has been located in the channel of St. Peters Creek from Entrance Light 1SP (LLNR 23435) to St. Peters Creek Daybeacon 2 (LLNR 23440) least depth of 5.3' in center of channel, 4.3' on the green side of the channel, and 2.3' on the red side of the channel. From St. Peters Creek Daybeacon 2 (LLNR 23440) to St. Peters Creek Daybeacon 3 (LLNR 23445) least depth of 3.7' in the center of channel, 1.7' on the green side of the channel, and 1.7' on the red side of the channel. From St. Peters Creek Daybeacon 3 (LLNR 23445) to St. Peters Creek Daybeacon 5 (LLNR 23450) least depth of 3.3' in center of channel, 1.7' on the green side of the channel, and 2.3' on the red side of the channel. From St. Peters Creek Daybeacon 5 (LLNR 23450) to St. Peters Creek Daybeacon 6 (LLNR 23435) least depth of 3' in the center of channel, 2.3' on the green side of the channel and 2.7' on the red side of the channel.
Chart 12231
MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING
Shoaling in the western portion of Slaughter Creek in the vicinity of Holland Point have encroached easterly in most of the federally marked channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4’ in between tide cycles. Shoaling to 5’ MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17
Chart 12264, 12266

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

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

VIRGINIA SHOALING

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

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

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

VA – VIRGINIA INSIDE PASSAGE (VIP)
VIP Day beacon 184 (LLNR 6220) to VIP Day beacon 265 (LLNR 6580). Shoaling to less than 6ft MLW. HR BNM 106-16
Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785). Shoaling to less than 6 ft MLW. HR BNM 104-16
VIP Day beacon 244 (LLNR 6485). Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 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 – GREAT BRIDGE TO ALBEMARLE SOUND - INTRACOASTAL WATERWAY – SHOALING
There has been a report of shoaling in the VA Intracoastal Waterway approximately 1.15 nm south of North Landing Bridge IVO positions 36-42.71n, 076-04.87w, and 36-42.75n, 076-05.00w, to a least depth of 0.5 feet.
Chart 12206

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

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

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

VA – HAMPTON ROADS - WILLOUGHBY BAY
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245
VA – PAGEN RIVER – SHOALING
Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel Daybeacons 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT. HR BNM 218-19
Chart 12248

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

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR
Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Hom 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 – 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 38-14-32.491N, 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 16900), 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
Based on the Virginia beach Survey dated November 11, 2019, significant shoaling; least depth 3.8' MLLW, approximately 200 feet East of the East ends of the Jetties across the entire channel
Chart 12200
NORTH CAROLINA SHOALING

NC – OREGON INLET – SHOALING
Shoaling has been reported IVO Oregon Inlet Buoy 15 (LLNR 28045) and Oregon Inlet 17 (LLNR 28005) near the Bonner Bridge. Mariners are advised to use extreme caution while navigating this area. NC BNM 284-19
Chart 12205

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

NC – CAPE HATTERS – BARNEY SLOUGH
Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW.
Chart 11556

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

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

NC – 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 – BOUG S – PELETIER CREEK – SHOALING
Severe shoaling has been reported in Peletier Creek near Bogue Sound to a depth of 3 feet MLW. Multiple aids to navigation have been removed from Peletier Creek and Peletier Creek Entrance Daybeacon 1 (LLNR 38820) and Peletier Creek Entrance Daybeacon 5 (LLNR 38835) have been converted into a non-lateral warning aids. NC BNM 545-18
Chart 11541

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

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

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

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

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

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

NC – NEW TOPSAIL INLET – SHOALING
Significant shoaling has been reported throughout New Topsail Inlet. Multiple aids to navigation are unreliable and not marking good water. Mariners should use extreme caution while navigating this area.
Chart 11541
NC – BANKS CHANNEL – SHOALING
USACE Surveys revealed significant shoaling in areas of Banks Channel to a depth of 1 foot MLW in the following locations. Banks Channel Light 1 (LLNR 30050) to Banks Channel Daybeacon 3 (LLNR 30065), Banks Channel 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 Bouy 22 (LLNR 30137). Mariners are advised to navigate with extreme caution while navigating this area.
Chart 11541

NC – CAROLINA BEACH INLET – SHOALING
Significant shoaling exists in Carolina Beach Inlet to a depth of less than 2 feet at mean low water in the area of Carolina Beach Inlet Buoy 7 (LLNR 30295) and Carolina Beach Inlet Buoy 9 (LLNR 30305). These aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. NC BNM 112-19
Chart 11541

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

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

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER
Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54'25.55"N, 078-23'4.41"W. Shoaling is across the entire channel.
SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION
IN THE FIFTH COAST GUARD DISTRICT

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)
  - Racoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)
  - Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 80 feet between the center of the bridge protective system.

- Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)

- Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge

  All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the County of Cape May and the Cape May County Bridge Commission, with plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

  WATERWAY AND LOCATION: Intracoastal Waterway (Middle Thorofare), mile 112.2, in Cape May County, NJ.

  CHARACTER OF WORK: The proposed project is to address structural, geometric, carrying capacity, and operational deficiencies of the Cape May County Bridge Commission-owned bridge located over Middle Thorofare on the Ocean Drive Causeway, and to provide safe, efficient, and reliable passage for all modes of transportation. The Cape May County Bridge Commission is proposing to build a fixed bridge approximately 100 feet south of the existing bridge with a vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet between the bridge protective system.

  The existing drawbridge has a horizontal clearance of 50 feet and a vertical clearance of 23 feet above mean high water in the closed position and unlimited vertical clearance in the open position. The replacement bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 80 feet above mean high water.

  A copy of Preliminary Public Notice D05PPN-05-2019, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at [https://www.navcen.uscg.gov/?pageNum=plBridges](https://www.navcen.uscg.gov/?pageNum=plBridges). Comments on this proposal should be forwarded to the address in the notice no later than December 5, 2019. (MB)

- Dismal Swamp Canal – Deep Creek Bridge

  All interested parties are notified that an application dated June 28, 2019, has been received from the U.S. Army Corps of Engineers by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new drawbridge over a navigable waterway of the United States.

  WATERWAY AND LOCATION: Dismal Swamp Canal, mile 11.1, at Chesapeake, VA.

  CHARACTER OF WORK: The proposed project is to replace the two-lane bascule drawbridge and bridge roadway approaches with a five-lane bascule drawbridge on two separate structures, (a northern two-lane and a southern three-lane) bridge. The purpose of the project is to replace the functionally obsolete drawbridge (due a narrow roadway), realign connecting roadways (due poor alignment), and meet the current design standards for roadway width and design load, providing a safe, efficient, and reliable passage for all modes of transportation.

  The existing drawbridge has a horizontal clearance of 5 feet and a vertical clearance of 60 feet above ordinary high water in the closed position and unlimited vertical clearance in the open position. The new bridge will be a drawbridge with a horizontal clearance of 5 feet and a vertical clearance of 60 feet above ordinary high water in the closed position and unlimited vertical clearance in the open position.

  A copy of Public Notice D05PN-07-2019, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at [https://www.navcen.uscg.gov/?pageNum=plBridges](https://www.navcen.uscg.gov/?pageNum=plBridges). Comments on this proposal should be forwarded to the address in the notice no later than December 27, 2019. (MB)

- Pennsylvania
  - Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MT)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Maryland –
  - Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)
Neuse River – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)

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

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

**SECTOR HAMPTON ROADS**

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

**SECTOR NORTH CAROLINA**

- **North Carolina**
  - Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)
  - The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (MB)
  - 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**

All interested parties are notified that an application dated June 19, 2019, has been received from the North Carolina Department of Transportation (NCDOT) by the Commander, Fifth Coast Guard District, for approval of the location and plans for modification of an existing highway bridge over a navigable waterway of the United States.

**WATERWAY AND LOCATION:** Perquimans River, mile 12.0 at Hertford, Perquimans County, NC.

**CHARACTER OF WORK:** The proposed project is to replace the existing drawbridge with a new drawbridge on essentially the same alignment. The existing bridge will be removed in its entirety and the existing causeway will be removed, as much as possible, without resulting in excessive damage to the surrounding wetlands. The purpose of the project is to provide a direct, reliable route between Hertford, NC and Winfall, NC. The causeway and existing bridge both show significant deterioration and present ongoing maintenance problems, jeopardizing the ability to provide reliable direct connectivity from downtown Hertford, NC to Winfall, NC.

The existing drawbridge has a horizontal clearance of 55 feet (north span) and 60 feet (south span) and a vertical clearance of 7 feet above mean high water in the closed position and unlimited vertical clearance in the open position. The replacement bridge will be a drawbridge with a horizontal clearance of 55 feet (south span) and a vertical clearance of 13.5 feet above mean high water in the closed position and unlimited vertical clearance in the open position.

A copy of Public Notice D05PN-09-2019, which describes the proposal in detail, can be obtained by calling (757) 398-6222 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 December 13, 2019. (HP)

**Regulations:**

**SECTOR DELAWARE BAY**

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

**SECTOR MARYLAND-NATIONAL CAPITAL REGION**

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

**SECTOR HAMPTON ROADS**

- Virginia (Southern) - None

**SECTOR NORTH CAROLINA**

- North Carolina - None
- Construction, et al.

**SECTOR DELAWARE BAY**

- Delaware
  - Lewes and Rehoboth Canal - Rehoboth Avenue (SR 1A) Bridge – Under this temporary deviation, the bridge will remain in the closed-to-navigation position from Monday, May 13, 2019, and Monday, November 4, 2019; Mon-Fri; from 8 p.m. to 5:00 a.m. The drawbridge is a bascule drawbridge with a vertical clearance in the closed-to-navigation position of 16 feet above mean high water; however, bridge maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to 13 feet above mean high water throughout the maintenance period. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area. (MB)

- Christina River - SR 141 (1-501) Bridge –Bridge maintenance will be conducted from July 1, 2019, to October 30, 2019, Monday-Saturday from 7 a.m. to 5 p.m. To facilitate the work, barges will be connected and extended approximately 120 feet into the channel between the James Street Bridge and the SR 141 Bridge to assist with the placement of riprap. This will reduce the horizontal clearance of both bridges by 50%.
There will also be divers in and around the vicinity of the crane barges. The Project Foreman may be reached on VHF/FM Channel 13. Mariners are urged to use caution when transiting the area. (MS)

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

**Lewes and Rehoboth Canal** - Savannah Road (Business Route 9) Bridge – To facilitate bridge maintenance, the bridge will be maintained in the closed-to-navigation position from 8 a.m. on Monday, August 19, 2019, through 8 p.m. on Tuesday, December 31, 2019. The drawbridge is a bascule bridge with a vertical clearance in the open position of 15 feet above mean high water; however, the maintenance will require a containment structure to hang below the bridge reducing the vertical clearance to approximately 11 feet above mean high water throughout the maintenance period. Vessels able to transit through the bridge in the closed position with a reduced vertical clearance of approximately 11 feet above mean high water may do so at any time. The bridge will be unable to open for emergency vessels. Mariners should use caution when transiting the area. (MS)

- **New Jersey (Central & Southern)**
  - **Delaware River** – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet below the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution. (KB)
  - Delaware River - Betsy Ross Bridge - Painting will be conducted from May 15, 2018, to October 1, 2019; Monday - Saturday, from 7 a.m. to 5 p.m. A work platform will be installed and will extend 3 feet below low steel. The vertical clearance of the bridge will be reduced by 3 feet, to approximately 110 feet above mean high water. There will be no maintenance personnel or equipment in the waterway. A small safety boat will be in vicinity of the bridge when work is conducted over the navigational spans. Mariners are urged to use caution when transiting the area. (MS)
  - **New Jersey Intracoastal Waterway (NJICW), Inside Throfare** - US-40-322 (N Albany Ave) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from September 24, 2018, through January 24, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work float 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) 589-0053. Mariners should use extreme caution when transiting the area. (MB)
  - **New Jersey Intracoastal Waterway (NJICW), Beach Throfare** - US 30 (Absecon Boulevard) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from September 24, 2018, through January 24, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work float 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) 589-0053. Mariners should use extreme caution when transiting the area. (MB)
  - **Delaware River** - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 21, 2019, to January 8, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance of the bridge will require a vertical clearance restriction of 3 feet in the arched span, between piers D and E, and 4 feet vertical clearance restriction along the remaining sections of the bridge. The project supervisor may be reached at (267) 767-2550. The bridge tender may be reached on VHF-FM channels 13 or 16. Mariners are urged to use caution when transiting the area. (MB)
  - **Delaware River** - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to March 16, 2020, Monday through Thursday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)
  - **New Jersey Intracoastal Waterway (NJICW), Ingram Throfare** - CR 601 (Avalon Blvd) Bridge – Bridge construction will be conducted from August 1, 2019, to December 31, 2019. The bridge will operate per 33 CFR 117.716 (a). The Project Foreman may be reached on VHF/FM Channel 13. There will also be divers in and around the vicinity of the crane barges. The Project Foreman may be reached at (856) 429-3400. Mariners should use caution when transiting the area. (MT)
  - **Glimmer Glass - W9 (Brielle Road) 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)
  - **Schuykill River** - Grays Ferry Railroad Bridge - Modification (pedestrian bridge) activities which began June 2018, are expected to finish on May 1, 2020. Work will be performed from 8 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.‘s vessels are monitoring VHF-FM channels 13
and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.’s project foreman may be contacted at 215-651-6278 or 215-783-2262. Mariners should use extreme caution when transiting the area. (MB)

Schuykill River - I-76 (Schuylkill) Expressway, west bank, between University Avenue - Bridge maintenance will be conducted between Wednesday, March 27, 2019, and Friday, November 22, 2019; Mon-Fri; from 6 a.m. to 4 p.m. The maintenance will require a tug and two barges to work along the western bank of the Schuylkill River. The project superintendent may be reached at (610) 487-4976. The tug will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (MB)

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

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

Delaware River - SR 413 (Burlington-Bristol) Bridge – Bridge maintenance which began in March 2019, will continue to be performed from 7 a.m. through 5 p.m.; Monday through Saturday; through 5 p.m. on December 31, 2019. The bridge will operate per 33 CFR 117.716 (a). The bridge tender may be reached using VHF-FM channels 13/16. The project foreman may be reached at (267) 767-2550. Mariners should use caution when transiting through the area. (MB)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**
  - Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge – Bridge maintenance which began in July 2017, has been extended to December 31, 2020; 24 hours a day; 7 days a week. The work will involve the Spans 44-46 (span 45 is the navigational span). A barge and work vessels will be in and around the vicinity of the bridge. A work platform will be attached to the underside of the bridge. The project supervisor may be reached at (410) 250-6073 or (443) 243-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (302) 250-6073 or (443) 243-323-4611. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

- **Potomac River - SR-2 (Hanover Street) Bridge** - The bridge is currently inoperable and cannot open Maintenance will be performed from August 13, 2019, through November 29, 2019, Monday through Friday, from 6:00 a.m. to 5:00 p.m., and on several weekends 24-hours/day. A 120-foot by 30-foot barge with equipment and a man-lift will be positioned in the navigation channel, reducing the available horizontal clearance through the bridge to approximately 60 feet on each side of the barge during working hours and 120 feet with the barge alongside the fender system outside of working hours. Vessels able to pass through the bridge in the closed position may do so at any time. Vessels may contact work vessels on VHF-FM channel 13 and the project superintendent/boat operator at (443) 694-3916. Mariners should use extreme caution when transiting the area. (KB)

- **Potomac River - SR-4 (Thomas Johnson Memorial) Bridge** – Bridge inspection will be conducted from 9 p.m. to 5 a.m.; Sunday-Friday; on November 1, 2019, through November 22, 2019. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman may be reached at (302) 250-6073 or (443) 243-4067. Mariners should notify the work foreman no less than thirty minutes prior to transiting the bridge. Mariners should use extreme caution when navigating through the area. (KB)

- **Washington DC**
  - Potomac River - Arlington Memorial Bridge - Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). From Monday, September 30 through Friday, November 1, 2019, the temporary channel will be under Arch 3 due to marine construction under Arch 5 and Arch 4. Arch 4 will be open from Fridays at 5 p.m. through 7 a.m. on Mondays during this timeframe. On Saturday, November 2, 2019, the temporary channel revert back to Arch 4. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed when the center spans of the bridge include both a steel pipe boom and a concrete anchor bunch. The steel pipe boom will be attached to concrete anchors on the north side 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) 576-2683. (MS/RH)

  - Potomac 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
- **Virginia (Southern)**
  - Queens Creek - I-164 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum 15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)
  - Sarah Creek (Northwest Branch) - SR 641 (Tidemill Road) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from June 1, 2019, through November 30, 2019. During work hours, a work platform and workboat will be in and around the vicinity of the open-to-navigation position. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet between 6 a.m. and 3:59 p.m., and closing the navigation span between 4 p.m. and 2 a.m. Bridge maintenance vessels and barges will relocate from the navigation span upon request, for emergency vessels as defined in 33 CFR 117.31. From 6 a.m. to 3:59 p.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, if at least a two-hour notice is given; and all vessels at 6 p.m., 8 p.m., 10 p.m. and midnight, if at least a two-hour notice is given. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. A bridge tender will not be stationed at the bridge. The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)
  - Elizabeth River - Eastern Branch - Route 460 (Campostella Road) Bridge – Bridge has been damaged. The cluster pile causing the obstruction to the navigational channel in the vicinity of the northwest side of the Campostella Bridge has been removed. Even with the obstruction removed, the northwest corner of the fender system remains heavily damaged and unstable rendering it susceptible to continued failure and exposes the northwest quadrant of the bridge support structure. Mariners should continue to favor the south side of the channel to the extent possible to maintain safe speed, water depth, and maneuverability. Based on the most recent report, The Captain of the Port Hampton Roads has set the horizontal clearance within the bridge span to 120 feet. Mariners are advised the fender system lights have been verified in the following condition: northwest fender light (missing), southwest fender light (extinguished), southeast fender light (extinguished), northeast fender light (working). Both bridge centerline lights are operational. Plans to fix the damaged section of fender system are ongoing. Waterway users are urged not to transact through the bridge unassisted, at any time. Work vessels or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division duty phone at (757) 374-3408 or HamptonRoadsWaterways@uscg.mil. For any urgent issues, please contact the Sector Hampton Roads Command Center on VHF-FM Channel 16 or at 757-483-8567. (MB)

**Albermarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Centerville Turnpike (SR-170) Bridge** – Bridge maintenance began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for **Phase III**, scheduled from 6 a.m. on November 4, 2019, through 2 a.m. on December 16, 2019. Work hours are 7 days/week, from 6 a.m. to 2 a.m. The swing span of the bridge will be maintained in the closed position from 6 a.m. to 3:59 p.m. and closing the navigation span between 4 p.m. and 2 a.m. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for emergency vessels as defined in 33 CFR 117.31. From 6 a.m. to 3:59 p.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, upon request; and all vessels, upon request, if at least a two-hour notice is given. From 4 p.m. to 2 a.m., bridge maintenance vessels and barges will relocate from the navigation span for commercial vessels carrying liquefied flammable gas or other hazardous materials, if at least a two-hour notice is given; and all vessels at 6 p.m., 8 p.m., 10 p.m. and midnight, if at least a two-hour notice is given. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. A bridge tender will not be stationed at the bridge. The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

**Albermarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge** – A temporary deviation in operating schedules will be in effect from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. The temporary deviation in the operating schedules for the Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge is necessary to provide for public safety and mobility of vehicular traffic, while providing for the reasonable needs of navigation, during scheduled maintenance of the Centerville Turnpike (SR-170) Bridge across the Albermarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 15.2, at Chesapeake, VA. The Route 168 (Great Bridge) and Route 165 (North Landing River) Bridge will be maintained in the closed-to-navigation position from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays, from 7 a.m. on August 26, 2019, through 6 p.m. on February 19, 2020. These bridges will open on signal at any time for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in Title 33 Code of Federal Regulations Part 117.31. All other provisions of Title 33 Code of Federal Regulations Part 117.997(g) for the Route 168 (Great Bridge) and Part 117.1021 for the Route 165 (North Landing River) Bridge remain in effect. The Route 168 (Great Bridge) has a vertical clearance of 8 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 100 feet. The Route 165 (North Landing River) Bridge has a vertical clearance of 6 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Vessels able to pass through these bridges in the closed position may do so at any time. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

**James River - US 17/US 258/SR 32 (James River Bridge)** - Bridge fender maintenance, which began in April 2019, will continue to be conducted from 7 a.m. to 5 p.m., Monday-Friday, through 5 p.m. on November 29, 2019. A crane barge, work barge, a dive boat with diver, will be around the bridge vicinity during work hours. Vessels may transit unrestricted, at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 817-1338. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

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

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 January 31, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooper truck will be located in the vicinity of the bridge. The snooper truck will be performing concrete repairs outside the navigation span from September 1, 2019, through November 30, 2019, and within the navigation span from December 1, 2019, through January 31, 2020. During work hours, within the navigation span period from December 1, 2019, through January 31, 2019, the snooper truck will extend below low steel of the bridge approximately five feet, reducing the vertical clearance in the navigation span to approximately 60 feet above mean high water. Vessels that require the snooper truck to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than 30 minutes prior to navigating through the bridge. The tugs, barges, and work vessels and platforms will reduce the horizontal clearance in the navigation span to approximately 50 feet. Vessels that require the tugs, barges, and work vessels and platforms to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than one hour prior to navigating through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (757) 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 will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will be maintained in the closed position 24 hours a day, 7 days a week, from 7 p.m. on September 1, 2019, through 12:01 a.m. on December 31, 2019. 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 (813) 376-1285. 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'tll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
  - **Washington, DC** –
    - Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)

- **Virginia (Northern)** – None

SECTOR HAMPTON ROADS

- **Virginia (Southern)** – None

SECTOR NORTH CAROLINA

- **Mid-Currituck Sound (fixed) Bridge** – Proposed new fixed structure. (MB)
- **Alligator River – US 64 (fixed) Bridge** Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package. (MB)
- **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 – DEAL – DEMOLITION AND INSTALLATION OF NEW SEWER OUTFALL
Weeks Marine, INC will be conducting demolition of the existing diffuser leg of Township of Ocean, NJ sewer outfall and installation of a new sewer outfall until 30 Nov 2019. Divers will be in the water during the majority of the work. Piles will be driven along the new outfall location offshore of Deal, NJ running in the East-West direction starting approx. 1,220ft offshore and ending approx. 2,100ft offshore, in approximate position 40° 15' 17.65"N, 73° 59' 08.07"W to 40°15' 13.77"N, 73° 58' 56.73"W. Crane Barges, Material Deck Barges, Crew Boats, Tug Boats, and Pile Driving Equipment will be on scene and may be contacted on VHF-FM 65, 1, 16. For information contact Tim Straut at 908-463-4906, trstraut@WeeksMarine.com.
Chart 12324

NJ – GREAT EGG HARBOR BAY – OCEAN CITY – NORTHERN AND CENTRAL HARBOR DREDGING
UPDATED END DATE. Charter Contracting Company on behalf of the City of Ocean City will be conducting mechanical dredging operations in the northern and central harbors of Ocean City, NJ. Operations are expected from October 1, 2019 through May 31, 2020. Work will involve operation of barges in shallow water and narrow channels. Barges will be transporting dredge material via Great Egg Harbor Bay and Great Egg Harbor River and may be restricted in ability to maneuver. Mariners are advised to use caution when transiting in the vicinity of dredging operations. For more information or questions, contact Conor Nielsen at 857-225-5911.
Chart 12316

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 – TOWNSENDS INLET – DREDGING
The Great Lakes Dredge & Dock Company, LLC will be conducting dredging operations associated with beachfill periodic nourishment. Dredging will occur in the vicinity of Townsend Inlet at the below approximate locations. The hydraulic dredge ILLINOIS and support vessels will be on location from October 2019 through February 2020. Operations will be conducted 24 hours per day 7 days per week. Marine VHF Channels 13 & 16 will be monitored for any concerned vessel traffic. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels.

Approximate Locations: Submerged Pipeline - Townsend Inlet
Townsend Inlet Borrow Area
Latitude (N)  Longitude (W)
39°07'06"N  74°42'37"W
39°07'01"N  74°42'43"W
39°06'24"N  74°41'57"W
39°06'31"N  74°41'53"W
39°06'25"N  74°41'42"W
39°06'27"N  74°41'36"W
39°06'44"N  74°41'29"W
39°06'61"N  74°41'58"W
Chart 12316

NJ – WILDWOOD – INTRACOASTAL WATERWAY – DREDGING
Garden State Dredging will be conducting dredging operations in the area of the NJ Intracoastal Waterway in Wildwood NJ. Lighthouse Pointe Condominiums, just south of the George Reading Bridge. Dredging will start 3 Sep and continue until 31 Nov 2019. A submerged pipeline will run to Shaw Island.  For more information or questions, contact Charlie Buckley at 609-624-0006.
Chart 12316

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

PA - NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION
The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through Oct 2021. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. Mariners are urged to use caution when transiting near the area, stay clear of all equipment, and maintain a minimal wake. For questions or concerns, contact United States Coast Guard Sector Delaware Bay Waterways.
Chart 12312
PA – DELAWARE RIVER - SCHUYLKILL RIVER – DREDGING
The Dredge ESSEX along with support equipment, tender boats Pusher 10, Duke, Hilton Head and Pusher 12 will commence dredging operations at Schuykill River, Philadelphia, PA on or about October 16, 2019. A floating pipeline will be placed from the dredging area to the Ft. Mifflin Disposal area, on the south side of the Schuykill River between the I95 bridge & the mouth of the Schuykill River. The project is expected to continue until approximately December 15, 2019 and operations will be conducted 24 hours per day and 7 days per week. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For any emergencies, the dredge operator can be reached at 757-373-5253.
Chart 12312

PA – DELAWARE RIVER - SCHUYLKILL RIVER – CSX RAILROAD BRIDGE – DEMOLITION WORK
Atlantic Subsea will demolish the control room on top of the CSX Railroad Swing Bridge. Work will be conducted from 4 Nov to 26 Dec 2019. The Crane Barge TIOGA will be on scene and may be contacted on VHF-FM 13 and 16. For more information or questions, contact Ajay Talwar at 856-241-3544 ext 14.
Chart 12312

PA – SUSQUEHANNA RIVER – PETERS CREEK – PEACH BOTTOM MARINA – DREDGING
Sevensen Environmental Services will be conducting dredging operations at Peach Bottom Marina, in Peters Creek and extending into the Susquehanna River in Lancaster County, PA. Dredging will be conducted from 15 Sep to 1 Dec 2019. The dredging will be enclosed with a turbidity curtain,lighted with buoys and marked with signage. For any questions or for more information contact Steven Shaw at 443-375-1678.
No chart

DE – CAPE HENLOPEN TO INDIAN RIVER INLET – REHOBOTH BEACH - DEWEY BEACH – BEACH NOURISHMENT
Great Lakes Dredge and Dock Company, LLC (GLDD) will commence dredging activities for Dewey and Rehoboth Beach nourishment under the direction of US Army Corps of Engineers on or about 15 Oct until 15 Dec 2019. Dredging will consist of placing approximately 190,000 cubic yards of beach fill material in Rehoboth Beach and approximately 219,000 cubic yards of beach fill material in Dewey Beach. Material for this operation will come from two offshore locations near Rehoboth Beach and Dewey Beach using four submerged pipelines. The installed submerged pipelines will have floating pipeline attached at the water’s surface. This pipeline is connected to the seaward end of the submerged pipeline. Dredged material will be transported to the pumpout stations by the hopper dredges. All pipelines will be marked with flashing yellow lights and orange buoys. The dredges DODGE ISLAND, PADRE ISLAND and survey vessel ST. LOUIS RIVER will be in the area. Boaters should avoid these areas. Mariners are urged to use extreme caution in the area. For dredging and placement operations, mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.
Chart 12216

DE – CAPE HENLOPEN TO INDIAN RIVER INLET - DEWEY BEACH – BAYSIDE SHORELINE IMPROVEMENT
The RK&K firm is scheduled to begin a shoreline improvement project for Dewey Beach, DE at the bayside end of Read Ave. The operations are scheduled from the approximate dates October 21, 2019 through Dec 6, 2019. The project will consist of implementing a living shoreline and dune as well as upgrades to a storm water drain and outfall. No vessels are anticipated to be involved in project.
Chart 12216

DE - CAPE HENLOPEN TO INDIAN RIVER INLET – MASSEY’S DITCH – DREDGING
UPDATED DREDGE INFORMATION. J. F. Brennan Co will be conducting dredging operations for the ACOE in Massey’s Ditch. Project mobilization (pipeline and marine equipment) will begin on 2 December 2019; dredging operations will be conducted during the month of January, 2020; and the demobilization for the project is expected to be completed by 26 Feb 2020. The dredge MARK ANTHONY will be on scene and may be contacted on VHF-FM channels 13 and 16. For more information contact David Horne at 608-518-0563.
Chart 12216

MD – ANACOSTIA RIVER – BLADENSBURG WATERFRONT - DREDGING
Southern Maryland Dredging, Inc. will be conducting dredging at Bladensburg Waterfront Park in the Anacostia River in Prince George’s County, MD. The dredge ELLICOTT 670 and 2 small work skiffs, pipeline from the dredge to the spoil site and one anchor barge will be on scene. Work will be conducted 5 days a week, 12 hours a day. The dredge will monitor VHF-FM channel 08. Work is expected to be completed by December 31, 2019. For additional information, contact Erika Goldman at Southern Maryland Dredging, Inc. 443-336-2320.

MD – CHESAPEAKE BAY – WEST RIVER – MARINE CONSTRUCTION
Central Marine will be starting the Jack Creek Park Shoreline Stabilization Project June 15, 2019 in approximate position 38°48’10”N, 76°48’29”W near the entrance to the West River MD. The project is expected to continue until 30 Dec 2019. Work will be conducted 7 days a week during daylight hours. For additional information or questions, contact Charlie Young at Central Marine Construction at 410-320-7030.
Chart 12270

MD - CHESAPEAKE BAY - CHOPTANK RIVER - FISHING CREEK - CONSTRUCTION OPERATIONS
Pile driving, bulkhead and deck replacement operations with barges operating in or near the Fishing Creek Channel is scheduled to occur in Fishing Creek, in Calvert County, MD from October 21, 2019 until January 30, 2020. The work is located at the approximate position latitude 38°41’27.79”N, longitude -76°32’00.18”W. The channel width will be restricted during the construction activities. Mariners are urged to use caution when transiting the area, and reduce to a no-wake speed in the vicinity of the equipment for worker safety. Edwin A. and John O. Crandell, Inc can be contacted via phone at 410-867-0200 or on cell 410-703-7186.
Chart 12266

MD – TILGHMAN ISLAND – DOGWOOD HARBORS – DREDGING
Lane Engineering, LLC (LELLC) on behalf of Talbot County Department of Public Works and Dissen & Juhn Company will be conducting dredging operations in Dogwood Harbors. Operations will begin on 18 Nov and will last until 9 Dec 2019. For more information or questions, contact Dani Walton at 410-822-8003.
Chart 12266
MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER - WEST RIVER - PARISH CREEK - SNUG HARBOR

Maintenance dredging operations will occur in entrance to Snug Harbor at Shady Side in Anne Arundel County, MD in approximate position 38° 50’4.52"N, 76°29’25.73"W until Feb 15, 2020. The channel width will be reduced during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 6 hours advance notice for passage into Snug Harbor, and reduce to a no-wake speed in the vicinity of the marine equipment. The Edwin A. and John O. Crandell Inc. tug boat BIG C TOO and dredge can be contacted on VHF-FM channels 13 and 16. Chart 12270

MD - POPLAR ISLAND - MARINE CONSTRUCTION

McLean Contracting Company will be conducting marine construction operations on Poplar Island, Chesapeake Bay side from 8 Nov 2019 to 31 Jul 2020. Marine construction of containment Cell Number 11 on Poplar Island is ongoing. Crews will be building sand and stone berms to expand the island and create a new containment cell. Mariners should avoid the area, if necessary contact the work vessels on VHF-FM channels 13 and 16. Ref LNM 1919 Chart 12266

MD - CHESAPEAKE BAY - POPLAR ISLAND - ONGOING MARINE CONSTRUCTION

Marine construction of containment Cell Number 11 on Poplar Island is ongoing. Crews will be building sand and stone berms to expand the island and create a new containment cell. Mariners should avoid the area, if necessary contact the work vessels on VHF-FM channels 13 and 16.

MD - CHESAPEAKE BAY - CARRS CREEK - DREDGING

Lindstrom Excavating Contractors Inc will be conducting dredging operations in Carrs Creek from 16 Oct 2019 to 15 Feb 2020. For more information or question, contact Mike Branstam 410-708-3528.

MD - MAGOTHY RIVER - CYPRESS CREEK - DREDGING OPERATIONS

Great Lakes Dredge and Dock Company will be conducting maintenance dredging operations in the Upper Chesapeake Bay in Upper Chesapeake Channel and Elk River Channel from Pooles Island to the C and D Canal. Dredging will start 18 Nov and run until approximately 31 Dec 2019. Contact Johan Bladel at 630-235-9612 for more information or questions.

MD - UPPER CHESAPEAKE BAY - DREDGING

DC - POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - ANACOSTIA RIVER - MARINE CONSTRUCTION OPERATIONS 6.35

Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge across the Anacostia River in Washington, DC continues 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 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" that are placed approximately 85 yards (250 feet) upstream of the bridge. 2. 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. 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 MS. BECKY or CLAIRE MARIE via VHF-FM channels 16 and 13.

VA - CHESAPEAKE BAY ENTRANCE - CHESAPEAKE BAY BRIDGE TUNNEL - MARINE OPERATIONS

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

Charts 12222
VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Starting approximately 26 Nov and continuing until approximately 1 Dec 2019 Weeks Marine Inc. will be mobilizing equipment in the vicinity of Thimble Shoal Channel. Starting approximately 1 Dec 2019 and continuing until approximately 31 Aug 2020 the Clamshell Dredge WEEKS 551, Tug THOMAS, and other vessels will be operating in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235). The clamshell dredge will start dredging approximately 1,000 feet west of Thimble Shoal Channel Lighted Buoy 19 moving east. All dredge material will be towed to the Dam Neck Ocean Disposal Site. For questions, contact David McNeill at 985-237-5069.
Chart 12256

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

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

VA – PORTSMOUTH – CRANEY ISLAND – MARINE CONSTRUCTION
UPDATED COMPLETION DATE. Marine construction at North Pier D located at the Defense Fuel Supply Point (DFSP), Craney Island, Portsmouth, VA will end Feb 2020. The structure consists of 24 inch square precast, concrete batter pies with a 25 ft by 30 ft cast-in-place concrete pile cap for the south breasting dolphin, and a 21.5 ft by 33 ft cast-in-place concrete pile cap for the north breasting dolphin. The on-site construction barge expected to extend approximately 200 feet off the pier in an easterly direction. For more information of question, contact Wes Norton at 757-375-4840.
Chart 12245

VA – ELIZABETH RIVER – LAMBERTS POINT – DREDGING
Corman Construction will be conducting maintenance dredging at Lambert Point Terminals Berth 6 North and Berth 6 South, Elizabeth River. Loaded scows will be towed from this location to an unloader barge at Craney Island Dredge Material Management Facility for offloading. The Dredge CKC 2400 will be operating in the dredging areas with the assistance tugs and two scows. All vessels will monitor VHF channels 13 and 7. Dredging and unloading operations will continue until 31 Dec 2019. For more information, contact James Matters 410-320-7534
Chart 12245, 12253

VA - CHESAPEAKE BAY - ELIZABETH RIVER
Crofton Construction Services Inc. will be working at Norfolk Naval Shipyard near berths 18 & 19 until Feb 2020. Work will consist of pier replacement and repair of existing structures requiring multiple surface assets to including a crane barge, material barges, tugs and assist vessels. Mariners should maintain a minimal wake while transiting within 500 feet of the work site. On-scene vessels can be contacted via VHF-FM channels 13 and 16.
Chart 12253

VA – ELIZABETH RIVER – SOUTHERN BRANCH – CONSTRUCTION
Construction of Well Access Platforms and Piers at the Chesapeake Energy Center located on the Elizabeth River at Deep Creek between the Gilmerton Bridge and the I-64 Bridge will begin on 18 Nov and continue until approximately Mar 2020. The structures will extend a few feet from the shoreline and will be marked with reflective tape. For more information or questions, contact Oula Shehab-Dandan at 804-273-2697.
Chart 12253

VA – JAMES RIVER – NEWPORT NEWS - DREDGING
Maintenance dredging operations on behalf of DTA will commence on or about Nov 22, 2019 at DTA’s Newport News Export Facility Pier 11, 600 Harbor Road Newport News, VA. The facility is located in the James River Virginia in the vicinity of 36° 57’ 48.18” N, 076° 25’ 23.4” W. Loaded scows will be towed from this location to the Unloader Barge at Craney Island Dredge Material Management Facility for offloading on a daily basis. The Dredge CKC 2400 will be operating in the area with the assistance of a Tender Tug, a Towing Tug, and two scows. All vessels and crew will monitor VHF-FM channels 13 and 7. Dredging and unloading operations will continue daily until approximately 31 January 2020. For more information or questions, contact Jim Matters at 410-320-7534 or Harry Tolson at 301-343-6081.
Chart 12245

VA – JAMES RIVER – JORDAN POINT - HARRISON BAR WINDMILL POINT SHOAL CHANNEL – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia Dredge MARION will be conducting dredging operations on the James River in the Jordan Point - Harrison Bar Windmill Point Shoal Channel between James River Channel Lighted Buoy 87 (LLNR 12380) and James River Channel Lighted Buoy 94 (LLNR 12430) from 1 November to 1 Dec 2019.
Chart 12251

VA – JAMES RIVER – BENJAMIN HARRIS BRIDGE – UNDERWATER OPERATIONS
From 4 Nov 2019 to 1 Feb 2020, Seaward Marine Corp will be conducting underwater rehabilitation of Pier 20 and 21 on the Route 156, Benjamin Harris Bridge over the James River. A barge will be at each location and a turbidity curtain will be deployed and encompass the pier being worked on. All marine assets will be located behind the fender system and not encroach into the channel. Divers will be in the water and units on scene may be contacted on VHF-FM channel 16. For more information or questions, contact Seaward Marine Corp, Ken Morningstar 757-435-9097 or 757-558-3939.
Chart 12251

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

VA – POTTOMAC RIVER – DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN
In conjunction with the Shoreline Stabilization Project, a Turbidity Curtain will be installed in the Potomac River at Dumfries, VA. The curtain will extend approximately 75 to 100 feet into the Potomac River in approximate position 38.549073, 77.274838, to 38.547058, 77.276584 and will be lighted every 100 feet. It is expected to be in place until Aug 2020. For any questions, contact Jessica Kelly at 757-778-7337.
Chart 12286

VA – VIRGINIA BEACH – HURRICANE PROTECTION PROJECT
UPDATED INFORMATION. Great Lakes Dredge & Dock Company will be working on the Virginia Beach Hurricane Protection Project, placing 1,400,000 cubic yards of beach fill along Virginia Beach, VA. Beach fill material will be dredged using hopper dredges and will come from both the Atlantic Ocean Channel Borrow and the Thimble Shoals Borrow. Hopper dredge PADRE ISLAND and DODGE ISLAND, tug BRANGUS, tug CAVALIER STATE and crew boats ST. LOUIS AND EAST RIVER will be in the area and may be contacted on VHF-FM channels 5, 13 and 16. The project is expected to last until 1 Dec 19. For questions or more information contact Matt Ferrell, Manny Vianzon or Mario Martinez at 630-248-4078, 630-209-6848, 806-292-5637. LNM 24/19.
Chart 12222

VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE – DEMOLITION
Sandbridge Road Bridge over Hell’s Point Creek demolition. Demolition of the existing bridge structure will affect the waterway beginning 2 Dec 2019. The overall duration of the project is 14 months and has a scheduled completion date of July 2020. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050.
Chart 12205, 12207

NC – OREGON INLET – BONNER BRIDGE - ARTIFICIAL REEF DEPLOYMENTS
North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while offloading. Deployments will take 2-3 hours each, and will occur over the next 12 months. For more information, contact Jordan Byrum with the Division’s Artificial Reef Program at 252-808-8036 or at jordan.byrum@ncdot.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 – PAMLICO SOUND – OUTER BANKS – US 12 - BRIDGE CONSTRUCTION
Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from Jan 2019 through May 2021 on the Outer Banks of NC. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx
Chart 12204

NC – CORE SOUND – ATLANTIC CHANNEL – DREDGING
On or about Sep 3, Marcel Dredging Company’s Dredge, Captain Leo II, will begin maintenance dredging in the vicinity of Atlantic, NC in the Atlantic Channel, in 34° 52’ 25.38’N, 76° 20’ 18.73’W. The work will be performed with a hydraulic dredge and the dredged material will be transported through a pipeline approximately 1.3 miles to an Upland Confinement Disposal Facility located at 34° 51’ 42.10’N, 76° 20’ 11.15’W. The work will last until 3 Dec 2019. All vessels transiting this area are at a safe speed, no wake and maintain a lookout for plant, pipe, tugs, and workboats. Gudge vessels will monitor VHF-FM Channel 16 and 13. For any questions or additional information, call Capt. Billy Jordan, Project Superintendent, at 843-607-1209, or Jack T. Walker, Marcel Dredging Company, during normal business hours at 843-747-2177, or after working hours at 843-708-0956.
Chart 11546

NC – CAPE FEAR RIVER – DREDGING
The dredge CHEROKEE will be working in the Cape Fear River Channel between the Hwy 17 Cape Fear Memorial Bridge to the Upper and Lower Brunswick Channel in the vicinity of Cape Fear river Channel Lighted Buoy 58 (LLNR 30840) commencing on or about October 4th,2019. The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately Jan 31, 2020. 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. Charts 11537

NC – CAPE FEAR RIVER – PORT OF WILMINGTON – DREDGING
Orion Marine Construction, Inc will be conducting dredging operations north of the Port of Wilmington, General Cargo Terminal Berth 1, east of the channel and turning basin. The dredge and approximately 100 ft radius around the dredge will be surrounded by an anchored floating turbidity curtain. Loaded scow barges will be transporting dredge material from the east side of turning basin to west side via tugboats. For questions or more information, contact John Vannoy at 813-205-6352.
Chart 11537

NC – CAPE FEAR RIVER – PORT OF WILMINGTON – CONSTRUCTION
Construction crews will be working on the waterfront at the State Port in Wilmington, NC from April through Dec 2019. Workers and equipment may be present on or near the water from 7 am to 5:30 pm daily at Berth 7 near approximate position 34°11’43”N 77°57’20”W. Mariners are requested to transit at no wake speeds in this area during work hours. Chart 11537
IN THE FIFTH COAST GUARD DISTRICT

NEW OR UPDATED INFORMATION

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

PA – DELAWARE RIVER – PHILADELPHIA – FIREWORKS DISPLAY

A land-side aerial fireworks display is scheduled for Friday, December 6th between 7:15 P.M. and 7:45 P.M. The launch site will be landside at Penn’s Landing in Philadelphia, PA, at approximate position latitude 39°56’52”N, longitude 75°8’22”W. Mariners are urged to maintain a safe distance from fireworks launch site and use caution when transiting the area. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12313

MD – CHESAPEAKE BAY – WICOMICO RIVER (HONGA, NANTICOKE AND FISHING BAY) – WICOMICO CREEK – LIGHTED BOATS PARADE

An annual lighted boats parade is scheduled to occur in the upper Wicomico River on November 30, 2019, between 5 p.m. and 8 p.m. The holiday season boat parade consists of approximately 20 power vessels (20-60 feet in length) operating on a designated route that will start at the Port of Salisbury, MD at 5:30 p.m., transit downstream in the Wicomico River, and finish at the Wicomico Yacht Club in Wicomico Creek at 7:45 p.m. Interested mariners may contact the Wicomico Yacht Club Fleet Captain via marine band radio VHF-FM channel 16, if necessary. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2674 or (410) 576-2693.

Chart 12261

MD – CHESAPEAKE BAY – SEVERN RIVER – SAILING REGATTA

An annual sailing regatta is scheduled to occur on the Severn River at Annapolis, MD on Nov 30, 2019, between noon and 4 p.m. Up to 15 auxiliary sailing vessels (25 to 40 feet in length) will compete along a designated race courses located on portions of the Severn River and Spa Creek, between the Chesapeake Bay and the Naval Academy (SR-450) Bridge. The first race of the day will start after 1 p.m. 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 https://www.eastportyc.org/leftover-bowl. For any comments or questions, contact Coast Guard Sector MD-NCR, 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

The Annapolis Yacht Club (AYC) will conduct annual sailing regattas in the Severn River and the Chesapeake Bay, near the mouth of the Severn River, between 10 a.m. and 8 p.m. AYC events with competing sailing vessels are scheduled on the following dates in 2019: November 3-December 8 (Frostbite Series - 1st Half - 80 participants, 22 to 45 feet in length). Additional information http://www.annapolyyc.com/racing/regattas. The AYC Race Committee can be contacted via VHF-FM and at http://www.annapolyyc.com/racing/contacts. For any comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Charts 12270, 12282, 12283

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – LIGHTED BOATS PARADE

An annual parade of lighted boats is scheduled to occur in the Northwest and Inner Harbors at Baltimore, MD on December 7, 2019, between 5:30 p.m. and 8:30 p.m. The holiday season boat parade consists of 30 sail and power vessels (19-60 feet in length) operating on a counter-clockwise route that will gather in the Northwest Harbor near Canton at Anchorage Marina, proceed to Baltimore’s Inner Harbor, and conduct two counter-clockwise loops before returning to the starting area. Participants will be supported by sponsor-provided watercraft. Additional event information is available at website www.anchoragecoach.com. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693.

Chart 12281

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – MIDDLE RIVER – LIGHTED BOAT PARADE

An annual holiday season boat parade is scheduled to occur in the Middle River on November 30, 2019, between 5 p.m. and 8 p.m. Approximately100 sail and power vessels (15 to 60 feet in length) will operate along a predetermined route within the Middle River 6 mph speed limit area and its tributaries, at Baltimore County, MD. Participants will be supported by sponsor-provided safety vessels. Mariners are urged to use caution when transiting the area, remain clear of the parade route, and if necessary, pass the procession safely as instructed, and reduce vessel speed to that necessary to maintain safe course while operating near participating vessels. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693.

Chart 12278

MD – VA – POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - NATIONAL HARBOR ACCESS CHANNEL – WEEKLY FIREWORKS DISPLAYS

A series of six weekly short-duration, aerial fireworks displays are scheduled to occur along the Potomac River, every Saturday between November 16, 2019 and December 21, 2019 (rain date December 28, 2019), at approximately 5:30 p.m. The fireworks will be launched from the commercial pier at National Harbor, MD, in approximate position latitude 38° 47‘ 14.6” N, longitude 077° 01‘ 04.8” W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 400 feet from the fireworks discharge site. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693.

Chart 12289
VA – MD – DC - POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - UPPER POTOMAC RIVER – NATIONAL HARBOR ACCESS CHANNEL – FIREWORKS DISPLAY

A short-duration aerial fireworks display is scheduled to occur on the Potomac River at National Harbor, MD on November 16, 2019 at approximately 8 p.m. The fireworks will be launched from a floating platform (pontoon boats) located approximately 950 feet from the grounds of the Gaylord National Resort and Conference Center, in approximate position latitude 38°47'02.21” N, longitude 077°01'16.77” W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 250 feet from the fireworks floating platform (pontoon boats). For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693.

Chart 12289

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

An annual aerial fireworks display is scheduled to occur in Washington Channel on December 7, 2019, at approximately 8 p.m. A temporary safety zone is established upon all navigable waters of the Washington Channel within 200 feet of the fireworks barge located within an area bounded on the south by latitude 38°52′30″ W, and bounded on the north by the southern extent of the Francis Case (I-395) Memorial Bridge, located at Washington, DC. This safety zone will be enforced from 7 p.m. to 9:30 p.m. on December 7, 2019. All persons are required to comply with the general regulations governing safety zones found in 33 CFR 165.23. Entry into or remaining in this safety zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region. All vessels underway within this safety zone at the time it is implemented are to depart the zone. Vessels may not enter, remain in, or transit through the safety zone unless authorized by the COTP Maryland-National Capital Region or designated representative. To request permission to transit the area, the Coast Guard COTP can be contacted by telephone at (410) 576-2693 or on marine band radio VHF-FM channel 16. The Coast Guard vessels enforcing this section can be contacted on marine band radio VHF-FM channel 16. Other federal, state and local agencies may assist these personnel in the enforcement of the safety zone. Comments or questions should be directed to Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

Chart 12289
NOT TO BE USED FOR NAVIGATION
Fish Tissue Sampling Target Areas
Pepco – Benning Road Facility
Washington, DC

Legend
- Target Areas
- Selected Tributaries

Note: Sampling may occur in the tributaries within the tidally influenced areas.