



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 5

Week: 49/17

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

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at <https://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=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 or matthew.e.kearney@uscg.mil, at (757) 398-6552 or 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

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2017 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2017 (50th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2017 (49th) Edition.

NAVIGATIONAL INTERNET SITES

2017 Light List/ Weekly Updates.

<https://www.navcen.uscg.gov/index.php?pageName=lightListWeeklyUpdates>

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
<http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

D5 LNM Archived Back Issues

<https://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org>

Tides, Currents, PORTS

<http://www.tidesandcurrents.noaa.gov/>

Weather

<http://www.weather.gov/>

U.S. Army Corps of Engineers Wilmington District Survey Maps and Shoaling Surveys

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

LNM: 25/16

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

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 enclosed compliance guide for specific times, areas, and exceptions to this law. 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. 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\(at\)noaa.gov](mailto:rightwhale.msr(at)noaa.gov). Informational charts and a compliance guide are available on NOAA Fisheries web site at <http://www.nmfs.noaa.gov/pr/shipstrike/>

LNM: 45/17

******PA – NJ- DELAWARE RIVER – TINICUM AND MARCUS HOOK RANGES – DREDGING AND BLASTING – SAFETY ZONE******

Great Lakes Dredging company will be conducting rock blasting operations with the drill boat APACHE in Marcus Hook Range, along the Delaware River, in the vicinity of Marcus Hook, PA from December 1, 2017 to March 15, 2018. No vessels may transit through the safety zone during times of explosives detonation. During rock blasting operations vessels will be required to maintain a 500 yard distance from the drill boat APACHE. The drill boat APACHE will broadcast via VHF-FM channel 13 and 16 at 2 hours, 1 hour, 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation. After every explosive detonation a survey will be conducted to ensure the navigational channel is clear for vessels to transit. The APACHE will broadcast via VHF-FM channel 13 and 16 when the channel is clear to transit. Vessels requesting to transit through the Safety Zone shall proceed as directed by the Captain of the Port, or his designated representative, and shall contact the drill boat APACHE on VHF-FM channel 13 for safe passing information. Mariners can anticipate blasting to be conducted at approximately 9 a.m. and 4 p.m, daily. Blasting operations are expected to be conducted 2 times daily; however if conditions are favorable, there may be three blasts. Mariners are advised to proceed with extreme caution in the area.

Chart 12312

LNM: 47/17

******PA – NJ – UPPER DELAWARE RIVER - FLORENCE RANGE – FLORENCE BEND – OBSTRUCTIONS IN THE CHANNEL******

Two objects have been found in the main navigational channel, near the intersection of Florence Range and Florence Bend, in the Upper Delaware River, in the vicinity of Upper Delaware River Channel Lighted Buoy 60 (LLNR 4075). The first object is 120 feet towards New Jersey from the navigational channel centerline, dimensions are 6 feet in height by 8 feet wide, minimum depth for this object is approximately 38 feet. Object two is 170 feet towards New Jersey from the navigational channel centerline; dimensions are 5 feet in height and 1 foot wide, minimum depth for this object is approximately 36.8 feet. Mariners are advised to use extreme caution when transiting these areas as the depths in the vicinity of these objects could be hazardous to vessels. A survey and plan of action will be developed in the next few weeks for the identification and retrieval of these objects. If you have any questions regarding the content of this message, please contact the waterways management staff at (215) 271-4814 or the command center at (215) 271-4807.

Chart 12314

LNM: 48/17

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

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

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

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

<https://www.navcen.uscg.gov/?pageName=InmDistrict®ion=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: 17/16

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not

under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

LNM: 13/16

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: 13/16

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/boating/class_finder/index.php

LNM: 20/14

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.

LNM: 45/09

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.

LNM: 04/11

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, DGPS, and LORAN-C. 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, DGPS or LORAN 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

Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BNMs) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5) - 758, 761, 765, 766, 768, 769, 771 THRU 775, 777, 778-17.

Sector Delaware Bay (DB) - 353, 356, 357, 358, 359, 361, 364, 367, 369, 370, 371, 372, 373, 376, 377-17.

Sector Maryland National Capital Region (MD) - 345, 348, 351, 352-17.

Sector Hampton Roads (HR) - 376-17, 373-17, 372-17, 371-17, 370-17, 369-17.

Sector North Carolina (NC) - 582, 583, 584, 585, 586, 587, 590, 593, 594, 599, 600, 601, 602, 604, 605, 606, 607, 609, 611-17.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
350	Cape Charles Light	LT EXT	12222	384HR	18/13	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12	
635	NOAA Lighted Data Buoy 41001 (ODAS)	MISSING	12200	537D5	35/17	
950	Barnegat Inlet Lighted Buoy 9	LT EXT	12324	377DB	49/17	
1185	Absecon Inlet Lighted Buoy 4	LT EXT	12316	373DB	49/17	
1460	Cape May Harbor Range Rear Light	LT EXT	12317	371DB	49/17	
1530	Harbor of Refuge Light	REDUCED INT/SS INOP	12216	346DB	46/17	
1605	Delaware Bay Main Channel Lighted Buoy 29	REDUCED INT	12304	299DB	39/17	
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16	
2055	Delaware Bay East Icebreaker Light 2	STRUCT DEST/LT EXT	12216	186DB	20/16	
3135	Marcus Hook Range Front Light	REDUCED INT	12312	444DB	32/16	
3290	Tinicum Range Rear Light	LT EXT	12313	168DB	19/16	
3820	Enterprise Lower Range Front Light	REDUCED INT	12314	141DB	15/16	
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15	
5070	Sinepuxent Bay Channel Lighted Buoy 16	LT EXT	12211	373HR	49/17	
6160	Virginia Inside Passage Daybeacon 163	STRUCT DEST/TRLB	12210	226HR	14/15	
6390	Virginia Inside Passage Daybeacon 221	STRUCT DEST/TRUB	12224	014HR	02/16	
6495	Virginia Inside Passage Daybeacon 245A	MISSING/TRUB	12224	420HR	22/15	
6855	Great Machipongo Inlet Daybeacon 13	TRLB/STRUCT DEST	12210	467HR	34/15	
6920	Great Machipongo Channel Light 8	STRUCT DEST/TRLB	12210	159HR	22/16	
6991	Sand Shoal Channel Daybeacon 3	STRUCT DEST/TRUB	12224	421HR	29/15	
6992	Sand Shoal Channel Light 4	STRUCT DEST/TRLB	12224	230HR	28/17	
6993	Sand Shoal Channel Daybeacon 5	STRUCT DEST/TRUB	12224	422HR	29/15	
6994	Sand Shoal Channel Light 7	REDUCED INT	12210	140HR	21/16	
7750	Bloody Point Bar Light	LT EXT	12270	418MD	52/16	
7795	Kent Island Northern Range Obstruction Daybeacon	DAYMK MISSING	12282	324MD	45/17	
8090	Craighill Channel Upper Range Front Light	LT EXT	12281	283MD	31/17	
8155	Brewerton Channel Range Rear Light	LT EXT	12281	167MD	35/16	
9110	Back Creek Channel Range Rear Light	LT EXT	12277	270MD	29/17	
9310	Thimble Shoal Light	LT EXT	12245	048HR	07/17	

9320	Thimble Shoal Channel Lighted Buoy 22	LT EXT	12245	320HR	41/17
9390	Hampton Bar Buoy 14	MISSING	12245	302HR	39/17
9551.5	Norfolk International Terminal North Channel Lighted Buoy 2N	MISSING	12245	322HR	42/17
9730	U.S. Navy Deperming Range Light	LT EXT	12253	355HR	41/16
9732	U.S. Navy Deperming Range Z-LOOP Platform Light South	LT EXT	12253	356HR	41/16
10145	Lynnhaven Inlet Buoy 6	ADRIFT	12254	376HR	49/17
10420	Broad Bay Channel Daybeacon 18	STRUCT DMGD	12254	367HR	48/17
10895	Hampton River Channel Light 2	LT EXT	12245	357HR	47/17
11780	Deep Water Shoals Light	LT EXT	12248	324HR	42/17
13295	White House Cove Daybeacon 1A	STRUCT DEST/TRUB	12238	177HR	23/17
17975	Aquia Creek Light 3	LT EXT	12288	284MD	39/17
18675.1	Four Mile Run Wreck Buoy WR6A	OFF STA	12285	334MD	31/17
19527	Rhode River Lighted Wreck Buoy WR5	MISSING	12270	073MD	12/17
21366	North Channel Lighted Buoy 2N	MISSING	12222	322HR	42/17
21665	Nassawadox Creek Warning Daybeacon H	STRUCT DEST/HAZ NAV/TRUB	12226	074HR	12/16
22540	Pocomoke River Channel Buoy 7	OFF STA	12228	351MD	49/17
28005	Oregon Inlet Buoy 7	OFF STA	12204	587NC	47/17
28020	Oregon Inlet Buoy 11	OFF STA/MSLD SIG	12204	397NC	33/17
28095	Oregon Inlet Channel Lighted Buoy 29	LT EXT	12204	600NC	49/17
28445	Wanchese Channel Buoy 2	MISSING	12204	576NC	46/17
28650	Hatteras Inlet Lighted Buoy 4	OFF STA	11555	345NC	29/17
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	OFF STA/LT EXT	11555	206NC	09/17
28850	Rollinson Channel Light 39	STRUCT DEST/TRLB	11555	422NC	35/17
28900	Ocracoke Inlet Buoy 1	BUOY DMGD/DAYMK IMCH	11550	294NC	26/17
28910	Ocracoke Inlet Lighted Buoy 3	OFF STA	11550	403NC	34/17
28915	Ocracoke Inlet Lighted Buoy 4	OFF STA	11550	404NC	34/17
29100	Swash Channel Light 4	LT EXT	11550	437NC	36/17
29260	Barden Inlet Light 32	DAYMK MISSING	11545	571NC	46/17
29435	Morehead City Channel Range Rear Light	STRUCT DEST	11547	389NC	27/14
29495	Bogue Inlet Lighted Buoy 1	MISSING	11541	541NC	31/17
29497	Bogue Inlet Buoy 1A	OFF STA	11541	369NC	31/17
29500	Bogue Inlet Buoy 2	OFF STA/MSLD SIG	11541	541NC	44/17
29505	Bogue Inlet Buoy 3	OFF STA/MSLD SIG	11541	541NC	44/17
29510	Bogue Inlet Buoy 4	OFF STA/MSLD SIG	11541	541NC	44/17
29950	New River Channel Daybeacon 55	STRUCT DEST/TRUB	11542	724NC	49/16
30020	New Topsail Inlet Buoy 7	MISSING	11541	405NC	31/16
30025	New Topsail Inlet Buoy 8	OFF STA	11541	406NC	31/16
30275	Carolina Beach Inlet Buoy 3	OFF STA	11534	240NC	23/17
30420	Oak Island Channel Daybeacon 2	STRUCT DEST/TRLB	11534	214NC	19/17
30440	Oak Island Channel Daybeacon 7	STRUCT DEST/TRUB	11534	462NC	37/17
30475	Cape Fear River Channel Lighted Buoy 19	BUOY DMGD	11534	555NC	45/17
30520	Cape Fear River Channel Lighted Buoy 22	OFF STA	11534	607NC	49/17
30562.3	Sunny Point Terminal Warning Boundary Light L	STRUCT DEST	11534	548NC	44/17
30695	Cape Fear River Channel Lighted Buoy 35	TRLB	11534	402NC	34/17
30726	Cape Fear River Channel Lighted Buoy 40A	LT EXT	11534	609NC	49/17
30970	Northeast Cape Fear River Turning Basin Light	STRUCT DEST/TRLB	11537	068NC	09/17
31015	Lockwoods Folly Inlet Buoy 2	OFF STA	11534	697NC	47/16

31135	Calabash Creek Daybeacon 7	STRUCT DEST/TRUB	11534	748NC	51/16
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	221NC	18/15
31355	Middle Ground Light MG	LT EXT	12204	604NC	49/17
31497	Albemarle Sound Warning Daybeacon H	STRUCT DEST/TRUB	12205	390NC	31/17
31501	Albemarle Sound Warning Daybeacon K	STRUCT DEST/TRUB	12205	389NC	31/17
31502	Albemarle Sound Warning Daybeacon L	STRUCT DEST/TRUB	12205	374NC	29/17
31575	Bull Bay Warning Daybeacon	STRUCT DEST	12205	300NC	26/17
31906	Croatan Sound North Warning Daybeacon	STRUCT DEST	12204	602NC	49/17
32250	Avon Channel Light 1AV	STRUCT DEST/TRLB	11555	358NC	16/17
32285	Avon Channel Light 8	DAYMK MISSING	11555	271NC	25/17
32520	Brant Island Warning Daybeacon E	STRUCT DEST	11548	549NC	45/17
32685	Swanquarter Bay Light 3A	STRUCT DEST/TRLB	11548	538NC	43/17
32705	Swanquarter Bay Light 7	STRUCT DEST/TRUB	11548	498NC	40/17
33625	Neuse River Channel Light 6	LT EXT	11541	580NC	47/17
33790	Adams Creek Light 1AC	STRUCT DEST/TRLB	11541	464NC	37/17
33795	Dawson Creek Entrance Daybeacon 2	STRUCT DEST/TRUB	11552	328NC	27/17
33860	Cherry Point Channel Daybeacon 3	STRUCT DEST/TRUB	11552	446NC	36/17
34000	Neuse River Channel Light 22	STRUCT DEST	11552	599NC	48/17
34185	Neuse River Channel Daybeacon 58	STRUCT DEST/TRUB	11552	331NC	26/17
34315	Trent River Daybeacon 20	STRUCT DEST/TRLB	11552	523NC	39/15
34525	Core Sound Light 25	LT EXT	11545	333NC	28/17
34535	Cedar Creek Light 1	STRUCT DEST	11545	523NC	42/17
34595	Oyster Creek Daybeacon 3	STRUCT DEST/TRLB	11550	409NC	31/16
34640	Core Sound Light 41	STRUCT DEST/TRLB	11545	246NC	22/17
34810	Beaufort Harbor Channel Lighted Buoy 1BH	OFF STA	11547	611NC	49/17
34810	Beaufort Harbor Channel Lighted Buoy 1BH	TRLB	11547	561NC	15/17
34826	Beaufort Harbor Channel Daybeacon 4	STRUCT DEST/TRLB	11547	507NC	35/17
34835	Beaufort Harbor Channel Daybeacon 7	MISSING/TRUB	11541	506NC	41/17
35310	New Jersey Intracoastal Waterway Daybeacon 80	STRUCT DMGD/TRLB	12324	079DB	04/16
35350	New Jersey Intracoastal Waterway Daybeacon 89	STRUCT DEST/TRLB	12324	339DB	46/17
35365	New Jersey Intracoastal Waterway Daybeacon 94	STRUCT DEST/TRLB	12324	061DB	10/17
35395	New Jersey Intracoastal Waterway Daybeacon 101	STRUCT DEST/TRLB	12316	085DB	15/17
35400	New Jersey Intracoastal Waterway Daybeacon 102	STRUCT DEST/TRLB	12316	005DB	18/15
36280	New Jersey Intracoastal Waterway Daybeacon 342	STRUCT DEST/TRLB	12316	096DB	17/17
36935	Deep Creek Daybeacon 1	STRUCT DEST	12253	256HR	32/17
37365	Great Bridge to Albemarle Sound Light 35	STRUCT DEST/TRLB	12206	351HR	46/17
37851	Alligator River Lighted Buoy 8A	MISSING	11553	567NC	46/17
37865	Alligator River Light 14	LT EXT	11553	590NC	47/17
37890	Alligator River Light 24	STRUCT DEST/HAZ NAV/TRLB	11553	518NC	42/17
37920	Alligator River Daybeacon 35	STRUCT DEST/TRUB	11553	517NC	42/17
38200	Goose Creek Light 15	STRUCT DEST/TRLB	11553	387NC	32/17
38280	Neuse River Channel Light 6	LT EXT	11541	580NC	47/17
38290	Adams Creek Light 1AC	STRUCT DEST/TRLB	11541	464NC	37/17
38410	Core Creek Daybeacon 23	STRUCT DEST/HAZ NAV/TRLB	11541	513NC	42/17
38467	Russell Slough Lighted Buoy 6A	LT EXT	11541	601NC	49/17
38820	Peletier Creek Entrance Channel Daybeacon 1	STRUCT DEST/TRUB	11541	578NC	46/17
38895	Bogue Sound Daybeacon 14	STRUCT DEST/TRUB	11541	361NC	30/17
39050	Bogue Sound Buoy 45A	OFF STA	11541	564NC	45/17

39060	Bogue Sound Daybeacon 45B	STRUCT DEST/TRUB	11541	529NC	43/17
39365	New River - Cape Fear River Light 23	STRUCT DEST/TRLB	11541	509NC	41/17
39390	New River - Cape Fear River Daybeacon 32	STRUCT DEST/TRUB	11541	537NC	43/17
39470	New River - Cape Fear River Daybeacon 72	STRUCT DEST/TRUB	11541	593NC	47/17
39575	New River - Cape Fear River Daybeacon 108	STRUCT DEST/TRLB	11541	265NC	23/17
39610	New River - Cape Fear River Daybeacon 124	STRUCT DEST/HAZ NAV/TRUB	11541	460NC	34/17
39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB	11541	378NC	31/17
39705	New River - Cape Fear River Daybeacon 150	STRUCT DEST/TRLB	11534	344NC	28/17
39720	New River - Cape Fear River Light 153	STRUCT DEST/TRLB	11534	586NC	47/17
39870	New River - Cape Fear River Daybeacon 174	STRUCT DEST/TRUB	11534	321NC	27/17
39885	Cape Fear River Channel Lighted Buoy 35	TRLB	11534	402NC	34/17
40010	Cape Fear River Channel Lighted Buoy 22	OFF STA	11534	607NC	49/17
40020	Cape Fear River Channel Lighted Buoy 19	BUOY DMGD	11534	555NC	45/17
40105	Cape Fear River - Little River Daybeacon 26	STRUCT DEST/TRUB	11534	376NC	31/17
40130	Cape Fear River - Little River Daybeacon 36	STRUCT DEST/TRUB	11534	330NC	28/17
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	11534	310NC	09/17
40370	Cape Fear River - Little River Daybeacon 89	STRUCT DEST/TRLB	11534	442NC	36/17
40385	Cape Fear River - Little River Light 93	STRUCT DEST/HAZ NAV/LT EXT/TRLB	11534	565NC	36/17

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1485	Delaware Bay Approach Lighted Whistle Buoy CH	N/A	12214	NONEDB	44/17	49/17
1485	Delaware Bay Approach Lighted Whistle Buoy CH	WATCHING PROPERLY	12214	351DB	47/17	49/17
5220	Chincoteague Bay Lighted Buoy 21	RELIGHTED	12211	361HR	47/17	49/17
5325	Chincoteague Channel Lighted Buoy 12	RESET ON STATION	12210	NONEHR	49/17	49/17
5330	Chincoteague Channel Buoy 13	RESET ON STATION	12210	NONEHR	49/17	49/17
5490	Chincoteague Bay Lighted Buoy 21	RELIGHTED	12211	361HR	47/17	49/17
7365	Chesapeake Channel Lighted Bell Buoy 50	RELIGHTED	12225	350HR	46/17	49/17
8370	Upper Chesapeake Channel Lighted Buoy 7	RELIGHTED	12272	350MD	49/17	49/17
9280	Thimble Shoal Channel Lighted Buoy 14	RELIGHTED	12254	374HR	49/17	49/17
9375	Norfolk Entrance Reach Range Rear Light	RELIGHTED	12245	368HR	49/17	49/17
10920	Hampton River Channel Daybeacon 10	WATCHING PROPERLY	12245	365HR	48/17	49/17
21065	Seagirt Marine Terminal East Channel Lighted Buoy 7A	RELIGHTED	12281	349MD	49/17	49/17
21940	Onancock Creek Channel Light 6	RELIGHTED	12226	NONEHR	49/17	49/17
22005	Onancock Creek Channel Light 13	WATCHING PROPERLY	12228	NONEHR	46/17	49/17
24960	La Trappe Creek Daybeacon 2	WATCHING PROPERLY	12266	331MD	45/17	49/17
26740	Chester River Channel Buoy 20	RESET ON STATION	12272	335MD	46/17	49/17
29430	Morehead City Channel Range Front Light	RELIGHTED	11547	608NC	05/16	49/17
31750	Edenton Light	RELIGHTED	12204	542NC	44/17	49/17
31800	Chowan River Light 5	RELIGHTED	12205	432NC	36/17	49/17
34810	Beaufort Harbor Channel Lighted Buoy 1BH	RESET ON STATION	11547	NONENC	49/17	49/17
34815	Beaufort Harbor Channel Lighted Buoy 3	RESET ON STATION	11547	NONENC	49/17	49/17

36100	New Jersey Intracoastal Waterway Daybeacon 291	WATCHING PROPERLY	12316	362DB	48/17	49/17
40380	Cape Fear River - Little River Daybeacon 91	WATCHING PROPERLY	11534	606NC	49/17	49/17
40455	Cape Fear River - Little River Light 117	RELIGHTED	11534	605NC	49/17	49/17

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LN M St	LN M End
9	Ocean Power Lighted Data Buoy A	MISSING	12323	585DB	49/13	
803.2	UNCW/CORMP Lighted Data Buoy C	LT IMCH	11539	186NC	17/17	
867	UNC Wilmington Lighted Data Buoy SB	BUOY DMGD/LT EXT	11534	112NC	12/17	
958	Barnegat Light	LT EXT	12324	301DB	40/17	
1155	Marshelder Channel Buoy 3	MISSING	12316	250DB	26/16	
1345	Ship Channel Buoy 5	OFF STA	12316	160DB	24/17	
1690	Bidwell Creek Entrance Light 2	LT EXT	12304	NONEAC	37/06	
1960	Fortescue Creek Entrance Buoy 4	OFF STA	12304	NONEDB	17/13	
2035	Lewes Breakwater Front Light	LT EXT	12216	282DB	27/13	
2137	Bakers Channel Lighted Buoy 1B	BUOY DMGD/LT EXT	12216	592DB	44/15	
3153	Marcus Hook Lighted Research Buoy C	MISSING	12312	332DB	45/17	
3503	Eagle Point Range Lighted Research Buoy B	MISSING	12313	338DB	45/17	
4346	Upper Delaware River Pipeline Outfall Buoy	MISSING	12314	129DB	18/12	
4875	Thorofare Channel Buoy 3	SINKING	12211	029DB	05/16	
4895	Thorofare Channel Buoy 8	BUOY DMGD	12211	285MD	32/16	
4900	Thorofare Channel Buoy 10	OFF STA	12211	121MD	09/15	
4925	Ocean Pines Yacht Club Light 2	LT EXT	12211	398MD	29/15	
4991.07	Little Assawoman Bay Daybeacon 6	STRUCT DEST	12211	341DB	35/16	
4991.08	Little Assawoman Bay Daybeacon 7	STRUCT DEST	12211	342DB	35/16	
4991.16	Little Assawoman Bay Daybeacon 15	DAYMK MISSING	12211	491HR	38/15	
4991.22	Little Assawoman Bay Daybeacon 21	STRUCT DMGD	12214	490HR	38/15	
5165	Chincoteague Bay State Boundary Line Buoy B	OFF STA/DAYMK IMCH	12211	024HR	04/14	
5175	Chincoteague Bay State Boundary Line Buoy D	DAYMK IMCH	12211	429HR	46/12	
5180	Chincoteague Bay State Boundary Line Buoy E	DAYMK IMCH	12211	430HR	46/12	
5185	Chincoteague Bay State Boundary Line Buoy F	MISSING	12211	431HR	46/12	
5190	Chincoteague Bay State Boundary Line Buoy G	DAYMK IMCH	12211	432HR	46/12	
5265	George Island Channel Daybeacon 8	DAYMK IMCH	12211	346HR	38/12	
5453	Coards Marsh Sanctuary Daybeacon A	STRUCT DEST	12211	433HR	46/12	
5453.1	Coards Marsh Sanctuary Daybeacon B	STRUCT DEST	12211	434HR	46/12	
5453.2	Coards Marsh Sanctuary Daybeacon C	STRUCT DEST	12211	435HR	46/12	
5457	Greenbackville Sanctuary Daybeacon A	STRUCT DEST	12211	476HR	43/11	
5457.1	Greenbackville Sanctuary Daybeacon B	DAYMK MISSING	12211	477HR	43/11	
7669	UMCES Lighted Data Buoy JI	MISSING	12264	439MD	36/14	
7837	UMCES Lighted Data Buoy CBB	OFF STA	12282	176MD	16/16	
7860	Bay Bridge Marina Light 5	LT EXT	12270	350MD	44/12	
9853	Elizabeth River Town Point Reach No Wake Buoy A	OFF STA	12253	328HR	35/14	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10157.01	Crab Creek Entrance Buoy 3CC	OFF STA	12254	131HR	19/17	
10157.12	Crab Creek Buoy 12	OFF STA	12254	065HR	10/17	
10186	Lynnhaven River Daybeacon 1LR	STRUCT DEST	12254	080HR	08/15	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	

10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17
10332.8	Lynnhaven River Eastern Branch Daybeacon 12	DAYMK MISSING	12222	432HR	51/16
10334	Lynnhaven River Eastern Branch Daybeacon 27	DAYMK MISSING	12222	162HR	23/16
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	NONEHR	33/17
10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	262HR	33/17
10762.1	Lafayette River Northern Branch Daybeacon 12	DAYMK MISSING	12245	252HR	26/14
10881	HRSD Newport News Point Outfall Lighted Buoy BH	LT EXT	12245	217HR	26/17
10962	Hampton River Channel Buoy 22	DAYMK DMGD	12245	NONEHR	16/16
12118	Scotland Wharf Ferry Light C	LT EXT	12251	371HR	49/17
12119	Scotland Wharf Ferry Light D	LT EXT	12251	372HR	49/17
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12958	Back River South Channel Daybeacon 8	DAYMK IMCH	12238	193HR	12/15
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13045	Harris River Approach Daybeacon 2	DAYMK IMCH/STRUCT DMGD	12238	087HR	14/17
13050	Harris River Approach Daybeacon 3	DAYMK MISSING	12238	036HR	06/12
13055	Harris River Approach Daybeacon 4	DAYMK IMCH	12238	088HR	14/17
13065	Harris River Approach Daybeacon 6	OFF STA/DAYMK DMGD	12238	037HR	06/12
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13583	VIMS Gloucester Point Lighted Data Buoy A	MISSING	12241	113HR	17/17
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
14935	Windmill Point Marina Light 2	DAYMK DMGD	12235	240HR	29/17
14940	Windmill Point Marina Light 3	LT EXT	12235	348HR	23/12
15005	Broad Creek Northern Branch Daybeacon 1N	DAYMK DMGD	12235	234HR	24/13
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
15050	Broad Creek Northern Branch Daybeacon 12	DAYMK MISSING	12235	431HR	49/14
16275	Buzzards Point Daybeacon 3	DAYMK DMGD	12235	390HR	26/15
16555	Lake Conoy Warning Daybeacon A	MISSING	12233	251MD	19/10
16612	Coan River Marina Buoy 1	MISSING	12233	121MD	10/15
16853	Potomac River Sandy Point Lighted Data Buoy A	MISSING	12233	282MD	20/14
17712	Potomac River Morgantown Lighted Mooring Buoy A	BUOY DMGD/LT EXT	12287	199MD	21/16
17845	Nanjemoy Creek Buoy 5	OFF STA	12288	497BA	45/15
18075	Possum Point Pier Light	LT EXT	12288	448MD	37/15
18170	Leesylvania Park Light 2	LT EXT	12288	449MD	37/15
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.2	Tanner Creek Daybeacon 1	DAYMK MISSING	12233	178MD	23/13
19260	Chalk Point Cable Crossing Tower Light 27	LT EXT	12264	213MD	29/17
19265	Chalk Point Cable Crossing Tower Light 28	LT EXT	12264	214MD	29/17
19270	Chalk Point Cable Crossing Tower Light A	LT EXT	12264	215MD	29/17
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	216MD	29/17

19277	Chalk Point Cable Crossing Tower Light 29	LT IMCH	12264	217MD	29/17
19278	Chalk Point Power Light 30	LT IMCH	12264	218MD	29/17
19279	Chalk Point Tower Light C	LT IMCH	12264	219MD	29/17
19280	Chalk Point Tower Light D	LT IMCH	12264	220MD	29/17
19512	West River Buoy 7	OFF STA	12270	271MD	32/16
19612	South River Warning Buoy A	MISSING	12270	193MD	06/13
19613	South River Warning Buoy B	OFF STA	12270	194MD	06/13
20063	Severn River - Mill Creek Buoy 11	SINKING	12283	238BA	16/15
20210	Forked Creek Daybeacon 2	DAYMK MISSING	12282	240MD	18/14
21362	North Locust Point Marine Terminal Pier 7 Warning Buoy A	MISSING	12281	569MD	01/15
22095	Onancock Creek -South Branch Buoy 1	OFF STA	12228	292MD	30/08
22430	Pocomoke Sound State Boundary Line Daybeacon H	STRUCT DEST/TRUB	12228	165MD	13/15
22440	Pocomoke Sound State Boundary Line Daybeacon K	STRUCT DEST/TRUB	12228	NONEMD	31/15
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
22985	Ward Creek Warning Daybeacon A	MISSING	12231	503MD	31/05
23315	Jones Creek Daybeacon 4	DAYMK MISSING	12231	402MD	44/08
23340	Jones Creek Daybeacon 12	DAYMK DMGD	12231	620MD	45/11
23670	Dorchester/Somerset County Line Marker DD	STRUCT DEST/TRUB	12231	166MD	13/15
23715	Dames Quarter Creek Channel Daybeacon 4	OFF STA/TRUB	12261	242MD	24/07
23720	Dames Quarter Creek Channel Daybeacon 5	STRUCT DEST/TRUB	12261	260MD	30/16
25010	Cambridge Municipal Yacht Basin Light 1	MISSING	12266	259MD	40/12
25015	Cambridge Municipal Yacht Basin Light 2	MISSING	12266	260MD	40/12
25020	Cambridge Channel Range Front Light	LT EXT	12268	420MD	46/08
25025	Cambridge Channel Range Rear Light	LT EXT/DAYMK DMGD	12268	418MD	46/08
25330	Pier Street Marina Daybeacon 1	STRUCT DEST/HAZ NAV	12266	157MD	20/13
25335	Pier Street Marina Daybeacon 2	STRUCT DEST/HAZ NAV	12266	168MD	21/13
25760	Upper Edge Creek Daybeacon 5	STRUCT DEST/HAZ NAV	12266	011MD	02/15
26030	Claiborne Channel Warning Daybeacon	STRUCT DEST	12270	NONEMD	08/16
26036	Claiborne Channel Buoy 5	MISSING	12266	NONEMD	08/16
26038	Claiborne Channel Buoy 6	MISSING	12270	093MD	08/16
26039	Claiborne Channel Warning Buoy A	MISSING	12270	094MD	08/16
26040	Claiborne Channel Warning Buoy B	MISSING	12270	NONEMD	08/16
26210	Oak Creek Buoy 3	MISSING	12270	092MD	08/16
26225	Oak Creek Warning Buoy	STRUCT DEST	12270	265MD	35/12
26275	Cox Creek Daybeacon 5	MISSING	12270	184MD	24/13
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD	12272	321MD	44/17
26990	Shallow Creek Daybeacon 9	DAYMK MISSING	12278	NONEMD	20/11
27230	Upper Gunpowder River Buoy 2	OFF STA	12274	116MD	19/15
27240	Upper Gunpowder River Buoy 4	OFF STA/DAYMK MISSING	12274	116MD	19/15
27245	Upper Gunpowder River Daybeacon 5	STRUCT DEST	12274	116MD	19/14
27250	Upper Gunpowder River Buoy 6	DAYMK MISSING	12274	116MD	19/15
27255	Upper Gunpowder River Buoy 7	DAYMK MISSING	12274	116MD	19/15
27260	Upper Gunpowder River Daybeacon 8	DAYMK IMCH	12274	112HR	18/17
27265	Upper Gunpowder River Buoy 9	DAYMK MISSING	12274	116MD	19/15
27270	Upper Gunpowder River Buoy 10	OFF STA	12274	274MD	19/15
27275	Upper Gunpowder River Daybeacon 11	STRUCT DEST/HAZ NAV	12274	345MD	47/17
27280	Upper Gunpowder River Daybeacon 12	OFF STA	12274	116MD	19/15
27415	Fairlee Creek Buoy 8	OFF STA/BUOY DMGD	12278	361MD	28/14
27920	Upper Elk River Buoy 8	OFF STA	12274	127MD	16/13
27925	Upper Elk River Buoy 9	OFF STA	12274	128MD	16/13
27955	Upper Elk River Buoy 16	OFF STA	12274	227MD	29/17

28552	Shallowbag Bay Warning Light A	DAYMK MISSING	12205	582NC	47/17
28553	ShallowBag Bay Warning Light D	DAYMK MISSING	12205	583NC	47/17
30477	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31060	Shallotte Inlet Buoy 2	MISSING	11534	005NC	01/14
31075	Shallotte Inlet Buoy 5	MISSING	11534	107NC	12/17
31087	Shallotte Inlet Buoy 9	MISSING	11534	317NC	23/13
31270	Southern Shores Daybeacon 1	DAYMK DMGD	12204	NONENC	26/17
31275	Southern Shores Daybeacon 2	DAYMK IMCH	12204	NONENC	30/17
31305	Southern Shores Junction Daybeacon JG	STRUCT DEST	12204	NONENC	30/17
31315	Southern Shores Daybeacon 10	STRUCT DEST	12204	NONENC	30/17
31350	Colington Harbor Entrance Daybeacon 3	STRUCT DEST	12205	NONENC	30/17
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
32725.16	Swanquarter PPA Warning Daybeacon R	STRUCT DEST	11548	424NC	33/16
32725.23	Swanquarter PPA Warning Daybeacon X	STRUCT DEST	11548	089NC	09/16
32725.24	Swanquarter PPA Warning Daybeacon Y	STRUCT DEST	11548	NONENC	09/16
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
33597	Neuse River UNC Lighted Data Buoy A	MISSING	11544	447NC	35/16
35230	Manahawkin Bay Lower Warning Light	LT EXT	12324	371DB	32/13
35780	Absecon Waterway Upper Pier Light	LT IMCH	12316	521DB	38/14
35785	Absecon Waterway Lower Pier Light	LT IMCH	12316	522DB	38/14
36777.3	Cape May Village Daybeacon 4	STRUCT DEST	12316	556DB	41/15
38535	Triple S. Marina Daybeacon 1	STRUCT DEST	11547	200NC	18/17
39621.4	Bradley Creek Daybeacon 4	DAYMK MISSING	11541	391NC	32/17
39621.9	Bradley Creek Light 9	LT IMCH	11541	414NC	34/17
39623.3	Bradley Creek Light 14	DAYMK IMCH	11541	487NC	40/17
40017	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
	Asquith Creek Daybeacon 6	DAYMK IMCH	12282	520MD	45/14
	Back Creek-Severn River Buoy 8	MISSING	12283	310BA	36/16
	Back River Buoy 6	BUOY DMGD		263MD	33/13
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Colington Harbor Entrance Light 5	DAYMK DMGD	12205	290NC	26/17
	Colington Harbor Entrance Light 6	DAYMK DMGD	12205	NONENC	30/17
	Cox Creek Channel Buoy 6 (Patapsco)	ADRIFT	12278	296MD	36/13
	Cox Creek Channel Buoy 7 (Patapsco)	ADRIFT	12278	297MD	36/13
	Crab Creek Buoy 1	OFF STA	12270	089MD	15/17
	East Cod Creek Daybeacon 5	DAYMK MISSING	12285	201MD	28/17
	Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
	Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
	Grassy Sound North Pier Light	MISSING	12316	0068AC	41/12
	Grassy Sound South Pier Light	MISSING	12316	0069AC	41/12
	Harris River Approach Daybeacon 10	DAYMK DMGD	12238	NONEHR	05/12
	Hungerford Creek Buoy 1	MISSING	12264	256MD	34/17
	Hungerford Creek Buoy 3	MISSING	12264	257MD	34/17
	Indian River Bay Shellfish Excl. Buoy	MISSING	12216	NONEAC	08/12
	Jean Guite Creek Daybeacon 1	STRUCT DEST	12205	NONENC	33/17
	Jean Guite Creek Daybeacon 2	DAYMK IMCH	12205	NONENC	33/17
	John's Creek Buoy 3	LT IMCH	12270	318HR	37/16
	Kitty Hawk Landing Daybeacon 1	DAYMK IMCH	12205	NONENC	30/17

Kitty Hawk Landing Daybeacon 10	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 2	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 4	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 6	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 7	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 8	DAYMK IMCH	12205	NONENC	30/17
Kitty Hawk Landing Daybeacon 9	DAYMK IMCH	12205	NONENC	30/17
Little Cove Point Warning Light C	STRUCT DEST	12264	286MD	36/13
Mariner Point Park Channel Buoy 1	OFF STA	12273	116MD	19/17
Mariner Point Park Channel Buoy 2	OFF STA	12273	114MD	19/17
Old House Cove Warning Daybeacon A	MISSING	12231	0498MD	31/05
Old House Cove Warning Daybeacon B	MISSING	12231	0499MD	31/05
Old House Cove Warning Daybeacon C	MISSING	12231	0500MD	31/05
Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
Playtors Creek Dbn 3	STRUCT DEST	12266	186MD	18/16
Rumsey Island Buoy 1	OFF STA	12274	113MD	19/17
Shark Riv Is Ch By 1	MISSING		215DB	22/16
Shark River Light 5	LT EXT		395DB	28/15
St. Michaels Harbor Buoy 7	MISSING	12270	308MD	42/17
Upper Seneca Creek Channel Buoy 2	OFF STA	12278	289MD	34/16
Upper Tangier Sound County Range Marker F	STRUCT DEST	12231	155MD	14/16
VIMS Clay Bank Lighted Data Buoy A	MISSING	12243	NONEHR	14/14
VIMS Clay Bank Lighted Data Buoy B	MISSING	12243	NONEHR	14/14
VIMS Clay Bank Lighted Data Buoy C	MISSING	12241	NONEHR	14/14
VIMS Outfall Pipe Warning Buoy A	MISSING	12241	114HR	17/17
Vims Water Qual Monitor Device (3)	MISSING		NONEHR	14/14
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05
Warehouse Creek Buoy 1 (South River)	MISSING	12270	244MD	28/16
Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
None						

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
35	Little Egg Inlet Outer Lighted Whistle Buoy LE	DISCONTINUED	12316	169D5	13/17	
865	Lockwoods Folly Inlet Lighted Whistle Buoy LW	DISCONTINUED	11534	307D5	18/17	

1080	Oyster Creek Channel Buoy 37	RELOCATED FOR DREDGING	12324	775D5	47/17
1090	Oyster Creek Channel Buoy 38	RELOCATED FOR DREDGING	12324	775D5	49/17
1093	Oyster Creek Channel Buoy 39	RELOCATED FOR DREDGING	12324	775D5	49/17
1100	Little Egg Inlet Outer Lighted Whistle Buoy LE	DISCONTINUED	12316	169D5	13/17
1105	Little Egg Inlet Buoy 2	DISCONTINUED	12316	172D5	13/17
1110	Little Egg Inlet Lighted Buoy 3	DISCONTINUED	12316	172D5	13/17
1115	Little Egg Inlet Buoy 4	DISCONTINUED	12316	172D5	13/17
1117	Little Egg Inlet Buoy 4A	DISCONTINUED	12316	172D5	13/17
1120	Little Egg Inlet Lighted Buoy 5	DISCONTINUED	12316	172D5	13/17
1125	Little Egg Inlet Lighted Buoy 6	DISCONTINUED	12316	172D5	13/17
1129	Little Egg Inlet Buoy 8	DISCONTINUED	12316	172D5	13/17
1131	Little Egg Inlet Lighted Buoy 10	DISCONTINUED	12316	172D5	13/17
1270	Great Egg Harbor Inlet Lighted Buoy 1	RELOCATED FOR DREDGING	12316	741D5	46/17
3110	Delaware River Lighted Buoy 38	RELOCATED FOR DREDGING	12312	540D5	35/17
3120	Delaware River Lighted Buoy 40	RELOCATED FOR DREDGING	12312	540D5	35/17
3130	Delaware River Lighted Buoy 42	RELOCATED FOR DREDGING	12312	540D5	35/17
3150	Delaware River Lighted Buoy 43	RELOCATED FOR DREDGING	12312	758D5	47/17
3155	Delaware River Buoy 44	RELOCATED FOR DREDGING	12312	540D5	35/17
3160	Delaware River Lighted Buoy 46	RELOCATED FOR DREDGING	12312	540D5	35/17
3165	Marcus Hook Anchorage Buoy A	DISCONTINUED FOR DREDGING	12312	540D5	35/17
3215	Delaware River Lighted Buoy 49	RELOCATED FOR DREDGING	12312	758D5	47/17
3240	Delaware River Buoy 48	RELOCATED FOR DREDGING	12312	704D5	44/17
3245	Delaware River Lighted Buoy 50	RELOCATED FOR DREDGING	12312	704D5	44/17
3260	Delaware River Lighted Buoy 53	RELOCATED FOR DREDGING	12312	758D5	47/17
4010	Upper Delaware River Channel Lighted Buoy 51	RELOCATED FOR DREDGING	12314	745D5	47/17
4055	Upper Delaware River Channel Buoy 55	RELOCATED FOR DREDGING	12314	745D5	47/17
4070	Upper Delaware River Channel Lighted Buoy 58	RELOCATED FOR DREDGING	12314	745D5	47/17
4075	Upper Delaware River Channel Lighted Buoy 60	RELOCATED FOR DREDGING	12314	745D5	47/17
4095	Upper Delaware River Channel Lighted Buoy 65	RELOCATED FOR DREDGING	12314	745D5	47/17
4135	Upper Delaware River Channel Lighted Buoy 69	RELOCATED FOR DREDGING	12314	745D5	47/17
4155	Upper Delaware River Channel Lighted Buoy 71	RELOCATED FOR DREDGING	12314	745D5	47/17
4160	Upper Delaware River Channel Lighted Buoy 72	RELOCATED FOR DREDGING	12314	694D5	44/17
4165	Upper Delaware River Channel Buoy 75	RELOCATED FOR DREDGING	12314	694D5	44/17
4170	Upper Delaware River Channel Lighted Buoy 76	RELOCATED FOR DREDGING	12314	694D5	44/17
11897	James River Channel Lighted Buoy 27A	DISCONTINUED FOR DREDGING	12248	541D5	44/15
11904	James River Channel Lighted Buoy 29A	DISCONTINUED FOR DREDGING	12248	541D5	44/15
13595	West Branch Channel Entrance Light 2WB	TRLB	12241	NONED5	49/17

21510	Mud Creek Channel Daybeacon 1	DISCONTINUED FOR DREDGING	12224	271HR	17/15
21515	Mud Creek Channel Daybeacon 2	TRUB	12224	221D5	18/15
23510	Lower Thorofare Channel Light 6	TRDBN	12231	096D5	11/16
28445	Wanchese Channel Buoy 2	RELOCATED FOR DREDGING	12204	730D5	46/17
28955	Teaches Hole Channel Lighted Buoy 20	DISCONTINUED	11550	173D5	14/15
29245	Barden Inlet Light 26	TRDBN	11545	503D5	32/17
29247	Barden Inlet Buoy 27	DISCONTINUED	11545	503D5	32/17
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17
29260	Barden Inlet Light 32	TRDBN	11545	503D5	32/17
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29270	Barden Inlet Light 35	TRDBN	11545	503D5	32/17
29655	New River Inlet Buoy 1	DISCONTINUED	11541	067D5	06/15
29660	New River Inlet Buoy 2	DISCONTINUED	11541	067D5	06/15
29665	New River Inlet Buoy 3	DISCONTINUED	11541	491D5	43/14
29670	New River Inlet Buoy 4	DISCONTINUED	11541	491D5	43/14
29680	New River Inlet Buoy 6	DISCONTINUED	11541	491D5	43/14
29700	New River Inlet Buoy 8	DISCONTINUED	11541	491D5	43/14
31005	Lockwoods Folly Inlet Lighted Whistle Buoy LW	DISCONTINUED	11534	307D5	18/17
31010	Lockwoods Folly Inlet Buoy 1	DISCONTINUED	11534	313D5	19/17
31020	Lockwoods Folly Inlet Buoy 3	DISCONTINUED	11534	304D5	18/17
31025	Lockwoods Folly Inlet Buoy 4	DISCONTINUED	11534	240D5	17/17
31027	Lockwoods Folly Inlet Buoy 5	DISCONTINUED	11534	313D5	19/17
31030	Lockwoods Folly Inlet Buoy 6	DISCONTINUED	11534	240D5	17/17
31035	Lockwoods Folly Inlet Buoy 7	DISCONTINUED	11534	313D5	19/17
31040	Lockwoods Folly Inlet Buoy 8	DISCONTINUED	11534	304D5	18/17
31045	Lockwoods Folly Inlet Buoy 10	DISCONTINUED	11534	304D5	18/17
31047	Lockwoods Folly Inlet Buoy 12	DISCONTINUED	11534	121D5	09/17
38440	Russell Slough Junction Light RS	TRLB	11541	143D5	11/17
	West Branch Channel Buoy 10	ESTABLISHED	12241	766D5	48/17

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNLM St	LNLM End
1415	Townsend's Inlet Lighted Buoy 6	LWP	12316	761D5	48/17	49/17
1679	Cape May Canal West Entrance Buoy 14	LWP	12316	NONED5	47/17	49/17
6035	Bradford Bay Buoy 5A	LWP	12210	753D5	47/17	49/17
7255	Wolf Trap Lighted Buoy 1WT	LWP	12224	755D5	47/17	49/17
13655	West Branch Channel Buoy 10	No Longer Required	12241	766D5	48/17	49/17
13765	Timberneck Creek Buoy 2	LWP	12241	720D5	45/17	49/17
28027	Oregon Inlet Lighted Buoy 13	LWP	12204	756D5	47/17	49/17
28075	Oregon Inlet Channel Buoy 23	LWP	12204	756D5	47/17	49/17

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

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

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

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

11534	39th Ed.	01-NOV-15	Last LNM: 46/17	NAD 83	49/17
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					
RELOCATE	Carolina Beach Inlet Buoy 1			CGD05 from 34-04-45.457N to 34-04-40.923N	077-51-40.884W 077-51-48.486W
RELOCATE	Carolina Beach Inlet Buoy 2			CGD05 from 34-04-49.117N to 34-04-44.466N	077-51-42.762W 077-51-44.296W

11539	20th Ed.	01-SEP-14	Last LNM: 46/17	NAD 83	49/17
Chart Title: New River Inlet to Cape Fear					
Main Panel 500 NEW RIVER INLET TO CAPE FEAR NORTH CAROLINA. Page/Side: A					
RELOCATE	Carolina Beach Inlet Buoy 1			CGD05 from 34-04-45.457N to 34-04-40.923N	077-51-40.884W 077-51-48.486W
RELOCATE	Carolina Beach Inlet Buoy 2			CGD05 from 34-04-49.117N to 34-04-44.466N	077-51-42.762W 077-51-44.296W

11541	41st Ed.	01-NOV-15	Last LNM: 47/17	NAD 83	49/17
Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound					
CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A					
RELOCATE	Bogue Sound - New River Buoy 60			CGD05 from 34-35-52.210N to 34-35-50.922N	077-14-31.644W 077-14-34.344W
RELOCATE	Bogue Sound - New River Buoy 61A			CGD05 from 34-35-49.644N to 34-35-51.373N	077-14-31.323W 077-14-31.780W
RELOCATE	Bogue Sound - New River Buoy 63			CGD05 from 34-35-46.516N	077-14-35.956W

					to 34-35-48.043N	077-14-36.839W
					CGD05	
RELOCATE	New River - Cape Fear River Daybeacon 105				from 34-19-25.568N	077-42-56.980W
					to 34-19-25.659N	077-42-57.073W
11542	19th Ed.	01-AUG-14	Last LNM: 47/17	NAD 83		49/17
<i>ChartTitle: New River;Jacksonville</i>						
CHART NC- NEW RIVER. Page/Side: N/A						
RELOCATE	Bogue Sound - New River Buoy 60				CGD05	077-14-31.644W
					from 34-35-52.210N	077-14-34.344W
					to 34-35-50.922N	
RELOCATE	Bogue Sound - New River Buoy 61A				CGD05	077-14-31.323W
					from 34-35-49.644N	077-14-31.780W
					to 34-35-51.373N	
RELOCATE	Bogue Sound - New River Buoy 63				CGD05	077-14-35.956W
					from 34-35-46.516N	077-14-36.839W
					to 34-35-48.043N	
11544	41st Ed.	01-DEC-13	Last LNM: 45/17	NAD 83		49/17
<i>ChartTitle: Portsmouth Island to Beaufort, Including Cape Lookout Shoals</i>						
Main Panel 508 PORTSMOUTH ISL TO BEAUFORT INCL CAPE LOOKOUT SHOALS. Page/Side: N/A						
CHANGE	West Bay Light 5 to West Bay Light 5WB, FIG 2.5s, 15FT, 4M, at				CGD05	076-22-52.378W
					35-02-04.792N	
11548	42nd Ed.	01-JAN-17	Last LNM: 46/17	NAD 83		49/17
<i>ChartTitle: Pamlico Sound Western Part</i>						
CHART NC- PAMLICO SOUND- WESTERN PART. Page/Side: N/A						
CHANGE	West Bay Light 5 to West Bay Light 5WB, FIG 2.5s, 15FT, 4M, at				CGD05	076-22-52.378W
					35-02-04.792N	
11550	32nd Ed.	01-MAY-17	Last LNM: 46/17	NAD 83		49/17
<i>ChartTitle: Ocracoke Inlet and Part of Core Sound</i>						
Main Panel 514 OCRACOKE INLET & PART OF CORE SOUND - -. Page/Side: -						
CHANGE	West Bay Light 5 to West Bay Light 5WB, FIG 2.5s, 15FT, 4M, at				CGD05	076-22-52.378W
					35-02-04.792N	
12204	38th Ed.	01-DEC-12	Last LNM: 43/17	NAD 83		49/17
<i>ChartTitle: Currituck Beach Light to Wimble Shoals</i>						
Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS. Page/Side: N/A						
RELOCATE	Oregon Inlet Channel Buoy 23				CGD05	075-32-52.108W
					from 35-46-37.738N	075-32-52.248W
					to 35-46-37.829N	
RELOCATE	Oregon Inlet Lighted Buoy 13				CGD05	075-31-58.600W
					from 35-46-23.056N	075-31-58.372W
					to 35-46-22.861N	
ADD	Fort Raleigh Artificial Reef Buoy AR-197A Can Priv.				CGD05	075-42-19.700W
					at 35-57-19.400N	
ADD	Fort Raleigh Artificial Reef Buoy AR-197B Can Priv.				CGD05	075-42-03.900W
					at 35-57-19.000N	
ADD	Fort Raleigh Artificial Reef Buoy AR-197C Can Priv.				CGD05	075-42-04.400W
					at 35-57-06.200N	
ADD	Fort Raleigh Artificial Reef Buoy AR-197D Can Priv.				CGD05	075-42-20.000W
					at 35-57-06.600N	
12205	35th Ed.	01-FEB-17	Last LNM: 43/17	NAD 83		49/17
<i>ChartTitle: Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights</i>						
CHART VA-NC- CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND). Page/Side: N/A						
RELOCATE	Oregon Inlet Channel Buoy 23				CGD05	075-32-52.108W
					from 35-46-37.738N	075-32-52.248W
					to 35-46-37.829N	
					CGD05	

RELOCATE	Oregon Inlet Lighted Buoy 13	from 35-46-23.056N to 35-46-22.861N CGD05	075-31-58.600W 075-31-58.372W
ADD	Black Walnut Pt Artificial Reef Buoy AR-191A Can Priv.	at 36-00-03.800N CGD05	076-40-01.800W
ADD	Black Walnut Pt Artificial Reef Buoy AR-191B Can Priv.	at 36-00-03.800N CGD05	076-39-55.400W
ADD	Black Walnut Pt Artificial Reef Buoy AR-191C Can Priv.	at 35-59-57.600N CGD05	076-39-55.400W
ADD	Black Walnut Pt Artificial Reef Buoy AR-191D Can Priv.	at 35-59-57.600N CGD05	076-40-01.900W
ADD	Fort Raleigh Artificial Reef Buoy AR-197A Can Priv.	at 35-57-19.400N CGD05	075-42-19.700W
ADD	Fort Raleigh Artificial Reef Buoy AR-197B Can Priv.	at 35-57-19.000N CGD05	075-42-03.900W
ADD	Fort Raleigh Artificial Reef Buoy AR-197C Can Priv.	at 35-57-06.200N CGD05	075-42-04.400W
ADD	Fort Raleigh Artificial Reef Buoy AR-197D Can Priv.	at 35-57-06.600N CGD05	075-42-20.000W

12210 **43rd Ed.** **01-AUG-17** **Last LNM: 47/17** **NAD 83** **49/17**

ChartTitle: Chincoteague Inlet to Great Machipongo Inlet;Chincoteague Inlet

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

ADD	Bradford Bay Buoy 5A Green Can	CGD05 at 37-35-15.625N	075-40-42.534W
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12211 **47th Ed.** **01-FEB-17** **Last LNM: 44/17** **NAD 83** **49/17**

ChartTitle: Fenwick Island to Chincoteague Inlet;Ocean City Inlet

Main Panel 552 FENWICK ISLAND TO CHINCOTEAGUE INLET. Page/Side: A

CHANGE	Dotted Oyster Reef Label; Oyster Reef (1 ft) (NOS NW-26686)	NOS 38-05-55.910N	075-18-11.660W
ADD	Dotted Oyster Reef A PT 1 OF 4; Chart No. 1: K46.2 (NOS NW-26598)	NOS 38-05-53.800N	075-18-08.400W
ADD	Dotted Oyster Reef A PT 2 OF 4; Chart No. 1: K46.2 (NOS NW-26598)	NOS 38-05-55.700N	075-18-15.200W
ADD	Dotted Oyster Reef A PT 3 OF 4; Chart No. 1: K46.2 (NOS NW-26598)	NOS 38-05-57.800N	075-18-14.100W
ADD	Dotted Oyster Reef A PT 4 OF 4; Chart No. 1: K46.2 (NOS NW-26598)	NOS 38-05-56.000N	075-18-07.500W
ADD	Dotted Oyster Reef Label; Oyster Reef (2 1/2 ft) (NOS NW-26598)	NOS 38-05-55.910N	075-18-11.660W

12221 **83rd Ed.** **01-JAN-17** **Last LNM: 46/17** **NAD 83** **49/17**

ChartTitle: Chesapeake Bay Entrance

Main Panel 558 CHESAPEAKE BAY ENTRANCE. Page/Side: A

ADD	Wolf Trap Lighted Buoy 1WT Green FIG 4s	CGD05 at 37-23-29.920N	076-10-27.800W
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12224 **27th Ed.** **01-JUN-17** **Last LNM: 45/17** **NAD 83** **49/17**

ChartTitle: Chesapeake Bay Cape Charles to Wolf Trap

Main Panel 562 CHESAPEAKE BAY CAPE CHARLES TO WOLF TRAP - -. Page/Side: -

ADD	Wolf Trap Lighted Buoy 1WT Green FIG 4s	CGD05 at 37-23-29.920N	076-10-27.800W
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12225 **61st Ed.** **01-FEB-17** **Last LNM: 45/17** **NAD 83** **49/17**

ChartTitle: Chesapeake Bay Wolf Trap to Smith Point

Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT. Page/Side: A

DELETE	Milford Haven East Lighted Buoy 1MH at	CGD05 37-27-01.482N	076-10-53.778W
ADD	Wolf Trap Lighted Buoy 1WT Green FI G 4s	CGD05 at 37-23-29.920N	076-10-27.800W

12226 19th Ed. 01-AUG-14 Last LNM: 45/17 NAD 83 49/17

ChartTitle: Chesapeake Bay Wolf Trap to Pungoteague Creek

CHART VA- CHESAPEAKE BAY: WOLF TRAP TO PUNGOTEAGUE CREEK. Page/Side: N/A

DELETE	Milford Haven East Lighted Buoy 1MH at	CGD05 37-27-01.482N	076-10-53.778W
ADD	Wolf Trap Lighted Buoy 1WT Green FI G 4s	CGD05 at 37-23-29.920N	076-10-27.800W

12235 35th Ed. 01-JAN-17 Last LNM: 43/17 NAD 83 49/17

ChartTitle: Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers

Main Panel 571 RAPPAHANNOCK RIVER ENTRNCE PIANKATANK-GREAT WICOMICO RIVERS. Page/Side: A

DELETE	Milford Haven East Lighted Buoy 1MH at	CGD05 37-27-01.482N	076-10-53.778W
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12238 42nd Ed. 01-JAN-17 Last LNM: 45/17 NAD 83 49/17

ChartTitle: Chesapeake Bay Mobjack Bay and York River Entrance

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

DELETE	Milford Haven East Lighted Buoy 1MH at	CGD05 37-27-01.482N	076-10-53.778W
DELETE	West Branch Channel Buoy 11 at	CGD05 37-12-51.194N	076-28-09.859W
DELETE	West Branch Channel Daybeacon 2 at	CGD05 37-13-07.202N	076-28-00.746W
DELETE	West Branch Channel Entrance Light 1WB at	CGD05 37-13-11.914N	076-27-58.227W
RELOCATE	West Branch Channel Daybeacon 26	CGD05 from 37-12-52.192N to 37-12-51.923N	076-28-34.606W 076-28-33.986W
RELOCATE	West Branch Channel Daybeacon 4	CGD05 from 37-13-04.105N to 37-13-05.717N	076-28-02.609W 076-28-04.479W
ADD	West Branch Channel Buoy 10 Red Nun	CGD05 at 37-12-51.623N	076-28-10.698W
ADD	West Branch Channel Daybeacon 3 Green	CGD05 at 37-13-09.955N	076-28-00.593W
ADD	West Branch Channel Entrance Light 2WB Red FIR 2.5s 15 Ft, 4 Naut Mi	CGD05 at 37-13-14.940N	076-27-57.654W

12241 23rd Ed. 01-MAR-14 Last LNM: 46/17 NAD 83 49/17

ChartTitle: York River Yorktown and Vicinity

Main Panel 581 YORK RIVER YORKTOWN AND VICINITY. Page/Side: N/A

DELETE	West Branch Channel Buoy 11 at	CGD05 37-12-51.194N	076-28-09.859W
DELETE	West Branch Channel Daybeacon 2 at	CGD05 37-13-07.202N	076-28-00.746W
DELETE	West Branch Channel Entrance Light 1WB at	CGD05 37-13-11.914N	076-27-58.227W
RELOCATE	West Branch Channel Daybeacon 26	CGD05 from 37-12-52.192N to 37-12-51.923N	076-28-34.606W 076-28-33.986W
RELOCATE	West Branch Channel Daybeacon 4	CGD05 from 37-13-04.105N	076-28-02.609W

ADD	West Branch Channel Buoy 10 Red Nun	CGD05 at 37-12-51.623N	076-28-04.479W 076-28-10.698W
ADD	West Branch Channel Daybeacon 3 Green	CGD05 at 37-13-09.955N	076-28-00.593W
ADD	West Branch Channel Entrance Light 2WB Red FIR 2.5s 15 Ft, 4 Naut Mi	CGD05 at 37-13-14.940N	076-27-57.654W

12263 **57th Ed.** **01-JAN-17** **Last LNM: 47/17** **NAD 83** **49/17**

ChartTitle: Chesapeake Bay Cove Point to Sandy Point

Main Panel 603 CHESAPEAKE BAY COVE POINT TO SANDY POINT. Page/Side: A

RELOCATE	Chester River Channel Buoy 7	CGD05 from 39-00-06.403N to 39-00-14.347N	076-13-56.732W 076-14-13.261W
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12270 **37th Ed.** **01-DEC-15** **Last LNM: 47/17** **NAD 83** **49/17**

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

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

RELOCATE	Chester River Channel Buoy 7	CGD05 from 39-00-06.403N to 39-00-14.347N	076-13-56.732W 076-14-13.261W
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12272 **33rd Ed.** **01-JAN-17** **Last LNM: 24/17** **NAD 83** **49/17**

ChartTitle: Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek

CHART MD- CHESTER RIVER. Page/Side: N/A

RELOCATE	Chester River Channel Buoy 7	CGD05 from 39-00-06.403N to 39-00-14.347N	076-13-56.732W 076-14-13.261W
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12274 **37th Ed.** **01-FEB-17** **Last LNM: 47/17** **NAD 83** **49/17**

ChartTitle: Head of Chesapeake Bay

CHART MD- HEAD OF CHESAPEAKE BAY. Page/Side: N/A

DELETE	Otter Point Creek Buoy 7 at	CGD05 39-26-34.490N	076-15-36.542W
RELOCATE	Otter Point Creek Buoy 6 Priv.	CGD05 from 39-26-33.390N to 39-26-41.400N	076-15-37.942W 076-15-22.050W

12280 **11th Ed.** **01-FEB-14** **Last LNM: 45/17** **NAD 83** **49/17**

ChartTitle: Chesapeake Bay

CHART MD - VA - CHESAPEAKE BAY. Page/Side: N/A

DELETE	Milford Haven East Lighted Buoy 1MH at	CGD05 37-27-01.482N	076-10-53.778W
ADD	Wolf Trap Lighted Buoy 1WT Green FIG 4s	CGD05 at 37-23-29.920N	076-10-27.800W

12312 **57th Ed.** **01-AUG-17** **Last LNM: 44/17** **NAD 83** **49/17**

ChartTitle: Delaware River Wilmington to Philadelphia

Main Panel 669 DELAWARE RIVER WILMINGTON TO PHILADELPHIA - -. Page/Side: -

(Temp)	RELOCATE	Delaware River Lighted Buoy 43	CGD05 from 39-47-23.907N to 39-47-28.103N	075-26-58.702W 075-26-50.161W
(Temp)	RELOCATE	Delaware River Lighted Buoy 49	CGD05 from 39-49-27.105N to 39-49-22.164N	075-22-51.490W 075-22-59.440W
(Temp)	RELOCATE	Delaware River Lighted Buoy 53	CGD05 from 39-50-45.670N to 39-50-40.817N	075-20-34.377W 075-20-46.755W

12316 36th Ed. 01-MAR-17 Last LNM: 46/17 NAD 83 49/17
 ChartTitle: Intracoastal Waterway Little Egg Harbor to Cape May;Atlantic City
 CHART NJ-IWW-LITTLE EGG HARBOR TO CAPE MAY. Page/Side: N/A

RELOCATE	Cape May Canal West Entrance Buoy 14	CGD05 from 38-58-00.591N to 38-58-01.117N	074-57-27.385W 074-57-27.374W
RELOCATE	Townsend's Inlet Lighted Buoy 6	CGD05 from 39-06-34.554N to 39-06-32.225N	074-42-13.323W 074-42-11.386W

12318 45th Ed. 01-APR-10 Last LNM: 46/17 NAD 83 49/17
 ChartTitle: Little Egg Inlet to Hereford Inlet;Absecon Inlet
 CHART NJ- LITTLE EGG INLET TO HEREFORD INLET. Page/Side: N/A

RELOCATE	Townsend's Inlet Lighted Buoy 6	CGD05 from 39-06-34.554N to 39-06-32.225N	074-42-13.323W 074-42-11.386W
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12324 36th Ed. 01-MAR-17 Last LNM: 44/17 NAD 83 49/17
 ChartTitle: Intracoastal Waterway Sandy Hook to Little Egg Harbor
 CHART NY-NJ-SANDY HOOK TO LITTLE EGG HARBOR. Page/Side: N/A

(Temp) RELOCATE	Oyster Creek Channel Buoy 37	CGD05 from 39-47-30.238N to 39-47-30.977N	074-09-08.653W 074-09-05.390W
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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

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

******MD – TANGIER SOUND – NORTHERN PART – BIG THOROFARE CHANNEL – REMOVAL OF AIDS TO NAVIGATION FOR DREDGING******

On or about 4 December 2017, Big Thorofare West Buoy 3 (LLNR 23213) and Big Thorofare West Buoy 4 (LLNR 23223) will be removed for dredging of the Big Thorofare Channel. Upon completion of the dredging and review of the after dredge survey the need for the buoys will be determined.
 Chart 12231 LNM: 48/17

******MD – APPROACHES TO BALTIMORE – WORTON CREEK - EARLY REPLACEMENT OF SEASONAL AID TO NAVIGATION******

The following aid to navigation will be replaced by its winter hull early. Worton Creek Lighted Buoy 2 (LLNR 27390). The aid will be replaced on or about 7 Dec.
 Chart 12278 LNM: 48/17

******VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE – AID TO NAVIGATION RELOCATION AND NAME CHANGE******

On or about December 5, 2017 the Coast Guard will relocate Milford Haven East Lighted Buoy 1 (LLNR 14580) to 37 23 29.290N, 76 10 27.900W and rename it to Wolf Trap Lighted Buoy 1WT (LLNR 14580). The flash characteristic will remain a flashing green 4 second.
 Charts: 12221 12225 12238 LNM: 46/17

******VA – RAPPAHANNOCK RIVER ENTRANCE – GREAT WICOMICO RIVER – AID TO NAVIGATION CHANGE******

On or about December 11, 2017 the Coast Guard will make the following changes to the aids to navigation marking the Great Wicomico River.
 Great Wicomico River:
 Relocate Great Wicomico River Lighted Buoy 1GW (LLNR 16180) to approximate position 37 47 25.630N, 76 14 02.850W.
 Change Great Wicomico River Buoy 2 (LLNR 16195) to Lighted Buoy 2 with a flashing 2.5 second red light and relocate to approximate position 37 48 06.700N, 76 15 32.140W.
 Relocate Great Wicomico River Buoy 3 (LLNR 16200) to approximate position 37 47 55.170N, 76 15 52.850W and will be replaced with a smaller buoy that will have a visual range on 1.4 NM and radar range of 1.6 NM.
 Discontinue Great Wicomico River Warning Buoy (LLNR 16185).
 Establish Great Wicomico River Wreck Light WR4 (LLNR 16245) in approximate position 37 48 10.490N, 76 16 02.320W with a Quick flashing red light.
 Discontinue Great Wicomico River Buoy 4 (LLNR 16245).
 Discontinue Great Wicomico River Lighted Buoy 6 (LLNR 16250).
 Establish Great Wicomico River Light 6 (LLNR 16250) in approximate position 37 48 32.330N, 76 17 18.720W with a flashing 2.5 second red light.
 Relocate Cockrell Creek Light 1C (LLNR 16255) to approximate position 37 49 09.360N, 76 17 03.210W and change to a flashing 2.5 second green

light.

Change Great Wicomico River Light 8 (LLNR 16280) to Daybeacon 8 (LLNR 16280) and relocate to approximate position 37 49 07.230N, 76 17 44.800W.

Relocate Great Wicomico River Light 9 (LLNR 16300) to approximate position 37 49 29.250N, 76 18 13.470W and change to a flashing 2.5 second green light.

Change Great Wicomico River Light 10 (LLNR 16330) to Daybeacon 10 (LLNR 16330) and relocate to approximate position 37 49 49.750N, 76 18 57.060W.

Relocate Great Wicomico River Light 11 (LLNR 16335) to approximate position 37 50 56.340N, 76 20 01.060W.

Charts: 12225 12235

LNM: 47/17

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

Periodically, the Coast Guard, evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the 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/Inms/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

******PA – NJ – DELAWARE RIVER – PHILADELPHIA AND CAMDEN WATERFRONTS - EAGLE POINT – MOORING BUOY******

River Services is proposing to establish a private mooring buoy near Eagle Point on the Delaware River in the approximate position 39°53'09"N, 75°09'36"W. This mooring buoy will be to the right of the channel when traveling out to sea and will be have a lit barge permanently moored to it. 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 http://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf . All comments will be carefully considered and are requested prior to 9 January 2018 to be considered in the analysis. Please reference project 05-18-006(D).

Send comments to CGD5Waterways@uscg.mil or mailed to:

U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: LTJg Hannah Cronin

Chart 12313

LNM: 47/17

******NC – CAPE HENRY TO PAMLICO SOUND - CURRITUCK SOUND – PROPOSAL TO DISCONTINUE AN AID TO NAVIGATION******

Due to significant shoaling around Waterlily Harbor, the Coast Guard is proposing to discontinue Waterlily Light 1W (LLNR 31165). Currently the aid is severely leaning and poses a risk to become navigation hazard if the piling fails. The water around Waterlily Light 1W is an average depth of less than 3 feet at MLW and primary service unit has no accessibility to service the light.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at

http://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf .

All comments will be carefully considered and are requested prior to January 1, 2018 to be considered in the analysis. Please reference project 05-18-006(D).

Send comments to CGD5Waterways@uscg.mil or mailed to:

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

Charts: 12204 12205

LNM: 44/17

******NC – CAPE HENRY TO PAMLICO SOUND - CURRITUCK SOUND – PROPOSAL TO DISCONTINUE AN AID TO NAVIGATION******

Due to significant shoaling south of the Monkey Islands, the Coast Guard is proposing to discontinue Monkey Tail Shoal Light 1 (LLNR 31160).

The aid has experienced severe deterioration and could pose a navigation hazard if the piling failed. Currently the Monkey Tail Shoal is an average depth of less than 4 feet at MLW and the primary servicing unit has no accessibility to service Monkey Tail Shoal Light 1 (LLNR 31160). 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 http://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf. All comments will be carefully considered and are requested prior to January 1, 2018 to be considered in the analysis. Please reference project 05-18-005(D).

Send comments to CGD5Waterways@uscg.mil or mailed to:

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

Charts: 12204 12205

LNM: 44/17

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

Charts: 12210 12211

LNM: 04/17

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

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

Charts: 12222 12254

LNM: 19/16

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

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

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

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

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

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

for each field are as follow:

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

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

AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.

AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.

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

Chart 12200

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.

Scheduled Firing: NONE SCHEDULED

Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

LNM: 13/16

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

LNM: 01/16

ATLANTIC COAST – CAPE HENRY TO KEY WEST - COAST PILOT - NEW EDITION

The National Oceanic Atmospheric Administration (NOAA), U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 49th Edition, 2017, has been issued and is ready for free download along with weekly updates at <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>. Only Print-on-Demand (POD) bound copies are available for purchase; see <http://www.nauticalcharts.noaa.gov/staff/charts.htm#POD>. The 2017 Edition cancels the preceding 2016 Edition, and incorporates all previous corrections.

LNM: 38/17

******NJ – PA – DE – CHESAPEAKE AND DELAWARE CANNEL - SEASONAL ICE ALERT******

The Captain of the Port, Delaware Bay has set a Seasonal Ice Alert for navigation on the Delaware River, Delaware Bay, Chesapeake and Delaware Canal, all existing tributaries, and the New Jersey and Delaware Shores. Mariners observing any ice conditions are asked to report them using the Coast Guard Sector Delaware Bay Ice Reporting Form located on the unit's website at:

[http://www.atlanticarea.uscg.mil/Portals/7/Ice%20Reporting%20Form%20\(General\).pdf?ver=2017-11-30-093420-000](http://www.atlanticarea.uscg.mil/Portals/7/Ice%20Reporting%20Form%20(General).pdf?ver=2017-11-30-093420-000)

Mariners can also report conditions to the CG Sector Delaware Bay Command Center on VHF Channel 16 or call (215) 271-4807. If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4889.

LNM: 49/17

******NJ – ATLANTIC OCEAN – OFF SHORE - APPROACHES TO NEW YORK, NANTUCKET SHOALS TO FIVE FATHOM BANK - CALL FOR INFORMATION AND NOMINATIONS REGARDING OFFSHORE RENEWABLE LEASE AREAS******

BOEM has notified the Coast Guard that it is hosting an Intergovernmental Renewable Energy Task Force Webinar for the New York Bight on December 4, 2017. BOEM is in the process of developing a Call for Information and Nominations in response to New York State's October 2nd Areas for Consideration submission (found at <https://www.nyserda.ny.gov/All-Programs/Programs/Offshore-Wind/New-York-Offshore-Wind-Master-Plan/Area-for-Consideration>) and request for BOEM to identify and lease at least four new renewable energy lease areas, each capable of supporting at least 800 megawatts. In addition to inviting New York and New Jersey Renewable Energy Task Force members, BOEM is inviting two elected representatives or designated officials from Connecticut, Rhode Island and Massachusetts to participate in the upcoming webinar. Additional details and an agenda are forthcoming. BOEM will accept written comments until December 15, 2017. As a reminder, the BOEM Renewable Energy Task Forces are intergovernmental groups. Task Force members include Federal officials and elected state, local, and tribal officials, or designated member representatives. Additional details, including BOEM's history of coordination with the New York and New Jersey Task Forces, are available on BOEM's website at: <https://www.boem.gov/Renewable-Energy-State-Activities>.

Chart 12300

LNM: 47/17

******NJ – OFFSHORE – BARNEGAT LIGHTHOUSE – DATA BUOY******

University of California Lighted Data Buoy A (LLNR 13) a Waverider data collection buoy has been re-deployed approximately 15 nautical miles east

******NJ – OFFSHORE – BARNEGAT LIGHTHOUSE – DATA BUOY******

of the Barnegat Bay lighthouse and 0.3 nautical miles north of the Barnegat Lighted Buoy B (LLNR 10) in approximate position Latitude 39° 46' 5.520" N, Longitude 73° 46' 13.44" W in 24 meters of water. Showing a flashing yellow light flashing 5 flashes every 20 seconds. The buoy is painted yellow and marked "Wave Buoy" with the phone number 858-534-3032.

Chart 12323

LNM: 49/17

NJ – BARNEGAT BAY – NEW JERSEY INTRACOASTAL WATERWAY - OYSTER CREEK – DREDGING

Barnegat Bay Dredging Company dredge FULLERTON will be conducting dredging operations in the New Jersey Intracoastal Waterway between NJICW Light 30 (LLNR 35115) and NJICW Light 42 (LLNR 42) and in Oyster Creek. Work will continue through 22 Dec 2017. For more information contact Barnegat Bay Dredging at 609-494-2702 or barnegatbaydredging@comcast.net.

Chart 12324

LNM: 47/17

NJ – BARNEGAT BAY – DOUBLE CREEK – DREDGING

Great Lakes Dock and Dredging (GLDD) Company will be conducting dredging operations in Double Creek Mainland Channel and High Bar Harbor and discharging into the Oyster Creek CDF which will require a submerge pipe line and booster pumps to be placed in Barnegat Bay. Dredging and operations will be conducted starting 19 Nov until 28 Nov 2017. Marine traffic through the inlet channel will still be possible during dredging operations; boaters will be able to maneuver around the dredge and boosters but must be cautious and maintain radio contact and stay outside of a 50 ft from vessels and equipment. GLDD vessels and dredge may be contacted on VHF-FM channels 8 and 10. For more information contact Chris Faught, Project Manager at (630) 632-2335 or CFaught@gldd.com.

Chart 12324

LNM: 47/17

******NJ – SEA GRIT TO LITTLE EGG INLET - BEACH HAVEN BEACHFILL ******

Great Lakes Dredge and Dock will be placing approximately 700,000 CY of sand on the beach along the Atlantic Ocean shorefront in Holgate and Beach Haven between Cleveland Avenue and Ocean Street on Long Island Beach, NJ. Submerged pipeline has already begun to be placed and work will continue in these efforts through the coming weeks. Material will be dredged from a borrow area located in Little Egg Inlet through a 25,000ft of submerged pipeline. Material for this contract will be pumped directly to shore from the hydraulic dredge TEXAS through Boosters Jack and Reggie, using submerged pipeline. Work will begin 1 January 2018 and continue till approximately to 1 March 2018. Operations will continue 24hours/day, 7 days/week. Contact Project Manager Stuart Hilgendorf (443) 831-0785 or SHilgendorf@gldd.com with questions.

Chart 12323

LNM: 49/17

NJ – GREAT EGG HARBOR BAY - GARDEN STATE PARKWAY BRIDGE – DEMOLITION

An engineering firm, on behalf of the New Jersey Turnpike Authority, will be performing a bridge demolition project at the Garden State Parkway (southbound) Bridge across the Great Egg Harbor Bay, at mile 3.5, between Beesley's Point and Somers Point, NJ, from November 1, 2016 until February 28, 2018, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. The old Garden State Parkway (southbound) Bridge across Great Egg Harbor Bay will be demolished and removed from the waterway. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. A work trestle situated at the southwest end of the Garden State Parkway Bridge erected in 2013 in connection with the construction of the new southbound structures will be used for equipment staging and debris removal. Mariners should use extreme caution when transiting the area.

Chart 12316

LNM: 49/16

NJ – SEACOAST - GEOTECHNICAL MARINE SURVEYS

The Research Vessel FUGRO EXPLORER will be conducting survey operations from 24 Nov 2017 to 15 Jan 2018 in the BOEM Lease Area OCS-A0498. This area is located 15 NM east of Sea Isle City, NJ within these approximate coordinates 39 11'14.096"N, 74 16' 39.433"W; 39 3' 22.042"N, 74 24'14.810"W; 39 3' 16.790"N, 74 15' 21.967"W; 38 54' 44.625"N, 74 26' 27.966"W. Operations will be conducted 24 hours a day, 7 days a week. The vessel requests a wide berth and requires 12 hours notice to move from their fixed position. The FUGRO EXPLORER, call sign 3FEV9, may be contacted on VHF-FM channel 16. For questions contact Fugro Marine Geoservices, Jeff Scott at 713-369-5629 or jscott@fugro.com.

Chart 12318

LNM: 45/17

******NJ - CAPE MAY INLET – HAZARD TO NAVIGATION******

The Captain Of The Port, Delaware Bay, is notifying mariners that a buried section of pipe approximately 1 mile south southeast of the Cape May Inlet is reducing the water depth from approximately 40 feet to between 34 and 24 feet along the shoal. The buried section of pipe is approximately 225 feet long and under approximately 20 feet of sand. The buried pipe and subsequent reduced depth is 38.919N 74.857W. Mariners are advised to use caution when

Transiting this area as some depths at mean low low water could be Hazardous to Navigation, especially during extreme weather events. Vessels drafting over 23 feet should pay particular attention to the Tide and proceed with caution in the vicinity of the shoal.

Chart 12214

LNM: 33/17

******PA - NJ – DELAWARE RIVER – MIFFLIN RANGE – PIPELINE REMOVAL – SAFETY ZONE******

The Captain of the Port, Delaware Bay, is notifying mariners of an active safety zone on a portion of the Mifflin Range, just upriver of the green buoy 63, on the Delaware River to facilitate dredging, dive operations and pipeline removal. The safety zone will be in place through December 4, 2017, unless cancelled earlier by the COTP. The hopper dredge 549 will be conducting the dredging operations and will be attended by the towing vessel GRAPE APE. Dive operations will follow the completion of dredging operations and will continue through the completion the pipeline removal. Mariners are requested to maintain the minimum safe speed to maintain steerage and maintain strict adherence to the rules of the road. The safety zone is established in all navigable waters within 250 yards of the dredge 549, and associated pipeline removal equipment, to include any equipment located within Anchorage 9 near entrance to Mantua Creek found in 33 CFR 110.157 (a) (10). Vessels requesting to transit the safety zone shall contact either the towing vessel GRAPE APE on VHF-FM channel 13 or 65, at least 1 hour, as well as 30 minutes prior to arrival to

******PA - NJ – DELAWARE RIVER – MIFFLIN RANGE – PIPELINE REMOVAL – SAFETY ZONE******

arrange safe passage. Vessels may also contact the COTP for permission to enter or transit the safety zone on VHF-FM channel 16. If you have any questions regarding the Safety Zone contact the Waterways Management Staff at (215) 271-4889/4814 or the Command Center at (215) 271-4807 or you may contact Weeks Marine at John Kelly at (908) 205-3420 or jmkelley@weeksmarine.com.

Chart 12313

LNM: 43/17

******PA – NJ- DELAWARE RIVER – TINICUM AND MARCUS HOOK RANGES – DREDGING AND BLASTING – SAFETY ZONE******

Great Lakes Dredging Company will be conducting dredging and rock blasting operations with the drill boat APACHE, dredge TEXAS, and dredge NEW YORK, along the Delaware River, from Marcus Hook, PA to Eddystone, PA from November 30, 2017 to March 15, 2018. As a result, the us Coast Guard will be establishing a Safety Zone on all navigable waters in the Delaware River within 500 yards of vessels and machinery conducting rock blasting, dredging, and rock removal operations. Entry into, transiting, or anchoring within the Safety Zone is prohibited unless authorized by the COTP, Delaware Bay, or his designated representative. For the duration of the project, one side of the main navigational channel will be closed. Vessels wishing to transit the Safety Zone in the main navigational channel may do so if they can make satisfactory passing arrangements with the drill boat APACHE, dredge TEXAS, or dredge NEW YORK, in accordance with the navigational rules in 33 code of federal regulations subchapter e via VHF-FM channel 13 at least 30 minutes prior to arrival. If vessels are unable to make satisfactory passing arrangements with the drill boat APACHE, dredge TEXAS, or dredge NEW YORK, they may request permission from the COTP or his designated representative on VHF-FM channel 16. All vessels must operate at the minimum safe speed necessary to maintain steerage and reduce wake. Operations will be conducted 24 hours a day, 7 days a week. Further safety information, specifically regarding rock blasting information, to include restrictions and times of rock blasting operations, will be broadcast separately. Mariners are advised to proceed with extreme caution in the area. Sturgeon relocation trawling will commence on 15 Nov with the trawler Amy Marie operating in Tinicum and Marcus Hook Ranges. Trawling operations will be continuous in daylight hours throughout the duration of the project.

Chart 12312

LNM: 45/17

******PA – NJ – DELAWARE RIVER - MARCUS HOOK ANCHORAGE AND RANGE – PIPELINE REMOVAL – SAFETY ZONE******

The Captain of the Port, Delaware Bay, is notifying mariners of a Safety Zone established in the southern portion of the Marcus Hook Anchorage and Range on the Delaware River, to facilitate dive operations and pipeline removal. The Safety Zone will begin November 21, 2017 through December 8, 2017, unless cancelled earlier by the COTP.

The crane barge KELLY and towing vessel JOKER will be on scene and assisting with the work.

There are three sections of pipeline located in the area. All three sections of pipeline will be removed.

Sections #2 and #3 will be removed first. During this time the main navigational channel will not be obstructed by operations related to this pipeline removal and the Safety Zone will encompass the lower portion of Anchorage No. 7, Marcus Hook Anchorage.

Section #1 will be removed last. Removal of Section #1 will require working vessels to obstruct the main navigational channel of the Delaware River. Subsequently, all vessel traffic will be required to utilize the Marcus Hook Anchorage, Anchorage No. 7, in order to safely transit around the dive operations and pipeline removal. A Marine Safety Information Bulletin and Broadcast Notice to Mariners will be issued in order to inform the public when work transitions from the anchorage to the main navigational channel. Mariners are requested to maintain the minimum safe speed to maintain steerage and maintain strict adherence to the rules of the road. The Safety Zone is established in all navigable waters within 250 yards of the crane barge KELLY, towing vessel JOKER, and associated diving and pipeline removal equipment. Vessels requesting to transit the Safety Zone shall contact the towing vessel JOKER on VHF-FM channel 13 or 80, at least 1 hour, as well as 30 minutes prior to arrival to arrange safe passage. Vessels may also contact the COTP for permission to enter or transit the safety zone on VHF-FM channel 16. If you have any questions regarding the content of this bulletin, please contact the Waterways Management Staff at (215) 271-4889/4814 or the Command Center at (215) 271-4807.

Chart 12312

LNM: 47/17

PA – NJ – WILMINGTON TO PHILADELPHIA – GIBBSTOWN - DREDGING - MARINE DEMOLITION - WHARF CONSTRUCTION

Weeks Marine, Inc. will begin the dredging and construction for the Repauno Marginal Wharf on or about December 1, 2017 and will be completed on or about September 15, 2018. Dredging and demolition will commence in early December followed by the pile driving and construction of the new wharf. Equipment will be in place 24 hours a day and 7 days a week, work will be conducted during various times based on the tide and weather. For more information contact Weeks Marine, Tyler Drapeau at 908-290-7737.

Chart 12312

LNM: 47/17

PA – NJ - DELAWARE RIVER – PHILADELPHIA TO TRENTON – DELAIR MEMORIAL RAILROAD BRIDGE – TEMPORARY DEVIATION

The Coast Guard has issued a temporary deviation authorizing the DELAIR Memorial Railroad Bridge over the Delaware River, mile 104.6, in Delair, NJ, to be remotely operated from the Conrail South Jersey dispatch center in Mount Laurel, NJ, from 8 a.m. on October 21, 2017, to 7:59 a.m. on April 19, 2018. This deviation will test the remote operation capability of the drawbridge to determine whether the bridge can be safely operated from a remote location. During the temporary deviation, a bridge tender will be stationed on-site at the bridge and will be able to immediately take local control of the bridge, as required. The remote operation system of the bridge incorporates a dedicated telephone line (856) 231-2301 for bridge operations, a push-to-talk (PTT) opening signal of 5 clicks on VHF-FM channel 13, and an automated identification system (AIS) transmitter to provide real-time bridge status. AIS bridge status is provided via the name transmitted by the private aids to navigation as: DELAIR BRG-OPEN (fully open and locked position, channel light green), DELAIR BRG-CLOSED (other than fully open, not inoperative), or DELAIR BRG-INOP (other than fully open, inoperative). The AIS transmitter is assigned maritime mobile service identity (MMSI) number 993663001 and has been installed on the New Jersey side of the bridge at the bridge and land intersection in approximate position 39 degrees, 58 minutes, 50.52 seconds North (39.9807 N), 75 degrees, 03 minutes, 58.75 seconds West (-75.06632 W). The Coast Guard is encouraging public participation and requesting comments concerning this temporary (test) deviation. Comments and related material must reach the Coast Guard on or before January 15, 2018. Please access the Federal eRulemaking Portal at <http://www.regulations.gov> to view docket number USCG-2016-0257 for additional details and to provide comments concerning this temporary (test) deviation.

Chart 12314

LNM: 42/17

PA – NJ – DELAWARE RIVER – PHILADELPHIA TO TRENTON – TACONY PALMYRA BRIDGE CLOSURE

The SR 73, Tacony-Palmyra Bridge, over the Delaware River, between Tacony, PA and Palmyra, NJ, will be maintained in the closed-to-navigation

PA – NJ – DELAWARE RIVER – PHILADELPHIA TO TRENTON – TACONY PALMYRA BRIDGE CLOSURE

position for maintenance from 7 a.m. to 5 p.m. each day on the following dates:

- December 15, 2017 through December 18, 2017
- January 4, 2018 through January 7, 2018
- January 11, 2018 through January 14, 2018
- January 18, 2018 through January 21, 2018
- January 25, 2018 through January 28, 2018
- February 1, 2018 through February 4, 2018

Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels unable to pass through the bridge in the closed position. If you have any questions regarding the content of this bulletin, please contact the Waterways Management Staff at (215) 271-4889/4814 or the Command Center at (215) 271-4807.

Chart 12314

LNM: 47/17

DE – OFFSHORE REHOBOTH BEACH – LEWES AND REHOBOTH CANAL – DREDGING AND MARINE CONSTRUCTION

Manson Construction will be conducting pipe fusing operations in the Lewes and Rehoboth Canal just North of Roosevelt Inlet beginning 6 Nov until 30 Nov 2017. Operations will take place on the northern bank and will involve 2 barges and pipe approximately 1900 feet in length. Operations will be conducted 12 hours a day. Upon Completion of pipe fusing operations, the pipe will be towed to Breakwater Harbor for testing before being towed offshore of Rehoboth Beach where dredging operations will begin Nov 6, 2017 approximately 3,800 feet from the shoreline of the city of Rehoboth Beach. The derrick barge HAAKON will be conducting dredging operations 24 hours a day, 7 days a week until approximately 22 Nov 2017 in approximate position 38°47'53.00"N, 75° 6'13.85"W. Mariners are advised to use extreme caution when transiting the area. The HAAKON will also serve as a dive platform for diving operations and underwater construction operations in the same position following the arrival of pipeline from the Lewes and Rehoboth Canal. The derrick barge HAAKON can be contacted on VHF-FM Channel 13 or 68. For questions please contact Ryan Gielow at 904-654-2671 or Sector Delaware Bay's Command Center at 215-271-4807. Work will continue in the area until approximately 28 Feb 2018.

Chart 12216

LNM: 44/17

MD – SEACOAST – OCEAN CITY – BOTTOM MOORINGS

The U.S. Naval Research Laboratory will be placing bottom moorings offshore of Ocean City Maryland in a 100 meter radius around 38° 21' 50"N, 74° 45' 51"W, approximately 15 NM, east by north, 081 degrees from Ocean City Inlet Jetty Light (LLNR 4720/225). The moorings will extend 1 meter off the bottom in 28 meters of water. Mariners are requested to not disturb these Navy experiments and to avoid dragging in the area. The moorings will remain in place till approximately Feb 23, 2018.

Charts: 12200 12211

LNM: 43/17

******MD – ATLANTIC SEACOAST – FENWICK ISLAND TO CHINCOTEAGUE INLET – DIVE SURVEY******

Dive survey operations are expected to occur in the Atlantic Ocean at Assateague Island, from Fenwick Island to Chincoteague Inlet during November 29 – December 22, 2017. Dive operations are to take place on both the bay and ocean side of the island. The dive vessel requires a 350 foot radius clear of other boats during intrusive operations. Interested mariners may contact the field team's point of contact at (717) 887-5582.

Chart 12211

LNM: 49/17

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 alternate substrates on the bottom in the Tred Avon River and in Harris Creek in Talbot County, Maryland. In those areas, water depths are 1 foot shallower than what is currently shown on navigational charts. Please be vigilant when navigating through these areas. A general maps, finer scale maps, and coordinates of the restoration areas are available at: <http://go.usa.gov/cswPh>.

For more information or questions contact the USACE Project Manager, Louis Snead - 410-962-3691 or louis.c.snead@usace.army.mil.

Chart 12266

LNM: 40/17

******MD – CHESAPEAKE BAY – POPLAR ISLAND EXPANSION PROJECT******

Beginning on 4 December 2017, the Wesson Group will commence construction of several break water and dikes on the northern part of Polar Island. The project work will extend 1NM north of the island and will be approximately one half nautical mile in width running east & west. From 4 December 2017 to 1 July 2019 multiple tugs, work vessels, and barges will be on scene conducting construction of the break waters and dikes. Although no closure of the navigation channel is expected, mariners are advised to maintain a minimal wake and use caution when transiting the area. The on-site project manager, Mike Delaney, can be reached at (518) 332-8430. All on-scene vessels can be contacted via VHF Channel 16. All operations are subject to change due to weather, unforeseen factors, or operational contingencies.

Chart 12266

LNM: 47/17

******MD – CHESAPEAKE BAY – APPROCHES TO BALTIMORE HARBOR – LOVE POINT ARTIFICIAL REEF DEPLOYMENT******

McLean Contracting will be deploying material in the Love Point Artificial Reef area on or about 7 Dec 2017 in approximate position 39 04.010' N, 76 17.330' W. On the day of deployment a tug boat and barges carrying a crane and concrete will be spudded down at the site from 07:00 to 18:00. The Maryland DNR Artificial Reef Coordinator will be on site monitoring the deployment, and can be reached at Michael.Malpezzi@maryland.gov for questions.

Chart 12278

LNM: 49/17

MD – BALTIMORE HARBOR – DUNDALK CHANNEL – DREDGING

McLean Contracting Company will be conducting dredging operations in Dundalk East Federal Channel & Dundalk Marine Terminal Berths 7-10 & 11-13, Patapsco River, in approximate position 39°14' 20" N, 76°31' 58" W. Dredging will be conducted from 15 Nov 2017 to 15 Jun 2018, 24 hours a day, seven days a week. The vessels WHIRLEY CURTIS BAY and Barge # SC130 will be on scene and may be contacted on VHF-FM channel 16

MD – BALTIMORE HARBOR – DUNDALK CHANNEL – DREDGING

and 13. For more information contact John Hackmann, Superintendent at 443-623-8412 or Keith Aschenbach, Area Construction Manager, 410-215-3579.

Chart 12281

LNLM: 45/17

******MD – BALTIMORE HARBOR – PENNINGTON AVE BRIDGE - BRIDGE CLOSURE******

The City of Baltimore, who owns and operates the Pennington Avenue Bridge, at mile 0.9, across Curtis Creek, Baltimore, MD, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.5, to remove, and replace the oil in each of the reducers. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 7 a.m. to 2 p.m. on November 28, 2017, and November 29, 2017. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed-to-navigation position of 40 feet above mean high water. Vessels able to pass through the bridges in the closed position may do so at anytime. Mariners should use caution when transiting the area.

Chart 12281

LNLM: 48/17

******MD – HEAD OF CHESAPEAKE BAY – SASSAFRAS RIVER – MD 213 – AUGUSTINE HERMAN HIGHWAY BRIDGE – CHANNEL RESTRICTION******

An engineering consultant, on behalf of the Maryland State Highway Administration (SHA), will be performing an inspection at the Maryland 213 (Augustine Herman Highway) Bridge across the Sassafras River, mile 10.0, in-between Cecil and Kent Counties, MD. The inspection will be performed Monday, December 4, 2017, through Friday, December 15, 2017; M-F; from 9 am to 3 pm. The inspection will require a 10 x 20 foot platform boat to be in and around the navigable channel. The platform can clear the navigable channel with a 5 minute notice. The platform operators will be in daily contact with the bridge operators and will be monitoring channels 13 and 16. Mariners should use extreme caution when transiting the area.

Chart 12274

LNLM: 48/17

MD – CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – DREDGING

Great Lakes Dredge & Dock Company will be conducting maintenance dredging in the Upper Chesapeake Bay in the Upper Chesapeake Channel and Elk River Channel from 24 Nov to 31 Dec 2017. Work will be conducted 24 hours a day 7 days a week. The vessels SHANNON DANN, GULF DAWN, JULIE ANN, DORY, Crew Boat WOLF RIVER, with numerous scows and possibly other vessels, will be on scene and may be contacted on VHF-FM channels 5, 13 and 16. For more information contact Great Lakes Dredge & Dock Company, Lester Salinas at 630-649-8879.

Chart 12273

LNLM: 47/17

MD – CHESAPEAKE & DELAWEAR CANAL – DREDGING

Corman Marine Construction, Inc will be conducting dredging operations in the Chesapeake & Delaware Canal (C & D) from Nov 2017 to 31 Jan 2018. The dredge JENNY LEE will be working in the Chesapeake City Anchorage Basin and the dredge CMC 2400 will be working in the C&D Canal from the Route 213 Bridge east to approximately position 39°32.153'N, 075°46.267'W, just east of the Maryland, Delaware line. For more information contact James R. Matters at 410-320-7534.

Chart 12277

LNLM: 47/17

******VA – CHESAPEAKE BAY - CAPE HENRY TO THIMBLE SHOAL LIGHT – LYNNHAVEN INLET - LESNER BRIDGE CONSTRUCTION******

Construction continues on the new bridge to replace the John A. Lesner (US 60) Bridge across Lynnhaven Inlet, at mile 0.0, in Virginia Beach, VA until Aug 30, 2019. From 6 December to 20 December 2017 construction of the new center span will commence. The work will occur between 7 a.m. and 5 p.m. and will progress over the channel in 10ft increments. At times, small portions of the channel will be blocked to prevent anyone from passing underneath the portion of the bridge being worked on. During all times the channel will be passable. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be lighted with fixed white lights until they are removed from the waterway. The new bridge will have a vertical clearance of 45 ft above MHW and a horizontal clearance of 150 ft between the fenders.

Chart 12254

LNLM: 49/17

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

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

Fort Story Restricted Area, 14 to 17 Nov, 5:00 am thru 8:00pm, continuous for the entire period.

Fort Story Restricted Area, 21 Nov, Noon to 3:00 PM.

Naval Anchorage Area A, Fort Story Restricted Area, 22 Nov, 9:00 am to 4:00 pm.

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

Charts: 12222 12254

LNLM: 01/17

VA – HAMPTON ROADS – THIMBLE SHOAL CHANNEL – BOTTOM SAMPLING

EA Engineering, Science, and Technology will be conducting surficial sediment sampling operations in Thimble Shoal Channel during daylight hours from November 14 to December 17, 2017. Sampling operations will occur the length of the Thimble Shoal Channel from the vicinity of Thimble Shoal Channel Lighted Buoy 4 (LLNR 9220) to Thimble Shoal Channel Lighted Buoy 19 (LLNR 9305). Mariners are advised to keep well clear and contact work boat, R/V "Northstar Commander", via VHF channels 13 or 16 to make arrangements to transit through as needed. The vessel is readily mobile during operations. Should you have any questions or concerns regarding this matter, USCG Sector Hampton Roads, Waterways Management Division at (757) 668-5580 or HamptonRoadsWaterway@uscg.mil.

Chart 12222

LNLM: 46/17

******VA- HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL - NEW BRIDGE TUNNEL******

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Virginia Department of Transportation (VDOT) for construction of a new highway fixed bridge tunnel over a navigable waterway of the United States.
WATERWAY AND LOCATION: Hampton Roads, mile 0.0, between City of Norfolk, VA and the City of Hampton, Hampton County, VA.
CHARACTER OF WORK: The proposed project is to construct a third Hampton Roads Bridge Tunnel crossing. VDOT has proposed that the third bridge-tunnel with adjoining bridges to the north and south, will be located to the west of the existing Hampton Roads Bridge Tunnel system. The bridges will also have the same vertical and horizontal clearances of 10 feet above mean water and 45 feet, respectively, as the existing Hampton Roads Bridge Tunnel system. The purpose of the project is to relieve congestion in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region including I-64, I-664, I-564, and VA Route 164 corridors.

A copy of Preliminary Public Notice 5-1382, which describes the proposal in detail, can be obtained by calling (757) 398-6557 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than 14 Dec 2017.

Chart 12245

LNM: 46/17

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – BORINGS******

Warren George Inc will be conducting bottom boring in the vicinity of the Hampton Roads Bridge Tunnel. Operations will be conducted from 6 Nov 2017 to 28 Feb 2018, 24 hours a day, seven days a week. The tug SANDY G and barge CT511 will be on scene and request a two hour notice if they are required to move for marine traffic. For more information contact Robert Stothoff at 201-433-9797 or bob@warrengorge.com.

Chart 12245

LNM: 44/17

******VA – HAMPTON ROADS – ELIZABETH RIVER - SEWELLS POINT TO LAMBERTS BEND – SEDIMENT SAMPLING******

The Norfolk District, U.S. Army Corps of Engineers aboard the crane barge ND-6 and tender vessel HARRELL will be performing surficial sediment sampling in Norfolk Harbor Channel, Sewells Point to Lamberts Bend, during daylight hours from approximately 6 December to December 15, 2017. Sampling operations will be conducted the length of the channel from Sewells Point in the vicinity of Elizabeth River Channel Lighted Gong Buoy 5 (LLNR 9470) to Lamberts Bend in the vicinity of Elizabeth River Channel Lighted Buoy 25 (LLNR 9710). The vessel is readily mobile during operations. To ensure safe passage contact the vessel HARRELL on VHF-FM channels 13 or 16. For more information or questions contact Robert Pruhs at (757) 201-7130.

Chart 12245

LNM: 49/17

******VA – ELIZABETH RIVER - SOUTHERN BRANCH – SAMPLING EQUIPMENT******

Temporary piezometers will be installed in the Southern Branch of the Elizabeth River, VA. The piezometers will consist of 1.25-inch stainless steel screens and galvanized pipe that will be driven into the sediments just outside of the MLW line. The temporary piezometers will be installed along the western bank of the Southern Branch of the Elizabeth River in the vicinity of Elizabeth River Southern Branch Buoy 28 (LLNR 10080/36930), just north of Deep Creek and the Dismal Swamp Canal and South of the Gilmerton Lift Bridge/Rt. 460. They will be outside of the navigation channel. The temporary piezometers will be installed the week of 4 December and removed by Friday, 15 December. The top of the temporary piezometers will be marked with orange reflective tape. For questions contact Montgomery Bennett at 804-467-8572.

Chart 12253

LNM: 48/17

******VA – ELIZABETH RIVER – I-64 HIGH RISE BRIDGE – BRIDGE CLOSURE******

The I-64 High Rise Bridge over Elizabeth River Southern Branch, Mile 7.1, in Chesapeake, VA will be maintained in the closed-to-navigation position for maintenance. The bridge will remain in the closed position from 7 a.m. on Monday, 18 December through 11 p.m. on Sunday, 25 December 2017. The bridge has a vertical clearance in the closed-to-navigation position of 65 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so if at least 15 minutes notice is given. The bridge will not be able to open for emergencies and there is no immediate alternate route for vessels unable to pass through.

Chart 12253

LNM: 49/17

VA - ATLANTIC INTRACOASTAL WATERWAY - DISMAL SWAMP CANAL - RESTRICTED REOPENING

The locks at Deep Creek, VA and South Mills, NC will return to their normal operating schedule to accommodate vessels desiring to use the Dismal Swamp Canal (Route 2) of the Atlantic Intracoastal Waterway. The locks will be operated at 8:30 AM, 11:00 AM, 1:30 PM, and 3:30 PM seven days a week. The drawbridges adjacent to these locations will operate as normal and in conjunction with the lock openings. Vessels are allowed to moor overnight in the canal. There will only be one operator at Deep Creek and one at South Mills, so the bridge will not be manned when the lock is being operated, and vice versa. Locks and bridges monitor VHF-FM channel 13. The latest surveys of AIWW-Deep Creek, AIWW-Dismal Swamp Canal, and AIWW-Turners Cut are available at: <http://www.nao.usace.army.mil/HydroSurveys/>. Boaters are advised to review these surveys and note the following conditions:

- AIWW-Deep Creek Channel north of the Deep Creek Lock currently has a controlling depth of 5.5 MLLW at centerline.
- AIWW-Dismal Swamp Canal currently has a controlling depth of 6 feet at centerline and 50 feet wide except at the Big Entry Ditch (MM #13) and the Feeder Ditch (MM #22) where the width narrows to approximately 25 feet wide. These shoaled areas have been marked with green and red stakes to show the channel. Due to the narrow channel, only one vessel can pass in these two areas of the canal at a time.
- AIWW-Turners Cut Channel just south of the South Mills Lock currently has a controlling depth of 5.9 feet at center line and 80 feet wide. A remaining shoal south of Joyce Creek has been marked with green and red stakes to show the channel where the canal narrows to approximately 40 feet wide. Due to the narrow channel, only one vessel can pass in this area of the Turners Cut at a time.
- Duckweed is currently heavy in the Dismal Swamp Canal. Boaters should clean their strainers as needed. The Lake Drummond Reservation is still open to visitors using canoes and kayaks; the boat tram is still inoperative.
- Norfolk District Corps of Engineers crane barge will continue working in the canal until the first week in Nov removing shoals along the toe of the canal. Additional dredging is being scheduled for this winter in the Deep Creek Channel and early next spring in the Dismal Swamp Canal. Those planning to use this route are advised to contact the lock operator or call the Norfolk District office at 757-201-7642.

Chart 12206

LNM: 44/17

******VA – CHESAPEAKE BAY - SALT PONDS – DREDGING******

Salt Ponds Marina will be conducting dredging operations in Salt Ponds, Hampton, VA from November 29, 2017 to January 15, 2018. Two work vessels will be on scene and can be contacted on VHF-FM channels 16 and 71. Mariners should use extreme caution when transiting the area.

Chart 12222

LNM: 49/17

******VA – RAPPAHANNOCK RIVER - SR 3/ROBERT O. NORRIS JR. BRIDGE – REDUCED VERTICAL CLEARANCE******

An engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance at SR 3 (Robert O. Norris Jr.) bridge, over Rappahannock River, mile 8.3, in White Stone, VA. The maintenance will continue to be conducted through to June 22, 2018; 24 hours a day; 7 days a week. The vertical clearance of the bridge will be reduced to approximately 106 feet above mean high water. A work platform will be attached to the bridge. Maintenance personnel, equipment, two barges and work vessels will be in the vicinity of the bridge. Quick flashing red lights will be positioned no more than 10 feet apart and on all corners, to mark the bottom of the work platform used attached to the bridge. Legible signs will be erected on the existing fender system to bring awareness regarding the reduced clearance. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (804) 577-0049 or (216) 235-3933. Mariners should use caution when transiting the area.

Chart 12235

LNM: 49/17

VA – CHESAPEAKE BAY – CAPE CHARLES TO WOLF TRAP – RESEARCH BUOY

On or about November 1, 2017, Caribbean Wind LLC will establish a temporary yellow research buoy approximately 2 nm from the entrance to Cherrystone Channel in approximate position 37°14'03"N, 76°05'37"W. The research buoy is 3 feet in diameter, 5 feet high, with an amber 4 second flashing light. For questions contact Doug Wilson at (410) 507-8587 or Doug@coastaloceanobs.com.

Chart 12224

LNM: 44/17

******VA – POTOMAC RIVER – ALEXANDRIA – DREDGING – SEDIMENT SAND CAPPING******

Sevenson Environmental Services, Inc will be conducting dredging and sediment sand capping on the Potomac River in the City of Alexandria VA in approximate position 38.808594° N, 77.038060 from 18 Dec 2017 to 1 Apr 2018. The dredging area only extends approximately 200 feet from shore. Work will be conducted 24 hours a day, seven days a week from a deck barge in the above location. Vessels on scene may be contacted on VHF-FM channels 9, 13 and 16. For more information contact Mike Marrone at 716-308-1990.

Chart 12224

LNM: 47/17

******VA – TANGIER SOUND – SHOALING******

Shoaling to 5 – 6 feet MLW has been found in the vicinity of Tangier Sound Light in approximate position 37 47 06.4N, 075 58 23.2W along the 36 foot depth contour.

Chart 12228

LNM: 45/17

******VA – NC - ATLANTIC OCEAN – CAPE MAY TO CAPE HATTERAS — OFFSHORE – JOINT VIRGINIA/NORTH CAROLINA TASK FORCE MEETING FOR OFFSHORE RENEWABLE ENERGY******

Bureau of Ocean Energy Management (BOEM) has notified the Coast Guard that it is hosting an Intergovernmental Renewable Energy Task Force Webinar for the New York Bight from 12:45 pm to 4:30 pm on December 4, 2017. BOEM is in the process of developing a Call for Information and Nominations in response to New York State's October 2nd Areas for Consideration submission (found at <https://www.nyserda.ny.gov/All-Programs/Programs/Offshore-Wind/New-York-Offshore-Wind-Master-Plan/Area-for-Consideration>) and request for BOEM to identify and lease at least four new renewable energy lease areas, each capable of supporting at least 800 megawatts. Call in details will be posted prior to the webinar on the task force website: <https://www.boem.gov/New-York/>

Chart 12200

LNM: 47/17

******NC – ATLANTIC INTRACOASTAL WATERWAY - PASQUOTANK RIVER – HAZARDS TO NAVIGATION******

The following hazards have been reported in the Atlantic Intercoastal Waterway/Pasquotank River. Hazard 1 approximate position 36-23.23N, 076-16.83W, 1/4 mile south of Turner's Cut, nearly center channel. Hazard 2 approximate position 36-22.10N, 076-13.82W, 20 yds south of Pasquotank River Daybeacon 19 (LLNR 31480/36955) center of channel, large piling.

Chart 12206

LNM: 49/17

******NC – CAPE HENRY TO PAMLICO SOUND - DUCK - US ARMY CORPS OF ENGINEERS RESEARCH PIER – OBSTRUCTIONS ON BOTTOM******

The Army Corps of Engineers has installed monitoring equipment on the bottom in the vicinity of the USACE Duck Research Pier in Duck NC in approximate position 36° 11.2' N, 75° 45.1'W to 36° 10.7'N, 75° 44.9'W, approximately 1 nautical mile off the pier. The equipment extends approximately 3 to 6 feet off the bottom and poses a snag hazard to trawling and fishing vessels. For more information contact Jeffrey Waters, Chief, Coastal Observations & Analysis Branch 252-261-3511.

Chart 12205

LNM: 46/17

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

Construction activities for the replacement bridge are ongoing and are expected to finish on August 30, 2019. Work will be conducted 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. In addition, construction activities for the replacement

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

bridge immediately adjacent to the current navigation channel are scheduled to begin on July 24, 2017 and continue until December 31, 2017. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>.

Chart 12205

LNM: 18/16

******NC – ALBEMARLE SOUND – ROANOKE RIVER – NC 45 BRIDGE – MAINTENANCE******

An engineering firm, on behalf of the North Carolina Department of Transportation, will be performing fender maintenance at the NC 45 Bridge across Roanoke River, at mile 2.8, between Merry Hill and Plymouth, NC. The maintenance will be conducted between Monday, December 04, 2017, through Thursday, February 15, 2018; M-F; from 7 am to 6 pm. All work will be conducted outside the navigable channel and should not interfere with vessels within the navigable channel. No vertical or horizontal restrictions are anticipated. Mariners should remain vigilant and use caution when transiting the area.

Chart 12205

LNM: 49/17

******NC - PAMLICO SOUND – NEUSE RIVER – HANCOCK CREEK – MCAS CHERRY POINT - LIVE FIRING******

Live firing operations will be conducted in Hancock Creek adjacent to MCAS Cherry Point, Piney Island and Brandt Island:

01 Dec - 15 Dec 17, Sunrise to Sunset, Monday through Friday, Rifle Range Training.

01 Dec - 15 Dec 17, 8:00 am to midnight, Aviation Range Training.

The CO of MCAS Cherry Point will not restrict public access to the public waters outside of the Danger Zones. This notice serves to identify the possible hazards associated when boating in this area. This area will not be patrolled by military personnel or vessel. Contact MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further Information.

Chart 11552

LNM: 49/17

******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 by phone at 910-451-3064 or 4449.

The restricted areas in the New River, as shown on National Ocean Service chart 11542, will be closed to navigation because of Stone Bay rifle range firing exercises during the following periods:

Stone Creek Sector 24 HOURS A DAY, DAILY.

Stone Bay Sector 24 HOURS A DAY, DAILY.

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:

Traps Bay Sector 24 HOURS A DAY, DAILY.

Courthouse Bay Sector 24 HOURS A DAY, DAILY.

Stone Bay Sector 24 HOURS A DAY, DAILY.

East of the 77 (deg) 26 (min) longitude line.

Grey Point Sector 24 HOURS A DAY, 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:

8:00 A.M. - 5:00 P.M. 08 DEC 17, LIVE FIRE OPERATIONS, (II MEF-EOTG, NSFS).

8:00 A.M. - 5:00 P.M. 09 DEC 17, LIVE FIRE OPERATIONS, (II MEF-EOTG, NSFS).

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

8:00 A.M. - 5:00 P.M. 08 DEC 17, LIVE FIRE OPERATIONS, (II MEF-EOTG, NSFS).

8:00 A.M. - 5:00 P.M. 09 DEC 17, LIVE FIRE OPERATIONS, (II MEF-EOTG, NSFS).

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.

Charts: 11541 11542 11543

LNM: 01/16

NC – CAPE FEAR RIVER – WILMINGTON HARBOR – DREDGING

The dredge BRUNSWICK will be working in the Cape Fear River Channel between the Hwy 133 Isabelle Holmes Bridge to the Between Channel adjacent to the State Port docks commencing on or about 8 November 8, 2017. The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately 31 January, 2017. 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 marine channels 13 and 16. For more information contact Southern Dredge Company, Kimberly Richmond at 843-559-7500.

Chart 11537

LNM: 47/17

SECTION VIII - LIGHT LIST CORRECTIONS

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

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
1415	<i>Townsend Inlet Lighted Buoy 6</i>	39-06-32.225N 074-42-11.386W	FIR 4s		4	Red.	49/17
1679	Cape May Canal West Entrance Buoy 14	* 38-58-01.117N 074-57-27.374W				Red nun.	Removed when endangered by ice. 49/17
6035	Bradford Bay Buoy 5A	* 37-35-15.625N 075-40-42.534W				Green can.	49/17
7255	* <i>Wolf Trap Lighted Buoy 1WT</i>	* 37-23-29.920N 076-10-27.800W	* FIG 4s	* *	* 5	* Green.	* 49/17
13595	* WEST BRANCH CHANNEL ENTRANCE LIGHT 2WB	* 37-13-14.940N 076-27-57.654W	* FIR 2.5s	* 15	* 4	* TR on pile.	* 49/17
13600	* West Branch Channel Daybeacon 3	* 37-13-09.955N 076-28-00.593W	* *			* SG on pile.	* 49/17
13605	* West Branch Channel Daybeacon 4	* 37-13-05.717N 076-28-04.479W				* TR on pile.	* 49/17
13655	* West Branch Channel Buoy 10	* 37-12-51.623N 076-28-10.698W				* Green Can.	* 49/17
13700	* West Branch Channel Daybeacon 26	* 37-12-51.923N 076-28-33.986W				* TR on pile.	* 49/17
14580	* <i>Milford Haven East Lighted Buoy 1MH</i>						* Remove from list. 49/17
22020	* Onancock Creek Channel Daybeacon 18						* Remove from list. 49/17
22160	* Chesconessex Creek Buoy 10	* 37-45-02.092N 075-46-21.066W				* Red nun.	* Maintained from Mar. 15 to 49/17 Dec. 1. 49/17
22295	* Hunting Creek Buoy 12	* 37-47-29.750N 075-42-36.775W				* Red nun.	* Maintained from Mar. 15 to 49/17 Dec. 1. 49/17
23223	* Big Thorofare West Buoy 4	* 38-00-05.418N 076-02-56.160W				* Red nun.	* Removed when endangered by ice. 49/17
24673	* Slaughter Creek Buoy 6A	* 38-29-55.928N 076-16-22.851W				* Red nun.	* Maintained from Mar. 15 to 49/17 Dec. 1. 49/17

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
24683	Slaughter Creek Buoy 8	38-29-42.300N 076-16-42.728W				Red nun.	Maintained from Mar. 15 to 49/17 Dec. 1.
26515	Chester River Channel Buoy 7	39-00-14.347N 076-14-13.261W				Green can.	* 49/17
27375	Otter Point Creek Buoy 6	* 39-26-41.400N 076-15-22.050W				Red nun.	Maintained from May 1 to 49/17 Oct. 1. Private aid.
27380	Otter Point Creek Buoy 7	*					Remove from list. 49/17
28027	<i>Oregon Inlet Lighted Buoy</i> 13	35-46-22.861N 075-31-58.372W	Q G		4	Green.	* 49/17
28075	Oregon Inlet Channel Buoy 23	* 35-46-37.829N 075-32-52.248W				Green can.	49/17
28607	Fort Raleigh Artificial Reef Buoy AR-197A	* 35-57-19.400N 075-42-19.700W				White can with orange diamond, worded REEF.	Private aid. 49/17
* 28607.1	* Fort Raleigh Artificial Reef Buoy AR-197B	* 35-57-19.000N 075-42-03.900W	* *	* *	* *	* White can with orange diamond, worded REEF	* Private aid. 49/17
* 28607.2	* Fort Raleigh Artificial Reef Buoy AR-197C	* 35-57-06.200N 075-42-04.400W	* *	* *	* *	* White can with orange diamond, worded REEF	* Private aid. 49/17
* 28607.3	* Fort Raleigh Artificial Reef Buoy AR-197D	* 35-57-06.600N 075-42-20.000W	* *	* *	* *	* White can with orange diamond, worded REEF	* Private aid. 49/17
* 29430	* MOREHEAD CITY CHANNEL RANGE FRONT LIGHT	* 34-41-27.669N 076-39-43.115W	* Q W (NIGHT) Q W (DAY)	* 18 21	* *	* On skeleton tower.	* Lighted throughout 24 hours. DAY : Visible 1.5° either side of rangeline. NIGHT : Visible all around; higher intensity 1.5° either side of rangeline.
* 29435	* MOREHEAD CITY CHANNEL RANGE REAR LIGHT 640 yards, 127° from front light.	* 34-41-19.321N 076-39-29.741W	* F W (NIGHT) F W (DAY)	* 43 40	* *	* On skeleton tower.	* Lighted throughout 24 hours. DAY : Visible 1.5° either side of rangeline. NIGHT : Visible all around; higher intensity 1.5° either side of rangeline.
		*					

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
	* Change Heading: Carolina Beach Inlet (Chart 11534)						49/17
30265	Carolina Beach Inlet Buoy 1	34-04-40.923N 077-51-48.486W				Green can.	49/17
		*					
30270	Carolina Beach Inlet Buoy 2	34-04-44.466N 077-51-44.296W				Red nun.	49/17
		*					
31787	Black Walnut Pt Artificial Reef Buoy AR-191A	36-00-03.800N 076-40-01.800W				White can with orange diamond, worded REEF.	Private aid. 49/17
*	*	*	*	*	*	*	*
31787.1	Black Walnut Pt Artificial Reef Buoy AR-191B	36-00-03.800N 076-39-55.400W				White can with orange diamond, worded REEF.	Private aid. 49/17
*	*	*	*	*	*	*	*
31787.2	Black Walnut Pt Artificial Reef Buoy AR-191C	35-59-57.600N 076-39-55.400W				White can with orange diamond, worded REEF.	Private aid. 49/17
*	*	*	*	*	*	*	*
31787.3	Black Walnut Pt Artificial Reef Buoy AR-191D	35-59-57.600N 076-40-01.900W				White can with orange diamond, worded REEF.	Private aid. 49/17
*	*	*	*	*	*	*	*
31800	CHOWAN RIVER LIGHT 5	36-09-54.223N 076-44-28.712W	FIG 2.5s	16	5	SG on mult-pile structure.	49/17
							*
33520	WEST BAY LIGHT 5WB Marks shoal.	35-02-04.792N 076-22-52.378W	FIG 2.5s	15	4	SG on pile.	49/17
		*					
39217	Bogue Sound - New River Buoy 60	34-35-50.922N 077-14-34.344W				Red nun with yellow triangle.	49/17
		*					
39223	Bogue Sound - New River Buoy 61A	34-35-51.373N 077-14-31.780W				Green can with yellow square.	49/17
		*					
39225	Bogue Sound - New River Buoy 63	34-35-48.043N 077-14-36.839W				Green can with yellow square.	49/17
		*					
39565	New River - Cape Fear River Daybeacon 105	34-19-25.659N 077-42-57.073W				SG-SY on multi-pile structure.	49/17
		*					

ENCLOSURES

Enclosures

1. Summary of Shoaling
 2. Summary of Bridge Regulations/Construction/Permits.
 3. Summary of Dredging and Construction.
 4. Summary of Marine Events.
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SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

NEW JERSEY SHOALING

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 any parts of 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 - LITTLE EGG INLET TO HEREFORD INLET – LITTLE EGG INLET – SHOALING

Shoaling has been observed in Little Egg Inlet across the channel between to an average channel depth of 3 feet at MLW. As a result, the aids to navigation have been removed because they did not accurately mark safe water. DB BNM 008-17

Chart 12318

PENNSYLVANIA SHOALING

PA - NJ – DE - DELAWARE RIVER – NEW CASTLE RANGE – SHOALING

There have been reports of shoaling in New Castle Range in the Delaware River. The shoaling is reportedly in the main navigation channel as follows: On the western side of the channel between the north side of the entrance to the Chesapeake and Delaware Canal and the southern end of Pea Patch Island, extending from the western edge of the channel approximately 300 feet into the channel. Mariners are advised to use extreme caution when transiting these portions of New Castle Range as some depths at Mean Low Water could be hazardous to navigation, especially during extreme weather events. Vessels drafting over 35 feet should pay particular attention to the tide and proceed with caution in the vicinity of the shoal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807. Ref LNM 08/17

Chart 12311

PA - NJ – DE – CHERRY ISLAND RANGE – SHOALING

The Captain of the Port, Delaware Bay, is notifying mariners that there have been reports of shoaling in Cherry Island Range. The shoaling is reportedly in the main navigation channel as follows: Beginning on the western side of the channel 1100 feet south of Green Buoy "7C" (LLN 3035) extending approximately 1000 feet past Green Buoy "5C" (LLN 3025), from the western edge of the channel approximately 100 feet into the channel.

Mariners are advised to use extreme caution when transiting these portions of Cherry Island Range as some depths at Mean Low Water could be hazardous to navigation, especially during extreme weather events. Vessels drafting over 35 feet should pay particular attention to the tide and proceed with caution in the vicinity of the shoal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807. Ref LNM 08/17

Chart 12311, 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 – BAKERS CHANNEL – SHOALING

The 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.

Mariners are advised to transit that area with caution. Ref LNM 26/17

Chart 12216

MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAU INLET-OCEAN CITY INLET – SHOALING

A USACE survey conducted on 18 Oct 16 has identified shoaling to a depth of 7 ft at MLLW between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Ocean City Inlet Lighted Buoy 10 (LLNR 4750) and shoaling to a depth of 6 ft at MLLW between Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and Ocean City Inlet Lighted Buoy 12 (LLNR 4757). Ref LNM 43/16, MD-NCR BNM 364-16
Chart 12211

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING

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 - TANGIER SOUND - NORTHERN PART - RHODES POINT GUT CHANNEL

A report of shoaling in Rhodes Point gut channel between Rhodes Point Gut Channel Buoy 3 (LLNR 23000) and Rhodes Point Gut Channel Buoy 5 (LLNR 23005), to a depth of less than six feet at mean low water. Depth is reading approx one and a half feet. Ref MD BNM 278-16
Chart 12228

MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING

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

MD/VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING

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

MD - CHESAPEAKE BAY – LITTLE CHOPTANK RIVER - SLAUGHTER CREEK - SHOALING

Shoals on the western portion of Slaughter Creek in the vicinity of Holland Point have slowly 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 Daybeacon 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 Daybeacon 4 (LLNR 24595) and Tar Bay Channel Daybeacon 8 (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 – CHESAPEAKE BAY- CHESTER RIVER – KENT ISLAND NARROWS NORTH APPROACH

Depths of less than 4 feet have been reported between Kent Island Narrows North Approach LT 4 (LLNR 26425) and Kent Island Narrows North Approach LT 6 (LLNR 26435) on the red side of the channel. Vessels transiting the Kent Island Narrows North Approach Channel should exercise caution. Ref LNM 05/16
Chart 12272

MD – CHESAPEAKE BAY - ROCK HALL HARBOR – SHOALING

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

MD – UPPER CHESAPEAKE CHANNEL – SHOALING

A USACE Survey conducted on 11 May 2017 has identified shoaling to a depth of less than 34 feet at MLLW within the eastern one-quarter of the navigation channel extending northeast of Upper Chesapeake Channel Lighted Buoy 37 (LLNR 8635). MD BNM 175-17, Ref LNM 25/17
Chart 12273

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 – NANDUA CREEK

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

VA – VIRGINIA INSIDE PASSAGE (VIP)

VIP Day beacon 107 (LLNR 5950) 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 - CHESAPEAKE BAY - LYNNHAVEN RIVER EASTERN BRANCH

Shoaling has been reported to a depth of 0-3ft at mean low water in the Llynhaven River Eastern Branch in the vicinity of Lynnhaven River Eastern Branch Buoy 1ED (LLNR 10332)(Private Aid). Mariners are advised to transit the area with extreme caution. HR BNM 424-16

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – BENNETT CREEK – SHOALING

Significant shoaling has been located in Bennett Creek on the red side of channel between Bennett Creek Daybeacon 2 (LLNR 11047) and Bennett Creek Daybeacon 4 (LLNR 11050) in position 36 53.043N, 076 28.873W. Observed depth was .7 feet at (MLW). Significant shoaling also is present IVO Bennett Creek Buoy 5 (LLNR 11055) position. Bennett Creek Buoy 5 (LLNR 11055) is missing and has not been reestablished due to lack of water depth. HR BNM 215-17, LNM 28/17
Chart 12248

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 – POCOMOKE AND TANGIER SOUNDS – ONANCOCK CREEK – SHOALING

Shoaling has been reported in Onancock Creek in the vicinity of Onancock Creek Daybeacon 11 (LLNR 21960) and Onancock Creek Daybeacons 4 and 5 (LLNR 21940 and 21945).
Chart 12228

VA – CHESAPEAKE BAY – OCCOHANNOCK CREEK – SHOALING

The results of the Army Corps of Engineers Survey of 05 Apr 2017 show the shoal adjacent to Occohannock Creek Light 3 (LLNR 21700) has encroached approximately 50-100 yds into the channel. Depths of 3-5' at MLW. Shoaling to 2.8' MLW has been observed between Occohannock Creek Entrance Light 1 (LLNR 21695) and Occohannock Creek Light 3 (LLNR 21700). Sec HR BNM 143-17, Ref LNM 21/17.
Chart 12226

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING

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

VA – HAMPTON ROADS - WILLOUGHBY BAY

The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245

VA – CHESAPEAKE BAY – LYNNHAVEN INLET – LONG CREEK CHANNEL

Shoaling to 2.4 feet has been reported in Long Creek Channel east of Long Creek Channel Day beacon 7 (LLNR 10167) in the vicinity of Pleasure House Point. HR BNM 293-14
Chart 12254

VA – CHESAPEAKE BAY – SALT PONDS – HAMPTON – SHOALING

Shoaling has been reported in the channel into Salt Ponds, Hampton VA, just inside the stone jetty. Depths to 4 feet at low tide have been reported. This shoaling maybe in addition to the shoaling reported on Salt ponds Marina Resort web site. <http://saltpondsmarinaresort.com/contact-directions.html>
Chart 12222

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRENCE – DAVIS CREEK – SHOALING

Significant shoaling has been identified from USACOE survey dated 07 Sep 2016 in Davis Creek.
Shoaling of the channel begins 100 yards south of Davis Creek Channel Light 2 (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 Channel Light 6 (LLNR 14140) with a minimum identified depth of 1.2 feet. Ref LNM 12/17
Chart 12238

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR

Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). HR BNM 182-15
Chart 12238

VA – CHESAPEAKE BAY – BACK RIVER – SHOALING

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

VA – CHESAPEAKE BAY – YORKTOWN TO WEST POINT - QUEEN CREEK

Shoaling to less than 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 – TANGIER SOUND – SHOALING

Shoaling to 5 – 6 feet MLW has been found in the vicinity of Tangier Sound Light in approximate position 37 47 06.4N, 075 58 23.2W along the 36 foot depth contour.
Chart 12228

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 Army Corps of Engineers Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLLW, across the channel from approximately 250 feet North-Northeast of Greenvale Channel Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16
Charts 12237

VA/MD - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING

Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel ward between position 38-14-17.586N, 076-47-15.562W and position 38-14-32.841N, 076-47-14.761W, and (2) in the vicinity of St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGD5 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 Daybeacon 3 (LLNR 16885), Bonum Creek Daybeacon 4 (LLNR 16890), and Bonum Creek Daybeacon 5 (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Daybeacons 3 and 4. Mariners are urged to use caution when transiting the area.
Chart 12286

******VA – VIRGINIA BEACH – RUDEE INLET******

Based on the City of Virginia Beach survey dated 29 Nov 2017 shoaling still exist in Rudee Inlet Channel with least depths from 6.2' MLLW. Shoaling begins 200 to 250 feet off the ends of the jetties and continues 260 feet inside the jetties.
Chart 12205

NORTH CAROLINA SHOALING

NC – CAPE HENRY TO CURRITUCK BEACH LIGHT - CURRITUCK SOUND – FERRY CHANNEL – SHOALING

Shoaling has been reported between Currituck and Knott's Island in the ferry route, reducing the width of the ferry channel. Mariners are advised to proceed with caution while transiting the area. NC BNM 754-16, Ref LNM 01/17
Charts 12207, 12205

NC – PAMLICO SOUND BRANT ISLAND SHOAL – SHOALING

Shoaling to 3 feet has been reported in the area off the southeast tip of the charted shoal in the vicinity of Brant Island Slue in approximate position 35-10.45N, 076-23.05W.
Chart 11548

NC – CURRITUCK BEACH LIGHT TO WIMBLE SHOALS – OREGON INLET

Shoaling has been reported to 2 feet in Oregon Inlet Channel near the Bonner Bridge. NC BNM 642-14
Chart 12204

NC – HATTERAS INLET – SHOALING

Due to severe shoaling Hatteras Inlet Buoy 2A (LLNR 28647), Hatteras Inlet Lighted Buoy 4 (LLNR 28650), Hatteras Inlet Lighted Buoy 5 (LLNR 28653), Hatteras Inlet Lighted 6 (LLNR 28660) no longer mark navigable water. Mariners should not rely on these buoys for navigation. LNM 07/17
Chart 11555, 11520

NC – CAPE HATTERAS – HATTERAS INLET

Shoaling has been reported to 3.5 feet in Hatteras Inlet between Hatteras Inlet Channel Buoy 9 (LLNR 28669) and Hatteras Inlet Channel Buoy 12C (LLNR 28733.2). NC BNM 028-15, LNM 06-15
Chart 11555

NC – CAPE HATTERAS – HATTERAS INLET

Shoaling has been reported to 5 feet in vicinity of Hatteras Inlet Channel Lighted Buoy 13A (LLNR 28735.3) and Hatteras Inlet Lighted Buoy 14 (LLNR 28735.6). NC BNM 340-15
Chart 11555

NC – CAPE HATTERS – BARNEY SLOUGH

The Coast Guard has received a report of shoaling in the vicinity of Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Mariners are advised to transit the area with caution. NC BNM 713-16
Chart 11555

NC – CAPE HATTERAS – HATTERAS INLET – SOUTH FERRY TERMINAL

Shoaling has been reported to 2.6 feet in South Ferry terminal between South Ferry Terminal Lighted Buoy 1SF (LLNR 28699.1) and South Ferry terminal Light 7 (LLNR 28715). NC BNM 031-16, 069-16

NC – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – SHOALING

Significant shoaling is present in Barden Inlet between Harker's Island and Cape Lookout. The shoal is encroaching the channel from both sides in the area of Barden Inlet Buoy 28 (LLNR 29250), Buoy 30 (LLNR 29253) and Buoy 31 (LLNR 29257). Mariners should exercise extreme caution while transiting through the Inlet. NC BNM 342-17, LNM 29/17
Chart 11545

NC – CORE SOUND – SHOALING

Significant shoaling exists in the vicinity of Core Sound Light 27 (LLNR 34540) to Core Sound Light 24 (LLNR 34520). NC BNM 357-17 & 396-17.
Chart 11545

NC – ICW - NEUSE RIVER TO MYRTLE GROVE - RUSSELL SLOUGH

Shoaling has been reported to 1 foot in vicinity of Russell Slough Day beacon 6A (LLNR 38467) NC BNM 344-15
Chart 11541

NC – ICW - NEUSE RIVER TO MYRTLE GROVE SOUND – BOGUE SOUND - NEW RIVER

Shoaling to 3 feet has been reported in the vicinity of Bogue Sound - New River buoys 72A (LLNR 39300), 72B (LLNR 39303) and 74 (LLNR 39305). LNM 06-15
Chart 11541

NC – NEUSE RIVER TO MYRTLE GROVE – BANKS SLOUGH CHANNEL

Shoaling has been reported to 0.5 feet in Banks Slough Channel. NC BNM 658-14
Chart 11541

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – CAROLINA BEACH INLET

Shoaling to 2.6 feet has been reported in Carolina Beach Inlet from Carolina Beach Inlet Buoy 1 (LLNR 30265) to Buoy 6 (LLNR 30290). NC BNM 659-15, 206-16
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

Shoaling has been reported to 2 feet in New River Inlet Channel. NC BNM 003-15
Chart 11542

NC - NEUSE RIVER TO MYRTLE GROVE SOUND – NEW RIVER TO CAPE FEAR RIVER

An area of shoaling has been reported IVO of New River – Cape Fear River Buoy 121 (LLNR 39597) in the AICWW St M 280 near Mason Inlet Crossing. ACOE reported a depth of 2.2ft at MLW. Mariners are urged to use caution when transiting this area. NC BNM 357-16
Chart 11541

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER

Shoaling to 1 foot has been reported in the vicinity of Lockwoods Folly Inlet at Cape Fear River – Littler River Buoy 47 (LLNR 40225). NC BNM 256-16
Chart 11534

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

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland** –

- Potomac River - Harry Nice Memorial Bridge –

- All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Maryland Transportation Authority (MDTA) with plans for modification to an existing highway fixed bridge over a navigable waterway of the United States.

- WATERWAY AND LOCATION:** Potomac River, mile 50.0, at Dahlgren, King George County, Virginia

- CHARACTER OF WORK:** MDTA is proposing to replace the Governor Harry Nice Memorial Bridge with a bridge at a reduced vertical and horizontal clearance. The majority of the river traffic is recreational, with some marine traffic by cargo, barges, sail boats and river cruises. The reductions in vertical and horizontal clearances would prohibit eight known vessels recorded in the past five years from passing through the proposed bridge. The Woodrow Wilson Bridge is upstream from the Harry Nice with a vertical clearance of 76 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 175 feet between the bridge protective system. The MDTA proposes the design change will help improve traffic conditions in the area. The existing vertical and horizontal clearances are 136 VC above mean high water and a HC of 700 feet between pilings. The proposed bridges would reduce the VC to 106.5 above mean high water with 250 HC feet between pilings.

- Comments on this proposal should be forwarded to the above address no later than November 20, 2017. A copy of Public Notice 5-1365a, 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>.**

- Neale Sound – MD-254 (Cobb Island Road) Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 22, 2017; vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet.

- **Washington DC** – None

- **Virginia (Northern)**

- Potomac River - Harry Nice Memorial Bridge –

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- <https://www.navcen.uscg.gov/?pageName=pnBridges>.

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.

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

- Broad Creek – BR 3-161 and BR 3-152 -

- All interested parties are notified that an application dated June 8, 2017 has been received from the Delaware Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for modification of two existing fixed bridges over a navigable waterway of the United States.

- WATERWAY AND LOCATION:** Broad Creek, mile 8.2, (BR 3-161) and mile 8.25 (BR 3-152) at Sussex County, Laurel, DE.

- CHARACTER OF WORK:** The proposed project is to replace one bridge and its existing superstructure. The new bridge will support a new crashworthy bridge railing. The proposed rehabilitation of the second bridge will include weld repairs, replacement of select floor beams, diaphragms and bearings, repair of guiderail and curb, and painting. The bridge owner is also requesting to permanently fix the bridges in the closed position and remove the drawbridge operational regulation from the Code of Federal Regulations for the bridges. The purpose of the project is help improve traffic conditions in the area.

- The existing drawbridge on BR 3-152 has a horizontal clearance of 49 feet and a vertical clearance of 4.74 feet above mean high water in the closed position and unlimited vertical clearance in the open position. The replacement bridge will be a fixed with a horizontal clearance of 49 feet and a vertical clearance of 4.74 feet above mean high water in the closed

position. The existing drawbridge on BR 3-161 has a horizontal clearance of 46 feet and a vertical clearance of 1.69 feet above mean high water in the closed position and unlimited vertical clearance in the open position. The replacement bridge will be a fixed with a horizontal clearance of 46 feet and a vertical clearance of 1.69 feet above mean high water in the closed position.

Comments on this proposal should be forwarded to the above address no later than November 20, 2017. A copy of Public Notice 5-1377, 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>.

- **New Jersey (Central & Southern)**

Oldmans Creek – US Route 130 Bridge

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

WATERWAY AND LOCATION: Oldmans Creek, mile 3.1 at Nortonville, NJ.

CHARACTER OF WORK: The proposed project is to permanently close the existing drawbridge; thereby making the structure a fixed bridge. The drawbridge has not opened for vessels since the 1960s and is presently in a "need not open for passage of vessels" status as authorized in Title 33 Code of Federal Regulations, Section 117.737. No bridge work, other than permanently locking the moveable span, will be completed. The existing drawbridge has a horizontal clearance of 75 feet and a vertical clearance of 5.0 feet above mean high water in the closed position and 64 feet above mean high water in the open position. The retained bridge will be a fixed bridge with a horizontal clearance of 75 feet and a vertical clearance of 5.0 feet above mean high water.

A copy of Preliminary Public Notice 5-1381, 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 11 DEC 2017

- **Pennsylvania**

Schuylkill River – Grays Ferry Pedestrian Bridge – Replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on February 6, 2017; vertical clearance of 26 feet above mean high water (closed position) for swing drawbridge replacement alternative and vertical clearance of 50 feet above mean high water for fixed bridge replacement alternative; both replacement alternatives will provide a horizontal clearance of 75 feet (west) and 65 feet (east), via the existing swing drawbridge horizontal clearances.

SECTOR HAMPTON ROADS

- **Virginia (Southern)**

AICW – Elizabeth River Southern Branch – I-64/High Rise Bridge – VDOT has proposed to replace the existing drawbridge with a new fixed bridge at essentially the same location. The replacement project will modify the existing vertical clearance of the bridge. The charted vertical clearance of the existing bascule bridge in the closed-to-navigation position is 65 feet above MHW with unlimited vertical clearance in the full open position. The proposed replacement will be a fixed bridge that will provide a vertical clearance of 100 feet above MHW. The current horizontal clearance of 125 feet will be maintained for the new fixed bridge.

Elizabeth River (Western Branch) – US Route 17 (Churchland Street) Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD); vertical clearance of 37 feet above mean high water and a horizontal clearance of 80 feet.

Hampton Roads - Hampton Roads Bridge Tunnel –

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Virginia Department of Transportation (VDOT) for construction of a new highway fixed bridge tunnel over a navigable waterway of the United States.

WATERWAY AND LOCATION: Hampton Roads, mile 0.0, between City of Norfolk, VA and the City of Hampton, Hampton County, VA.

CHARACTER OF WORK: The proposed project is to construct a third Hampton Roads Bridge Tunnel crossing. VDOT has proposed that the third bridge-tunnel with adjoining bridges to the north and south will be located to the west of the existing Hampton Roads Bridge Tunnel system. The bridges will also have the same vertical and horizontal clearances of 10 feet above mean water and 45 feet, respectively, as the existing Hampton Roads Bridge Tunnel system. The purpose of the project is to relieve congestion in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region including I-64, I-664, I-564, and VA Route 164 corridors.

A copy of Preliminary Public Notice 5-1382, which describes the proposal in detail, can be obtained by calling (757) 398-6557 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than 14 DEC 2017.

SECTOR NORTH CAROLINA

- **North Carolina**

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

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.

Perquimans River – US 17 Business Bridge (Hertford, NC) – Replacement swing drawbridge Preliminary Navigation Clearance Determination (PNCD) issued on November 1, 2017; vertical clearance of 33 feet above mean high water and a horizontal clearance of 55 feet. NCDOT preferred alternative will provide a vertical clearance of 12 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 55 feet.

Regulations:

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR DELAWARE BAY

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

NJICW Barnegat Bay - Thomas Mathis Bridge (SR37) – Maintenance is scheduled between October 20, 2017, and March 31, 2018. From 8 a.m. on October 20, 2017, to 8 a.m. on December 1, 2017, a Safespan work platform will be installed on the anchor spans adjacent to the bascule span, reducing the vertical clearance in the anchor spans by approximately two feet. From 8 a.m. on December 1, 2017, to 8 p.m. on March 31, 2018, the vertical clearance of the main navigation span of the bridge will be reduced by approximately 5 feet, due to temporary shielding of the bascule span, reducing the vertical clearance of the bridge in the closed position to approximately 25 feet above mean high water. The operating regulation of the bridge in Title 33 Code of Federal Regulations 117.733(c) (4) allows the bridge to be maintained in the closed-to-navigation position from 8 a.m. on December 1, 2017, until 8 p.m. on March 31, 2018. Mariners should use caution when transiting the area during the scheduled maintenance period.

Delaware River - DELAIR Memorial Railroad Bridge -The Coast Guard has issued a temporary deviation authorizing the DELAIR Memorial Railroad Bridge over the, mile 104.6, in Delair, NJ, to be remotely operated from the Conrail South Jersey dispatch center in Mount Laurel, NJ, from 8 a.m. on October 21, 2017, to 7:59 a.m. on April 19, 2018. This deviation will test the remote operation capability of the drawbridge to determine whether the bridge can be safely operated from a remote location. During the temporary deviation, a bridge tender will be stationed on-site at the bridge and will be able to immediately take local control of the bridge, as required. The remote operation system of the bridge incorporates a dedicated telephone line (856) 231-2301 for bridge operations, a push-to-talk (PTT) opening signal of 5 clicks on VHF-FM channel 13, and an automated identification system (AIS) transmitter to provide real-time bridge status. AIS bridge status is provided via the name transmitted by the private aids to navigation as: DELAIR BRG-OPEN (fully open and locked position, channel light green), DELAIR BRG-CLOSED (other than fully open, not inoperative), or DELAIR BRG-INOP (other than fully open, inoperative). The AIS transmitter is assigned maritime mobile service identity (MMSI) number 993663001 and has been installed on the New Jersey side of the bridge at the bridge and land intersection in approximate position 39 degrees, 58 minutes, 50.52 seconds North (39.9807 N), 75 degrees, 03 minutes, 58.75 seconds West (-75.06632 W). The Coast Guard is encouraging public participation and requesting comments concerning this temporary (test) deviation. Comments and related material must reach the Coast Guard on or before January 15, 2018. Please access the Federal eRulemaking Portal at <http://www.regulations.gov> to view docket number USCG-2016-0257 for additional details and to provide comments concerning this temporary (test) deviation.

- **Pennsylvania** – None

SECTOR HAMPTON ROADS

- **Virginia (Southern)** – None

SECTOR NORTH CAROLINA

- **North Carolina** - None

Construction, et al:

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**

Choptank River - MD 331/Dover (fixed) Bridge – Construction activities begun on September 16, 2014 and are expected to finish in November 2018. 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. Tugs, crane barges, and vessels are operating or stationed in the vicinity of the existing and new bridge. McLean Contracting Company's tugs and vessels are monitoring VHF-FM channel 13 when work is in progress or vessels are operating in the area. The MDSHA project engineer may be contacted at (816) 989-4019 and McLean Contracting Site Supervisor may be contacted at (443) 980-7633. Mariners should use extreme caution when transiting the area. Project Information may be found at: <http://apps.roads.maryland.gov/WebProjectLifeCycle/ProjectSchedule.aspx?projectno=TA392515>

Bear Creek - I-695 Bridge - Maintenance will be conducted between Wednesday, April 19, 2017, and Thursday, May 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to 30 foot wide construction barges, and various construction craft to be working outside the navigable channel. This maintenance project is in conjunction with the Francis Scott Key Bridge project. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the area.

Patapsco River - Francis Scott Key Bridge - Maintenance will be conducted between Wednesday, April 19, 2017, and Thursday, May 31, 2018; Mon-Fri; from 6 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require up to four, 30 foot wide construction barges, and various construction craft to be working outside the navigable channel. Periodic maintenance updates will be added into the Local Notice to Mariners. Maintenance personnel, equipment and vessels can relocate. The vessel may be reached on VHF-FM channel 13 and 16. The project superintendent can be reached at (571) 422-7954. Mariners should use caution when transiting the area.

South River - Riva Road Bridge - Underwater maintenance will be conducted from 7 a.m. to 5 p.m.; Monday- Friday; on May 1, 2017 through November 17, 2017. A 50 foot barge, a 19 foot skiff, several work floats and several work vessels will be in the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 603-8311. Mariners should notify the work foreman no less than thirty minutes prior to navigating through the bridge and should use caution when transiting the area.

Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge - Maintenance will be conducted from July 10, 2017, through June 20, 2019; 24 hours a day; 7 days a week. The work will involve bridge spans 44-49, broken into two phases. The first phase will commence on July 10, 2017, with spans 47-49, and the second phase for spans 44-46 (span 45 is the navigational span) will commence on a later date to be published via an updated LNM. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge

spans by approximately 2 feet. A barge and work vessels will be in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 228-9164. Mariners should use caution when transiting the area.

Severn River - US 50 Bridge - Maintenance will be conducted 24 hours, Monday-Saturday from August 7, 2017, through August 30, 2018. Two crane barges and two work boats will be in and around the vicinity of the bridge. The maintenance will require scaffolding to extend a maximum of three feet below the bridge, which will be inside the navigable channel. A minimum vertical clearance of 74.6 feet above mean high water will be attained. Mariners should use caution when transiting the area.

Patapsco River Southern Branch - I-895 Bridge - Maintenance will be conducted between September 22, 2017 through September 1, 2018; 24 hours a day; 7 days a week. The bridge superstructure will be replaced. A work vessel and several work barges will be located adjacent to the bridge. Maintenance personnel, equipment and vessels will not impede into the navigable channel. The project foreman can be reached at (443) 392-8089. Mariners should use caution when transiting the area.

Sassafras River - Maryland 213 (Augustine Herman Highway) Bridge - Inspection will be performed Monday, December 4, 2017, through Friday, December 15, 2017; M-F; from 9 a.m. to 3 p.m.. The inspection will require a 10 x 20 foot platform boat to be in and around the navigable channel. The platform can clear the navigable channel with a 5 minute notice. The platform operators will be in daily contact with the bridge operators and will be monitoring channels 13 and 16. Mariners should use extreme caution when transiting the area.

- **Washington DC** –

Potomac River - Francis Scott Key (fixed) Bridge - DDOT has completed a design for rehabilitation. This work commenced in May 2015 and is scheduled to continue for two years (OOA May 2017). Most of the work has to do with repairing cracks on the concrete arches, floor beams, piers and abutments, and repairing some deterioration of the underside of the bridge deck.

- **Virginia (Northern)** - None

SECTOR DELAWARE BAY

- **Delaware**

Christina River – Industrial Trail Track Bridge (new pedestrian bridge) - Construction activities will begin on January 03, 2017, and are expected to finish on April 27, 2018. Workers will be on-scene from 7 a.m. to 4 p.m.; M-F. To facilitate the construction, a 41' barge and 2 work boats will be in and around the vicinity and will relocate from the navigable channel, upon request. The 41' barge will remain on-scene after work hours away from the navigational channel. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (302) 363-1093. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area.

- **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 beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution.

Drag Channel & Great Egg Harbor Bay (GEHB) – Garden State Parkway (fixed) Bridges - Marine work consisting of several activities including but not limited to temporary cofferdam construction, superstructure erection and demolition are in progress through December 2018 for the replacement of the existing southbound bridges and rehabilitation of the northbound bridges. In addition to replacing the southbound causeway, the project includes the demolition of the remaining portions of the Beesely's Point Bridge (US Route 9 over GEHB and Drag Channel). Daily hours of construction operations are Monday through Saturday from 7 a.m. to 5 p.m. with a second shift and 24-hour operations scheduled for specific activities. It is anticipated that closure or reduced horizontal clearance of the navigational channels will be required.

Great Egg Harbor Bay - Garden State Parkway (southbound) Bridge – Demolition of the old bridge will be performed from November 1, 2016 until February 28, 2018, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. One to three 40-foot wide barges will be placed in the navigation span from November 21, 2016, until January 15, 2017, limiting the approximate horizontal clearance through the navigation span to between 30 feet and 110 feet. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. A work trestle situated at the southwest end of the Garden State Parkway Bridge erected in 2013 in connection with the construction of the new southbound structures will be used for equipment staging and debris removal. Mariners should use extreme caution when transiting the area.

Great Egg Harbor Bay - Garden State Parkway (northbound and southbound) Bridges – Construction of a new fender system will occur from April 17, 2017, until February 26, 2018, between 7 a.m. and 4 p.m., Monday through Friday. One or more barges will be placed in the navigation span adjacent to the fender system, limiting the horizontal clearance through the navigation span to approximately 90 feet. Vessels may contact the marine superintendent via VHF-FM channels 13, 16 or 9 and (609) 381-9837. Mariners should use extreme caution when transiting the area.

Great Egg Harbor Bay - Garden State Parkway (Northbound) Bridge - Maintenance will be performed from November 1, 2016, until February 28, 2018, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. Bridge work will include superstructure removal and replacement, deck repair and resurfacing, parapet replacement, substructure repairs, and fender replacement. A work platform extending approximately 2 feet below low steel of the bridge will be installed over the middle portion of the bridge, reducing the vertical clearance of the navigation span to approximately 48 feet. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. Mariners should use extreme caution when transiting the area.

Delaware River - Interstate 276/Delaware River Turnpike Bridge - Repainting and miscellaneous improvements will be performed from mid-November 2015 through December 31, 2017. All work on the bridge superstructure will be performed 7 am to 7 pm during the week and 6 am to 6 pm on the weekends. The overhead work will never occupy more than 55% of the channel and will reduce the vertical clearance by 5 ft. The construction company can be contacted at 856-429-3400. Mariners should use extreme caution when transiting the area.

Manahawkin Bay (NJICW) - Route 72 Bridges – Bridge construction continues until May 2019. The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above mean high water and a horizontal clearance of 100 feet between fender systems. In addition to bridge construction, marine construction operations include installation and removal of work trestles, caissons and cofferdams, bridge scaffolding and false work, as well as demolition of portions of the existing bridge not utilized in the new bridges. An 80-foot by 80-foot barge will be placed in the navigation channel from September 18, 2017 through November 30, 2017; from 6 a.m. to 5 p.m., to facilitate fender system work within the channel. The barge will be moved outside the navigation channel outside of work hours. Vessels that need the barge to relocate from the navigation channel during work hours should contact the tug on VHF-FM channel 13 or demolition supervisor by telephone at least 2 hours prior to transiting the bridge. Vessels may contact the demolition crew supervisor at (732) 751-2088 or (732) 751-2020. Vessels and barges will be used during marine construction and will monitor VHF-FM channel 13. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should use caution when transiting the area.

NJICW (Cape May Canal) - SR 109 Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; on Monday, September 18, 2017 through February 1, 2018. Work will consist of repair and rehabilitation of the bridge fender system. A 26 ft. work vessel and two work barges will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced by approximately 40 feet to approximately 40 feet of available navigational clearance during the work hours, and will be reduced by approximately 10 feet to approximately 70 feet at all other times. Vessels that can safely transit through the reduced horizontal clearances may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (610) 368-3739 or (267) 907-6501. Mariners who need more than 40 feet of horizontal clearance during work hours should notify the work foreman no less than 24 hours prior to navigating through the bridge. Mariners should use extreme caution when transiting the area.

NJICW (Beach Creek) - SR 147 (Beach Creek Bridge) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; on Tuesday, October 10, 2017, through Monday, July 2, 2018. Work will consist of repair and rehabilitation of the bridge fender system. A 26 ft. work vessel and two work barges will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced by approximately 20 feet to approximately 20 feet of available navigable clearance during the work hours, and will be reduced by approximately 10 feet to approximately 30 feet of available navigable clearance at all other times. Vessels that can safely transit through the reduced horizontal clearances may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (610) 368-3739 or (267) 907-6501. Mariners who need more than 20 feet of horizontal clearance during work hours should notify the work foreman no less than 24 hours prior to navigating through the bridge. Mariners should use extreme caution when transiting the area.

Delaware River - SR 413 (Burlington-Bristol) Bridge -Maintenance will be conducted between September 18, 2017 and March 20, 2018; from 7 a.m. to 7 p.m.; M-F and from 6 a.m. to 6 p.m. Sat-Sun; the towers of the bridge are to be cleaned and painted; No work will be done in or on the navigable portions of the bridge. The project foreman can be reached at (267)-767-2550 or (609) 381-1407. Mariners should use caution when transiting the area.

NJICW (Cape May Canal) - SR 162 (CR 626/Seashore Road) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; on Tuesday, October 10, 2017 through Wednesday, March 20, 2018. Work will consist of repair and rehabilitation of the bridge fender system. A 26 ft. work vessel and two work barges will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced by approximately 40 feet to approximately 40 feet of available navigational clearance during the work hours, and will be reduced by approximately 10 feet to approximately 70 feet of available navigable clearance at all other times. Vessels that can safely transit through the reduced horizontal clearances may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (610) 368-3739 or (267) 907-6501. Mariners who need more than 40 feet of horizontal clearance during work hours should notify the work foreman no less than 24 hours prior to navigating through the bridge. Mariners should use extreme caution when transiting the area.

Musquash Brook and Shark River Bay - N-17 (East End Avenue) Bridge - Maintenance will be conducted from October 11, 2017 to May 25, 2018; Monday through Saturday, from 7 a.m. to 3:30 p.m. A work float and work vessels will be in and around the vicinity of the bridge during the work hours. The vessels and crew will not block the navigational channel. The Project Foreman can be reached at 973-621-2828 or VHF/FM CH 13. Mariners should use caution when transiting the area.

Crook Horn Creek - Roosevelt Boulevard Bridge - Maintenance will be conducted from October 9, 2017, to May 1, 2018, M-F; from 6 a.m. to 5 p.m. The bridge's vertical clearance will be reduced to 33 feet above mean high water. Maintenance personnel and equipment will be working on the surface of the bridge exclusively and will not affect the navigable waterway.

- **Pennsylvania –**

Delaware River – Walt Whitman Bridge (I-76) - Painting of the suspension spans and towers will be conducted from October 19, 2015 to March 31, 2018, between 7 a.m. and 5 p.m. daily. A work platform extending 3 feet beneath the lower portion of the bridge will be installed over the entire length of the bridge. The vertical clearance of the bridge will be reduced by 3 feet to approximately 136 feet above MHW. Mariners should use caution when transiting the area.

Delaware River - Interstate 276/Delaware River Turnpike Bridge - Repainting and miscellaneous improvements will be performed from mid-November 2015 through December 31, 2017. All work on the bridge superstructure will be performed

7 am to 7 pm during the week and 6 am to 6 pm on the weekends. The overhead work will never occupy more than 55% of the channel and will reduce the vertical clearance by 5 ft. The construction company can be contacted at 856-429-3400. Mariners should use extreme caution when transiting the area.

SECTOR HAMPTON ROADS

- **Virginia (Southern)**

Lynnhaven Inlet – US 60/John A. Lesner (fixed) Bridge – Work is in progress through August 30, 2019 for a new replacement bridge at essentially the same location. The new bridge will have a vertical clearance of 45 feet above MHW, along with a horizontal clearance of 150 feet between face of the fenders. A dredge material placement site will be located southwest of the existing bridge, adjacent to the boat ramp facility and used as a staging area. The contractor will access the lay down and staging area via the waterway through a proposed temporary bulkhead.

James River - James River Bridge - Maintenance has already commenced and is scheduled to be completed December 30, 2017. The workers will be on-scene 24 hours; M-F. The project foreman can be reached at (804) 520-9766. The maintenance will not affect operations of the movable span or restrict the height or width of the main navigational channel. Mariners should use caution when transiting the area.

Rappahannock River - Robert O. Norris Bridge - Maintenance will be conducted between Wednesday, October 02, 2017, through Thursday, June 22, 2018; M-F; from 7 a.m. to 5 p.m., and if necessary, Saturday and Sunday from 7 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require scaffolding to extend a maximum of 10 feet below the bridge, in less than a 40 foot section for the entirety of the maintenance period. A work barge will be below the bridge and can relocate with 60 minutes notice. The barge will be monitoring VHF channel 13 during all operations and all floating equipment will be removed after each work day. Mariners should use caution when transiting the area.

James River - I-295, Varina-Enon Bridge - Maintenance will be conducted between Monday, October 2, 2017, through Tuesday, May 01, 2018; M-F; from 9 a.m. to 5 p.m.. All work will be conducted outside the navigable channel and should not interfere with vessels within the navigable channel. No vertical or horizontal restrictions are anticipated. Mariners should remain vigilant and use caution when transiting the area.

Elizabeth River - I-64 High Rise Bridge - Maintenance will be conducted from July 31, 2017 to January 12, 2018; 7 days a week from 7 a.m. to 5 p.m. Repair and rehabilitation of the bridge will occur. A barge and work boats will be in and around the vicinity of the bridge. The work barge will reduce the horizontal navigational clearance to 70 feet for the duration of the project. Maintenance personnel, equipment and vessels will relocate from the navigable channel with 24 hour advanced notice for mariners that require additional clearance to navigate safely through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (813) 347-2134. Mariners should use caution when transiting the area.

Appomattox River - SR 10 (East Hundred Road) Bridge - Maintenance will be conducted from 9 a.m. to 3 p.m.; M-F; from October 31, 2017, through January 26, 2018; A work platform and a work boat will be in and around the vicinity of the bridge. The work platform will not reduce the clearances of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (301) 343-8585 or (804) 400-5015. Mariners should use caution when transiting the area.

SECTOR NORTH CAROLINA

- **North Carolina**

Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Work is in progress through October 31, 2017, for construction of a high-level fixed bridge relocated between Radio Island and Michael J Field in Carteret County. When completed, the new high-level fixed bridge will have a vertical clearance of 65 feet above MWH, along with a horizontal clearance of 100 feet between pile bents. The construction operation will include in-water work involving pile driving, concrete placement, girder setting, and concrete deck installation with post tensioning. Tugboats and barges will be used and will monitor VHF channel 13 in the event that mariners need to contact the contractor. Waterway closures are being planned.

Oregon Inlet - Herbert C. Bonner Bridge – Construction activities for the replacement bridge will begin on March 7, 2016 and are expected to finish on August 30, 2019. Work will be on-going 24-hours per day, seven days a week. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. A work trestle/loading dock will be constructed approximately 200 yards south of the southeastern end of the existing Bonner Bridge, on the southwest side of South Point in Pamlico Sound, extending 150 feet southwesterly from the shoreline and terminate at approximately 35.766 N, 75.526 W. Running parallel to the dock will be a 245 foot breast-line comprised of eight 36-inch hollow pipe piles spaced fifty feet apart, to be used for mooring purposes. The breast-line will begin near shore and terminate at approximately 35.765N, 75.527 W. Each pile will be lit by a flashing white light. PCL Civil Constructors tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>.

Atlantic Intracoastal Waterway (Alligator River) - US 64 (Alligator River Bridge) - Maintenance will be conducted Monday-Saturday from July 17, 2017 through July 17, 2018; from 6:30 a.m. to 6 p.m. A crane barge and work boats with divers will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 16. The project foreman can be reached at (919) 437-4763 or (757) 449-4652. Mariners should notify the work foreman no less than one hour prior to navigating through the area and should use extreme caution when transiting the area.

Croatan Sound - US 64 (William B. Umstead) Bridge - Maintenance will be conducted from November 1, 2017, to January 30, 2018; Monday – Saturday, from 7 a.m. to 7 p.m. The horizontal clearance will be reduced to 51 feet during the work hours due to a 40 ft wide barge and 10 ft wide work boat that will be used to facilitate repairs. The barge and crew request a one hour advanced notice to move from the navigable channel for vessels that need additional clearance. The Project Foreman can be reached at 252-305-7324 or VHF/FM CH 13. Mariners should use caution when transiting the area.

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS

****NJ – MANASQUAN INLET TO BARNEGAT INLET – BEACHFILL OPERATIONS****

Staging area updated.

Continuing until approximately **31 Mar 2018** the hydraulic dredge R.S. Weeks and attendant plant will be operating 1.5 miles offshore of Mantoloking Beach and Seaside Heights Beach, Ocean County, NJ.

Work limits for Borrow Area B will be bound by the following approximate positions:

40° 2'34.84"N/ 74° 1'33.10"W

40° 2'55.55"N/ 74° 0'54.55"W

40° 2'50.03"N/ 74° 0'26.70"W

40° 2'23.34"N/ 74° 0'26.89"W and 40° 2'13.31"N/ 74° 1'37.23"W/ 74°01'18.56"W

Pipeline Corridor for Area B will be bound by the following approximate positions:

40° 2'12.59"N/ 74° 2'59.14"W

40° 2'11.62"N/ 74° 2'58.86"W

40°02'28.17"N/ 74°01'18.28"W and 40°02'29.14"W/ 74°01'18.56"W

Work limits for Borrow Area D will be bound by the following approximate positions:

39°55'15.11"N/ 74° 2'4.69"W

39°54'56.37"N/ 74° 2'40.37"W

39°55'15.86"N/ 74° 3'10.92"W and 39°55'35.17"N/ 74° 2'41.02"W

Pipeline Corridor for Area D will be bound by the following approximate positions:

39°55'27.56"N/ 74°04'28.43"W

39°55'26.57"N/ 74°04'28.44"W

39°55'26.22" N/ 74°02'56.02"W and 39°55'27.21"N/ 74°02'56.01"W

Staging Area at Barnegat Inlet will be bound by the following approximate positions:

39°46.111'N/ 74° 7.198'W

39°46.106'N/ 74° 6.960'W

39°45.621'N/ 74° 7.145'W and 39°45.633'N/ 74° 6.875'W

For questions and or additional information contact macruz@weeksmarine.com or contact Project Manager(s) on-site: Matt Henry (985) 237-5050, mhenry@weeksmarine.com, David McNeill (985) 237-5069, dcmcneill@weeksmarine.com. Ref LNM 34/17

Chart 12324

NJ – BARNEGAT BAY – NEW JERSEY INTRACOASTAL WATERWAY - OYSTER CREEK – DREDGING

Barnegat Bay Dredging Company dredge FULLERTON will be conducting dredging operations in the New Jersey Intracoastal Waterway between NJICW Light 30 (LLNR 35115) and NJICW Light 42 (LLNR 42) and in Oyster Creek. Work will continue through **22 Dec 2017**. For more information contact Barnegat Bay Dredging at 609-494-2702 or barnegatbaydredging@comcast.net. Ref LNM 47/17

Chart 12324

NJ – INTRACOASTAL WATERWAY – MANASQUAN RIVER TO CAPE MAY CANAL – MANAHAWKIN BAY – BRIDGE CONSTRUCTION

A construction firm, on behalf of the NJ DOT will continue marine construction in the vicinity of the existing and new Route 72 Bridges over Manahawkin Bay, at NJICW mile 37.4, in Ship Bottom, Ocean County, NJ until **May 2019**. The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above MHW and a horizontal clearance of 100 feet between fender systems. Marine construction operations include installation and removal of work trestles, caissons and cofferdams, bridge scaffolding and false work, as well as demolition of portions of the existing bridge. Vessels may contact the demolition crew supervisor at (732) 751-2088 or (732) 751-2020. Vessels and barges will monitor VHF-FM channel 13.

Chart: 12234

NJ - BRIGANTINE INLET TO GREAT EGG HARBOR INLET - BEACH NOURISHMENT OPERATIONS

Starting approximately 19 June 2017 and continuing until approximately **20 Jan 2018** the Hopper Dredges B.E. Lindholm and attendant plant will be operating 4.5 nautical miles offshore of Longport Beach, NJ. Contact macruz@weeksmarine.com or (985) 875-2500 or contact Project Manager on-site Doug Nelson - (985) 237-9667 denelson@weeksmarine.com

Chart 12316, 12318

NJ – GREAT EGG HARBOR BAY – DRAG CHANNEL - BRIDGE CONSTRUCTION & DEMOLITION UPDATE

Marine work consisting of cofferdam construction, superstructure erection and demolition are in progress through **Dec 2018** for the replacement of the southbound bridges and rehabilitation of the northbound bridges of the Garden State Parkway. Ref LNM 03/16

Chart 12316

NJ – SALEM RIVER – DREDGING

H & L contracting will be conducting dredging operations in the Salem River, NJ from 17 Nov 2017 thru **31 Jan 2018**. Dredge pipe will be located outside the channel and will be marked and lit IAW Coast Guard Regulations. There will be two points where submerged pipeline will be crossing the main navigational channel. These locations of submerged pipeline will be at: Salem River 39°34'08"N; 75°30'21"W and at the Fort Mott Ferry Dock 39°36'03"N; 75°33'18"W. Work hours are 24 hours a day, 7 days a week. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. Ref LNM 46/17

Chart 12312

PA - DE – NJ – LOWER DELAWARE RIVER – LISTON RANGE - DREDGING

The Dutra dredge Stuyvesant will be conducting dredging operations in the Liston Range in the Delaware River Main Channel, between approximate positions 39-22-14.18N, 075-27-40.56W and 39-28-34.04N, 075-32-28.16W from August 07, 2017 to **Jan 31, 2018**. A tug and drag barge will be conducting bed leveling operations after the dredging in areas have been completed. Any questions can be directed to Sector Delaware Bay's 24 hour Command Center at 215-271-4807.

Chart 12304

PA – NJ – DELAWARE RIVER - NEW CASTLE RANGE, CHERRY ISLAND RANGE, AND CHRISTINA RIVER DREDGING – SAFETY ZONES

Great Lakes Dredge and Dock maintenance dredging operations for the Delaware River will resume in New Castle Range, and then continue to Cherry Island Range and the Christina River. The tentative schedule is as follows:

Cherry Island – October 7, 2017 to December 31, 2017

Christiana River – November 26, 2017 to **January 10, 2018**

The dredge ILLINOIS will continue to have pipeline in Anchorage 5, southeast of Pea Patch Island, through approximately November 4, 2017. The following safety zones will be in place during this time. Safety zone 1 includes all navigable waters within a 150 yard radius of the dredge ILLINOIS and all related dredge equipment. Vessels are advised to ensure safe passage by contacting the dredge ILLINOIS on VHF-FM channel 07 or 13 one hour, as well as 30 minutes, prior to arrival. This safety zone will be in place for the duration of the dredging project. Safety zone 2 includes all navigable waters of Pea Patch Island Anchorage No. 5 found in 33 CFR 110.157 (a) (6), where submerged pipeline will be located causing a hazard to anchoring vessels. Entry into, transiting, or anchoring within the safety zone is prohibited unless vessels obtain permission from the Captain of the Port per this rule and the Rules of the Road (33 C.F.R. Subchapter E). Mariners are cautioned to remain a safe distance away from the dredge, buoys, cables, pipeline, barges, derricks, wires, and related equipment. Mariners are advised to use extreme caution and operate at a minimum steerage speed to reduce wake when transiting the area. Any questions should be directed to the Coast Guard Command Center at (215) 271-4807 or VHF-FM channel 16.
Chart 12311

PA – NJ- DELAWARE RIVER – TINICUM AND MARCUS HOOK RANGES – DREDGING AND BLASTING

Sturgeon relocation trawling will commence on 15 Nov with the trawler Amy Marie operating in Tinicum and Marcus Hook Ranges. Trawling operations will be continuous in daylight hours throughout the duration of the project. The Dredge New York will remobilize to the site 1 Dec and commence dredging upon arrival. Associated support equipment with the New York will include 2 material scows (GL 501 and GL 502), scow towing vessels and a tender. Scows will be towed offshore to various artificial reef locations. This operation will continue through 15 Mar 2018. The drill barge Apache will mobilize to the area around 17 Nov and commence drilling operations on 30 Nov with the initial blasts on 1 Dec 2017. Blasting operations will occur 7 days a week once commenced. During blasting, temporary channel closures will be required and a minimum 1500ft security zone will be maintained. This operation will continue through **15 Mar 2018**.
Chart 12312

PA - NJ – DELAWARE RIVER (MAIN CHANNEL) – SAFETY ZONE FOR DREDGING OPERATIONS

Captain of the Port (COPT), Delaware Bay, is notifying mariners that the Coast Guard is establishing two Safety Zones to facilitate the deepening of the main navigational channel in the Delaware River on or about Aug 30, through **Mar 15, 2018**. The dredges ESSEX and CHARLESTON will be dredging in Marcus Hook Range and Anchorage, Bellevue, Chester, and Eddystone Ranges. Safety Zone one includes all the waters within a 250 yard radius of the dredge ESSEX and CHARLESTON, including all related dredge equipment. Vessels are advised to ensure safe passage by contacting the dredge ESSEX and CHARLESTON, on VHF channel 13 or 16, 1 hour, as well as 30 minutes, prior to arrival. At least one side of the main navigational channel will be kept clear for safe passage of vessels in the vicinity of the safety zones. At no time will the main navigational channel be closed to vessel traffic. Vessels should approach meetings in these areas, where one side of the main navigational channel is open, and proceed per this MSIB and the Rules of the Road (33 C.F.R. Subchapter E). This safety zone will be in place for the duration of the dredging project. Safety Zone two includes all the waters of Marcus Hook Anchorage No. 7 found in 33 CFR 110.157 (a) (8). Safety Zone two will be in place only during the time the dredge ESSEX and/or CHARLESTON is conducting dredging operations in Marcus Hook Anchorage. Vessels desiring to anchor within Marcus Hook Anchorage during the enforcement of safety zone two must obtain permission from the COPT at least 24 hours in advance, at (215) 271-4807. The COTP will permit **two** vessels at a time in Marcus Hook Anchorage on a "first-come, first-served" basis. Normally, this is a 48 hour anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours during this time. Vessels that require an examination by the Public Health Service, Customs, or Immigration authorities will be directed to an anchorage for the required inspection by the COTP. Vessels are encouraged to use Mantua Creek Anchorage (anchorage #9), Naval Base, Philadelphia Anchorage (anchorage #10), and Deepwater Point Anchorage (anchorage #6) as alternatives.
Chart 12312

PA - NJ – DELAWARE RIVER – MIFFLIN RANGE – PIPELINE REMOVAL

Starting approximately 6 Nov and continuing until approximately **4 Dec 2017**, Weeks Marine will be removing 2 existing and decommissioned pipelines on the Delaware River between Tinicum Township, PA and West Deptford, New Jersey. There will be 1-2 floating crane barges, in addition to multiple deck barges, working in the vicinity of the site at any given time. The project will include dredging and dive operations. The typical hours of operation will be 24 hours a day, seven days a week. The onsite work boat will be the GRAPE APE. Marine VHF-FM channels 13, 16 and 65 will be monitored at the worksite. If you have any questions or require additional information, please contact John Kelly at (908) 205-3420 or jmkelley@weeksmarine.com. Ref LNM 43/17
Chart 12313

PA – NJ – WILMINGTON TO PHILADELPHIA – GIBBSTOWN - DREDGING - MARINE DEMOLITION - WHARF CONSTRUCTION

Weeks Marine, Inc. will begin the dredging and construction for the Repauno Marginal Wharf on or about Dec 1, 2017 and will be completed on or about **Sep 15, 2018**. Dredging and demolition will commence in early Dec followed by the pile driving and construction of the new wharf. Equipment will be in place 24 hours a day and 7 days a week, work will be conducted during various times based on the tide and weather. For more information contact Weeks Marine, Tyler Drapeau at 908-290-7737. Ref LNM 47/17
Chart 12312

PA – NJ – DELAWARE RIVER – MIFFLIN RANGE – AXEON A DOCK – MARINE CONSTRUCTION

Axeon Refining will be installing mooring dolphins, gangways and catwalks on the Axeon A Dock in the Delaware River on the New Jersey side near the south end of Mifflin Range and Anchorage Area 9. The work will commence on 10 Jul and is expected to be completed on **28 Feb 2018**. For more information or question contact Kristen Fisher at 856-224-7410. Ref LNM 23/17
Chart 12312

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

The Captain of the Port, Delaware Bay, is notifying mariners that the maintenance dredging operation for the upper Delaware River will begin on or about Oct 21, 2017 through **Dec 15, 2017**, in between Keystone Range and Fairless Hills Turning Basin with the dredge CHARLESTON. The dredge will begin north of the turning basin and continue south. Pipeline will be outside the main navigational channel running to the Money Island Disposal Site, located on the PA side of the Delaware River. Vessels are requested to contact the dredge CHARLESTON 30 minutes prior to expected time of passage to make passing arrangements. The dredge operator can be contacted on VHF-FM Channel 13 and 16. All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. If you have any questions please contact the Waterways Management staff at (215) 271-4814 or the Situation Unit Controller at (215) 271-4807. LNM 42/17
Chart 12314

DE – OFFSHORE REHOBOTH BEACH – LEWES AND REHOBOTH CANAL – DREDGING AND MARINE CONSTRUCTION

Manson Construction will be conducting pipe fusing operations in the Lewes and Rehoboth Canal just North of Roosevelt Inlet beginning 6 Nov until 30 Nov 2017. Operations will take place on the northern bank and will involve 2 barges and pipe approximately 1900 feet in length. Operations will be conducted 12 hours a day. Upon Completion of pipe fusing operations, the pipe will be towed to Breakwater Harbor for testing before being towed offshore of Rehoboth Beach where dredging operations will begin Nov 6, 2017 approximately 3,800 feet from the shoreline of the city of Rehoboth Beach. The derrick barge HAAKON will be conducting dredging operations 24 hours a day, 7 days a week until approximately 22 Nov 2017 in approximate position 38°47'53.00"N, 75° 6'13.85"W. The HAAKON will also serve as a dive platform for diving operations and underwater construction operations in the same position following the arrival of pipeline from the Lewes and Rehoboth Canal. Work will continue in the area until approximately **28 Feb 2018**. The derrick barge HAAKON can be contacted on VHF-FM Channel 13 or 68. For questions please contact Ryan Gielow at 904-654-2671 or Sector Delaware Bay's Command Center at 215-271-4807. Ref LNM 44/17 Chart 12216

DE – INDIAN RIVER – DREDGING

Delaware DNREC will be conducting dredging operations Oct 17, 2017 until **31 Mar 2018** in Indian River near the town of Millsboro, DE. The project area will begin approximately 300 yards east of the Hunters Point Community at approximately 38-35-39.89N, 75-17-02.48W and extend approximately 2,000 feet east to 38-35-29.11N, 75-16-39.56W. The dredge will be working on the shoal areas between channel markers 73 and 74, as well as 73A and 74A. Ref LNM 42/17 Chart 12216

******NJ – SEA GRIT TO LITTLE EGG INLET - BEACH HAVEN BEACHFILL ******

Great Lakes Dredge and Dock will be placing approximately 700,000 CY of sand on the beach along the Atlantic Ocean shoreline in Holgate and Beach Haven between Cleveland Avenue and Ocean Street on Long Island Beach, NJ. Material will be dredged from a borrow area located in Little Egg Inlet through a 25,000ft of submerged pipeline. Material for this contract will be pumped directly to shore from the hydraulic dredge TEXAS through Boosters Jack and Reggie, using submerged pipeline. Work will begin 1 Jan 2018 and continue till approximately to **1 Mar 2018**. Operations will continue 24hours/day, 7 days/week. Contact Project Manager Stuart Hilgendorf (443) 831-0785 or SHilgendorf@gldd.com with questions. Chart 12323

NJ – GREAT EGG HARBOR INLET – PECK BEACH – OCEAN CITY – FLOOD CONTROL AND BEACH REPAIR

Great Lakes Dredge & Dock Company, LLC is conducting Flood Control and Beach Repair operations consisting of placing approximately 1,385,000CY of sand on the beach fill between the groin at Seaview Road and 12th Street in Ocean City, NJ. Material will be dredged from 5,000ft offshore, northeast of the beachfill area. The borrow area is located in Great Egg Harbor Inlet. Material for this contract will be pumped directly to shore from the hydraulic dredge Texas using submerged pipeline. Operations will be 24hours/day, 7 days/week. Completion is expected **15 Jan 2018**.

Great Egg Harbor Inlet Dredge Work Area

Latitude (N) Longitude (W)
39°16'46.0112" 74°32'07.9428"
39°16'54.6028" 74°31'46.8697"
39°17'08.3066" 74°31'13.2487"
39°17'25.3525" 74°31'22.8880"
39°17'41.9909" 74°31'49.7787"
39°17'34.3767" 74°32'16.4211"
39°17'08.1272" 74°32'22.8733"

Great Egg Harbor Inlet Submerged Pipeline

Latitude (N) Longitude (W)
39°17'02.5410" 74°33'11.6351"
39°17'11.2459" 74°32'15.7778"
39°17'20.5053" 74°31'56.9158"
39°17'16.7674" 74°31'51.2786"
39°17'08.0779" 74°32'12.8359"
39°16'59.8153" 74°33'12.1231"

Additional submerged dredging equipment was left on the bottom of the ocean until 15 Nov 2017 approximately ½ mile North Northeast Great Egg Harbor Inlet. The exact location of the submerged equipment is within below listed coordinates. The equipment extends approximately 6 feet off the sea floor. All vessels transiting in the area should use caution and avoid this area if possible.

Submerged Dredging Equipment

Latitude Longitude

39 17 19.5173 N 074 31 39.4636 W
39 17 21.3167 N 074 31 35.0489 W
39 17 20.3258 N 074 31 34.3801 W
39 17 18.4856 N 074 31 38.7672 W
Chart 12316

MD – OCEAN CITY – DREDGING – BEACH FILL OPERATIONS

Great Lakes Dredge & Dock Company, LLC will be placing approximately 883,000 cubic yards of beach fill along the shoreline of Ocean City, MD. Material will be dredged from a borrow area approximately 2 NM offshore of Ocean City Beach. The material will be dug and transported by the hopper dredge LIBERTY ISLAND to 6 different submerged pipeline landing locations. Each submerged pipeline landings location will consist of approximately 4,500 feet of 30" diameter steel submerged pipeline and a pump out cube. Hopper Dredge LIBERTY ISLAND, Survey Vessel, Crew Boat, Derrick 64, Anchor Barge, Tug POPS, Tug CAJUN, and Tug VOLUNTEER STATE will be on scene from 29 Sep to **Dec 2017**, working 24 hours per day, seven days a week. They may be contacted on VHF Channels 13 & 16. Mobilization for this work will consist of the retrieval and towing of floating steel pipeline from offshore areas of Southern New Jersey. These strings of pipeline will either be towed directly to the landing areas or to the marine staging area inside of Assateague Island. For question contact Site Manager: Eugene Corey (630) 418-8276 ECorey@gldd.com, or Site Manager: Eric Mitchell (630) 605-2158 WEMitchell@gldd.com. Chart 12211

MD – CHOPTANK RIVER – U of M CENTER FOR ENVIRONMENT SCIENCE – JETTY CONSTRUCTION

Central Marine Construction will be constructing a stone jetty along the east shoreline of the Choptank River near Horn Point at the University of Maryland Center for Environmental Science, 2020 Horns Point Rd, Cambridge, MD in approximate position 38 35 20N, 76 07 52W. Construction is expected to begin on 24 Oct 2017 and continue through **30 Mar 2018**. Contact Charlie Young, Central Marine Construction, 410-320-7030 for any question. Ref LNM 42/17 Chart 12266

MD – SMITH ISLAND – BIG THOROFARE – DREDGING

Vortex Marine Construction will be conducting dredging operations in Big Thorofare, North West and South East of Ewell, in the vicinity of Ewell and Twitch Cove entrance channel South East of Smith Island. Dredging will start the second week of Oct and is expected to continue until **Jan 2018**. The dredge VORACIOUS with the tugboats BABE and AMITY, survey boat JOEY and crew boat ACE will be in the area and can be reached on VHF-FM Channel 13. Vortex Marine at 510-261-2400 or tschefferlie@vortex-sfb.com. LNM 35/17
Chart: 12228

MD – CHOPTANK RIVER – CAMBRIDGE CREEK – MARINE CONSTRUCTION

Marine construction will continue in Cambridge Creek, at 108 Commerce St, from 25 Sep 2017 until **Jan 2018**. Bulkhead work will be conducted from the shore side and the waterside. A barge with an excavator will be in the vicinity during this period. Ref LNM 37/17
Chart 12266

MD – CHOPTANK RIVER ROUTE 331 DOVER ROAD – BRIDGE REPLACEMENT

McLean Contracting Corporation will commence construction a new bridge just south of the existing Dover Road Route 331 Bridge until **Nov 2017**.
Ref LNM 39/14
Chart 12268

MD – CHESAPEAKE BAY – PARKER CREEK – DREDGING OPERATIONS

Maintenance dredging operations are scheduled to occur in Parker Creek, in Anne Arundel County, MD from Oct 15 until **Dec 15, 2017** in approximate position 38°46'31.02" N., 076°32'06.78" W. Equipment includes the tug boat "Big C Too", at least 4 scour barges, and 2 digging barges dredging in Parker Creek and mooring of rigs at the mouth of Parker Creek in the Chesapeake Bay. The channel width of Parker Creek in this area will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 6 hours advance notice for passage in Parkers Creek, 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" can be contacted on marine band radio VHF-FM channels 13 and 16. LNM 41/17
Charts 12270, 12266

******MD – CHESAPEAKE BAY – POPLAR ISLAND EXPANSION PROJECT******

Beginning on 4 Dec 2017, The Wesson Group will commence construction of several break water and dikes on the northern part of Polar Island. The project work will extend 1NM north of the island and will be approximately one half nautical mile in width running east & west. From 4 Dec 2017 to **1 Jul 2019** multiple tugs, work vessels, and barges will be on scene conducting construction of the break waters and dikes. Mariners are advised to maintain a minimal wake and use caution when transiting the area. The on-site project manager, Mike Delaney, can be reached at (518) 332-8430. All on-scene vessels can be contacted via VHF Channel 16. Ref LNM 47-17
Chart 12266

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT - BRIDGE REHABILITATION CONTINUES AT THE WILLIAM P. LANE JR

An engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance at US 50/US 301 (William P. Lane Jr. Memorial) (eastern channel) westbound bridge, over Chesapeake Bay, mile 138.1, near Stevensville, MD. The maintenance will continue through **June 20, 2019**; 24 hours a day; 7 days a week. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. To facilitate the work, a barge will be anchored between bridge piers 47 and 48 outside the eastern channel in approx posit 38-59.264N, 076-21.264W. Work vessels may be reached on vhf-fm channel 13. The project foreman can be reached at (910) 228-9164. Ref LNM 39/17
Chart 12270

MD – BALTIMORE HARBOR – DUNDALK CHANNEL – DREDGING

McLean Contracting Company will be conducting dredging operations in Dundalk East Federal Channel & Dundalk Marine Terminal Berths 7-10 & 11-13, Patapsco River, in approximate position 39°14' 20" N, 76°31' 58" W. Dredging will be conducted from 15 Nov 2017 to **15 Jun 2018**, 24 hours a day, seven days a week. The vessels WHIRLEY CURTIS BAY and Barge # SC130 will be on scene and may be contacted on VHF-FM channel 16 and 13. For more information contact John Hackmann, Superintendent at 443-623-8412 or Keith Aschenbach, Area Construction Manager, 410-215-3579.
Chart 12281

MD – CHESAPEAKE BAY – HEAD OF CHESAPEAKE BAY – GUNPOWDER RIVER – TAYLOR CREEK – DREDGING OPERATIONS

Dredging operations are scheduled to occur in Taylor Creek, in Harford County, MD from Oct 15 until **Dec 31, 2017**, five days a week, during daylight hours. The work is located within the Taylor Creek main channel, and the dredged material will be transported via pipeline from the Ellicott 670 dredge to the Mariner Point Park dredged material placement site at Joppa, MD. The pipeline will be located outside of the channel and continuously marked with orange floating markers. Contact the Southern Maryland Dredging, Inc. dredge "Grace II" on VHF-FM channels 08, 13 and 16.
Chart 12274

MD – CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – DREDGING

Great Lakes Dredge & Dock Company will be conducting maintenance dredging in the Upper Chesapeake Bay in the Upper Chesapeake Channel and Elk River Channel from 24 Nov to **31 Dec 2017**. Work will be conducted 24 hours a day 7 days a week. The vessels SHANNON DANN, GULF DAWN, JULIE ANN, DORY, Crew Boat WOLF RIVER, with numerous scows and possibly other vessels will be on scene and may be contacted on VHF-FM channels 5, 13 and 16. For information contact Great Lakes Dredge & Dock, Lester Salinas at 630-649-8879. Ref LNM 47/17
Chart 12273

MD – C AND D CANAL – CHESAPEAKE CITY ANCHORAGE BASIN – DREDGING

Rehaks Contracting will be conducting dredging operations in the Chesapeake City Anchorage Basin in Chesapeake City, MD beginning 6 Nov 2017 and continuing until **6 Jan 2018**. The dredge JENNY LEE and pushboat KELLY MARIE will be on scene and may be contacted on VHF-FM channel 13 and 8. For more information contact James Rehak at 410-477-6831. Ref LNM 43/17
Chart 12274, 12277

MD – CHESAPEAKE & DELAWEAR CANAL – DREDGING

Corman Marine Construction, Inc will be conducting dredging operations in the Chesapeake & Delaware Canal (C & D) from Nov 2017 to **31 Jan 2018**. The dredge JENNY LEE will be working in the Chesapeake City Anchorage Basin and the dredge CMC 2400 will be working in the C&D Canal from the Route 213 Bridge east to approximately position 39°32.153'N, 075°46.267'W, just east of the Maryland, Delaware line. For more information contact James R. Matters at 410-320-7534. Ref LNM 47/17
Chart 12277

DC – UPPER POTOMAC RIVER - WASHINGTON CHANNEL

Dockside demolition/bulkhead repair until **Dec, 2020**. Ref: LNM 12/14
Chart 12289

DC – POTOMAC RIVER - WASHINGTON HARBOR – FRANCIS SCOTT KEY BRIDGE – REPAIRS

DC DOT repairs to the existing US-29/Francis Scott Key Bridge (also known as the Key Bridge), across the Potomac River at mile 113. Work will begin on Sep 20, 2016, Monday through Friday, from 7 a.m. to 5 p.m. The **two-year** rehabilitation project includes spalling and spot-repairing the concrete bridge piers, re-surfacing the bridge deck, and installing a fiberglass jacket at the footer of each pier. 40 ft x 80 ft deck barges will be positioned (spudded) next to the bridge piers, within the 200-ft wide span, at all times. Ref LNM 35/16
Chart 12289

******VA – CHESAPEAKE BAY - CAPE HENRY TO THIMBLE SHOAL LIGHT - BRIDGE CONSTRUCTION******

Construction continues on a new bridge to replace the John A. Lesner (US 60) Bridge across the Lynnhaven Inlet, at mile 0.0, in Virginia Beach, VA until **Aug 30, 2019**. From 6 December to 20 December 2017 construction of the new center span will commence. The work will occur between 7 a.m. and 5 p.m. and will progress over the channel in 10ft increments. At times, small portions of the channel will be blocked to prevent anyone from passing underneath the portion of the bridge being worked on. During all times the channel will be passable. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be lighted with fixed white lights until they are removed from the waterway. The new bridge will have a vertical clearance of 45 ft above MHW and a horizontal clearance of 150 ft between the fenders. Ref LNM 14/17
Chart: 12254

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – BORINGS

Warren George Inc will be conducting bottom boring in the vicinity of the Hampton Roads Bridge Tunnel. Operations will be conducted from 6 Nov 2017 to **28 Feb 2018**, 24 hours a day, seven days a week. A tug and barge will be on scene and request a two hour notice if they are required to move for marine traffic. For more information contact Robert Stothoff at 201-433-9797 or bob@warrengeorge.com. Ref LNM 44/17
Chart 12245

******VA – ELIZABETH RIVER – CRANEY ISLAND – DREDGING******

Cottrell Contracting Corporation Dredge Rockbridge will be conducting dredging operations in the vicinity of Craney Island Rehandling Basin and Access Channels in the Elizabeth River in Norfolk Harbor, VA. Dredging operations will be from April 15 through **Jan 1, 2018**. Ref LNM 15/17
Chart 12245, 12243

VA - ATLANTIC INTRACOASTAL WATERWAY - DISMAL SWAMP CANAL - RESTRICTED REOPENING

The locks at Deep Creek, VA and South Mills, NC will return to their normal operating schedule to accommodate vessels desiring to use the Dismal Swamp Canal (Route 2) of the Atlantic Intracoastal Waterway. The locks will be operated at 8:30 AM, 11:00 AM, 1:30 PM, and 3:30 PM seven days a week. The drawbridges adjacent to these locations will operate as normal and in conjunction with the lock openings. Vessels are allowed to moor overnight in the canal. There will only be one operator at Deep Creek and one at South Mills, so the bridge will not be manned when the lock is being operated, and vice versa. Locks and bridges monitor VHF-FM channel 13. The latest surveys of AIWW-Deep Creek, AIWW-Dismal Swamp Canal, and AIWW-Turners Cut are available at: <http://www.nao.usace.army.mil/HydroSurveys/>. Boaters are advised to review these surveys and note the following conditions:

- AIWW-Deep Creek Channel north of the Deep Creek Lock currently has a controlling depth of 5.5 MLLW at centerline.
- AIWW-Dismal Swamp Canal currently has a controlling depth of 6 feet at centerline and 50 feet wide except at the Big Entry Ditch (MM #13) and the Feeder Ditch (MM #22) where the width narrows to approximately 25 feet wide. These shoaled areas have been marked with green and red stakes to show the channel. Due to the narrow channel, only one vessel can pass in these two areas of the canal at a time.
- AIWW-Turners Cut Channel just south of the South Mills Lock currently has a controlling depth of 5.9 feet at center line and 80 feet wide. A remaining shoal south of Joyce Creek has been marked with green and red stakes to show the channel where the canal narrows to approximately 40 feet wide. Due to the narrow channel, only one vessel can pass in this area of the Turners Cut at a time.
- Duckweed is currently heavy in the Dismal Swamp Canal. Boaters should clean their strainers as needed. The Lake Drummond Reservation is still open to visitors using canoes and kayaks; the boat tram is still inoperative.

Those planning to use this route are advised to contact the lock operator or call the Norfolk District office at 757-201-7642. Ref LNM 44/17
Chart 12206

VA – JAMES RIVER – SURRY – SKIFFES CREEK – CONSTRUCTION PROJECT

Dominion Energy Virginia will be installing the foundation structures for a new overhead electric transmission line crossing the James River eastward of the Surry Nuclear Power Station. From Nov 1, 2017 to **Feb 14, 2018** multiple tugs, work vessels, and barges will be on scene conducting construction of the tower foundations. Barges will be moored in the James River outside of the navigational channels when not actively working. Although no closure of the navigation channel is expected, mariners are advised to maintain a minimal wake and use caution when transiting the area. The on-site project foreman, Ted Locascio, can be reached at (757) 651-7288. The secondary contact, Adam Shager, can be reached at (757) 672-7497. Should you have any questions or concerns regarding this matter, contact United States Coast Guard Sector Hampton Roads Waterways Management Division at (757) 668-5580 or HamptonRoadsWaterway@uscg.mil. Ref LNM 44/17
Chart 12248

VA – JAMES RIVER – NEWPORT NEWS TO JAMESTOWN ISLAND – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge LEXINGTON will be conducting dredging operations on the James River between James River Channel Lighted Buoy 44 (LLNR 11987) and James River Channel Lighted Buoy 54 (LLNR 12110) from 17 Nov 2017 to **1 Jan, 2018**.
Chart 12248

VA – JAMES RIVER – TOWER CONSTRUCTION

PAR Electrical Contractors (PAR) will begin to replace four Dominion Virginia Power structures along a one-mile segment of their existing Line #567. The project includes removing and replacing the segment of line crossing the James River from Willcox Wharf in Charles City County to Windmill Point in Prince George County and two in-water towers located outside of the navigable channel. From Monday, Sep 18, to Saturday, Oct 7, 2017, PAR line crews will remove the old transmission and overhead static lines from the existing towers. From Saturday Oct 7, to Saturday, Dec 2, 2017, PAR will utilize M/V BUFFARILLO, heavy lift cranes, and local tug companies to disassemble the existing towers and erect new ones. There will be no change in configuration or location of the two new towers. The existing minimum vertical navigation clearance of 180 feet will be maintained upon completion of the new towers. From Saturday, Dec 15 2017, to Saturday, **Jan 20, 2018**, the new transmission and static lines will be pulled into place. Wire installation will employ two contracted vessels that can be reached on VHF Channel 16. Although no closure of the navigation channel is expected, mariners are

advised to provide a 2-hour advance notice of transiting the area to ensure navigation safety. PAR Project Safety Manager, Bill Powell, can be reached at (816) 886-8833. PAR's secondary contact, Phil Young, can be reached at (207) 474-2073. The M/V BUFFARILLO is the on-scene vessel and can be contacted via VHF Channel 16. For questions or concerns contact United States Coast Guard Sector Hampton Roads Waterways Management Division at (757) 668-5580 or HamptonRoadsWaterway@uscg.mil. Ref LNM 37/17
Chart 12251

******VA – CHESAPEAKE BAY - SALT PONDS – DREDGING******

Salt Ponds Marina will be conducting dredging operations in Salt Ponds, Hampton, VA from 29 Nov 29, 2017 to **15 Jan, 2018**. Two work vessels will be on scene and can be contacted on VHF-FM channels 16 and 71. Mariners should use extreme caution when transiting the area. Ref LNM 49/17
Chart 12222

VA - POTOMAC RIVER – WINDMILL HILL PARK – MARINE CONSTRUCTION

Environmental Quality Resources will be working on the river bank on the Potomac River at Windmill Park, Alexandria VA, at Gibbon and Union Streets. Work will consist of removing the old bulkhead and structures and installing stone revetment and a planted slope. Work will be conducted from 15 May, 2017 until **31 Mar 2018**. For more information or questions please contact Michael Dant at 240-581-3339. Ref LNM 19/17
Chart 12285

NC – CAPE HENRY TO PAMLICO SOUND – INCLUDING ALBEMARLE SOUND - BRIDGE CONSTRUCTION

An engineering firm, on behalf of the North Carolina DOT, will be constructing a new bridge to replace the Herbert C. Bonner Bridge across the Oregon Inlet, at mile 0.9, Dare County, NC. Construction activities will begin on March 7, 2016 and are expected to finish on **Aug 30, 2019**. Ref LNM 09/16
Chart 12205

NC – DUCK – KITTY HAWK – KILL DEVIL HILLS – BEACH NOURSHMENT

Great Lakes Dredge & Dock will be conducting beach nourishment operations in the towns of Duck, Kitty Hawk and Kill Devil Hills in Dare County NC. The project will utilize two staging areas in Oregon Inlet. The Dredge Liberty Island will be pumping material onto Kitty Hawk Beach. The Dredge Dodge Island and Padre Island will be pumping the material onto Kill Devil Hills Beach. Projects and demobilization is expected to be completed by **Dec 31, 2017**. For more information please contact Leslie Malick at 630-408-8939. Ref LNM 28/17
Chart: 12204, 12205

NC – MANTEO - PAMLICO SOUND – WANCHESE CHANNEL – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia dredge MARION will be conducting dredging operations in the vicinity of Manteo to the Pamlico Sound from 2 Nov until **21 Dec 2017**. Operations will take place from the Wanchese Channel Daybeacon 5 (LLNR 28460) south to Roanoke Sound Channel Light 1 (LLNR 28365) and Walter Slough. For more information contact Cottrell Contracting Corp at 757-547-9611. Ref LNM 43/17
Chart 12204, 12205

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

Construction is ongoing until **Aug 30, 2019**. Detailed project information and waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys. Contact the NCDOT Resident Engineer at (252) 473-3637 and contact PCL Civil Constructors at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>.
Chart 12205

NC – OFFSHORE – HATTERAS ISLAND - BUXTON – BEACH RESTORATION

The hopper dredge R. N. WEEKS and hydraulic dredge C.R. McCaskill will be operating 2 nautical miles offshore of Buxton Beach, Hatteras Island, NC conducting beach restoration operations from 8 Sep to **25 Dec 2017** at Buxton.

Pipeline corridor for the Hopper Dredge will be bound by the following approximate positions:

35°16'55.75"N 75°30'56.16"W
35°16'46.57"N 75°29'48.79"W
35°16'55.97"N 75°29'46.03"W
35°17'03.85"N 75°30'54.37"W

The work limits for borrow area will be bound by the following approximate positions:

35°14'06.41"N/ 75°30'02.50"W
35°14'59.89"N/ 75°29'19.03"W
35°15'6.98"N/ 75°28'46.05"W
35°13'54.49"N/ 75°29'42.36"W

Pipeline corridor will be bound by the following approximate positions:

35°14'31.41"N 75°29'41.34"W
35°14'46.80"N 75°29'29.22"W
35°16'23.29"N 75°31'03.58"W

Ref LNM 19/17

Chart 11555, 11520, 12200

35°16'09.02"N 75°31'05.96"

Staging Area (1):

35°46'8.70"N 75°31'38.68"W
35°46'1.78"N 75°31'42.23"W
35°46'0.91"N 75°31'35.20"W
35°46'4.90"N 75°31'31.43"W

Staging Area (2):

35°12'30.85"N 75°42'26.52"W
35°12'34.27"N 75°42'27.52"W
35°12'34.86"N 75°42'17.57"W
35°12'31.90"N 75°42'16.17"W

Staging Area (3):

34°42'21.79"N 76°41'29.85"W
34°42'23.76"N 76°41'24.71"W
34°42'36.58"N 76°41'35.73"W
34°42'34.04"N 76°41'40.79"W

NC – CAPE FEAR RIVER – MILITARY OCEAN TERMINAL SUNNY POINT – DREDGING

Marinex Construction, Inc. will commence dredging operations with the dredge PETER DEJONG on or about Oct 26, 2017 in the Sunny Point Terminal between Sunny Point Terminal South Entrance Lighted Buoy 2S (LLNR 30570) in approximate position 33°58.690N, 77°56.979W and Cape Fear River Channel Lighted Buoy 33 (LLNR 30685/39900) in approximate position 34°1.414N, 77°56.469W. Operations will be conducted 24 hour per day, 7 days

a week until approximately **Jan 28, 2018**. The dredge will monitor VHF-FM channels 13 & 16. For more information contact Marinex Construction at 843-722-9083. Ref LNM 43/17
Chart 11537

NC – CAPE FEAR RIVER – WILMINGTON HARBOR – DREDGING

The dredge BRUNSWICK will be working in the Cape Fear River Channel between the Hwy 133 Isabelle Holmes Bridge to the Between Channel adjacent to the State Port docks commencing on or about 8 November 8, 2017. The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately **31 Jan 2017**. Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. For more information contact Southern Dredge Company, Kimberly Richmond at 843-559-7500. Ref LNM 47-17
Chart 11537

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

****VA – MD – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ALEXANDRIA CHANNEL – HOLIDAY WATERSKIING DEMONSTRATION****

An annual holiday waterskiing program is scheduled to occur in the Potomac River on **Dec 24, 2017**, between 12:45 p.m. and 2 p.m. Participants dressed as holiday characters will operate personal watercraft and ski boats on a designated course with floating markers located adjacent to the Old Town waterfront at Alexandria, VA. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693.

Chart 12289

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

A fireworks display is scheduled to occur on the Potomac River at National Harbor, Maryland on **8 Dec 2017**, at approximately 9:30 p.m. to 10:30 p.m. The fireworks will be launched from barges located approximately 350 yards from the grounds of the MGM National Harbor, in approximate position latitude 38° 47' 23.37" N, longitude 077° 01' 8.55" 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 270 yards 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

MD – CHESAPEAKE BAY – SEVERN RIVER – SPA CREEK – TEMPORARY REGULATED AREA - LIGHTED BOAT PARADE

The Eastport Yacht Club's (EYC) Lights Parade event is scheduled to occur on Spa Creek **Dec 9, 2017**, from 5 p.m. to 9 p.m. Approximately 30 vessels (25 to 45 feet in length) will take part in the parade, to be held on a designated course in Annapolis Harbor and Spa Creek, at Annapolis, MD. The event consists of two separate, designated boat parade routes. As described in Title 33 CFR Section 100.501, Coast Guard special local regulations establish a temporary regulated area for all waters of Spa Creek and the Severn River, shoreline to shoreline, bounded on the east by a line drawn from Triton Light, at latitude 38°58'53.1" N., longitude 076°28'34.3" W., thence southwest to Horn Point, at 38°58'20.9" N., longitude 076°28'27.1" W., and bounded on the west by a line drawn along 076°30'00" W., that crosses the western end of Spa Creek, at Annapolis, MD. The regulated area will be enforced from 4:30 p.m. to 9:30 p.m. on December 9, 2017. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. The marine event patrol and Patrol Commander may be contacted on marine band radio channel VHF-FM 16. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. Mariners are urged to schedule their transits on this portion of the waterway beyond the enforcement times. More information can be obtained at the EYC website: www.eastportyc.org/. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12282

VA – CHESAPEAKE BAY – JAMES RIVER

The James River Parade of Lights event will be held on the upper James River commencing approximately 1000 yards north of Light 173 at Rocketts Landing and concluding at Light 150 near Dutch Gap. The parade will begin at 5:00 p.m. and end at 10:00 p.m. on **Dec 9, 2017**. Mariners are requested to use caution and bare steerage when transiting the area.

VA - CHESAPEAKE BAY - PIANKATANK RIVER – DELTAVILLE

The Fishing Bay Yacht Club's Closing Day Regatta - Winter Series #3 will occur in the Chesapeake Bay at the mouth of the Piankatank River. This event will take place on beginning at 9 a.m. and ending at 5 p.m. on **Dec 2, 2017**. Mariners are requested to use caution when transiting the area.

Chart 12235

****NC – SHALLOWBAG BAY – FIREWORKS DISPLAY****

The Town of Manteo will host the New Year's Eve Celebration fireworks display on Festival Island Park in Shallowbag Bay in Manteo, NC starting at 11:59 PM on Dec 31, 2017, and ending at 12:10 AM on **Jan 1, 2018**. For comments or questions, please contact the Sector North Carolina Command Marine Event Coordinator at (910) 772-2221.

Chart 12204

****NC – BOGUE SOUND – FIREWORKS DISPLAY****

Morehead City will host the Downtown Countdown New Year's Eve fireworks display on Sugarloaf Island in Bogue Sound in Morehead City, NC starting at 12:00 AM and ending at 12:15 AM on **Jan 1, 2018**. For comments or questions, please contact the Sector North Carolina Command Marine Event Coordinator at (910) 772-2221.

Chart 11547