



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

LOCAL NOTICE TO MARINERS

District: 5

Week: 15/24

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

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

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

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

or for correspondence and article requests:
gregory.c.goetz2@uscg.mil, (571) 613-1472 and CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

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

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

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2023 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2024 (57th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2024 (56th) Edition.

NAVIGATION INTERNET SITES

2023 Light List/ Weekly Updates.
<https://www.navcen.uscg.gov/weekly-light-lists>

Bridges Public Notice Website.
<https://www.navcen.uscg.gov/bridge-notices>

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

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

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

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

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

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

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
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
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition:

AIS - Automatic Identification System
AtoN - Aids to Navigation
LIB - Lighted Ice Buoy
LLNR - Light List Number
MD-NCR - Maryland-National Capital Region
OREI - Offshore Renewable Energy Installations
UXO - Unexploded Ordnances
WTG - Wind Turbine Generator

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

US – ATLANTIC SEACOAST – ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING

Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are at risk of serious injury or death due to collisions with vessels because the whales spend a lot of time at or close to the surface. Collisions with whales are dangerous. Passengers can be injured and vessels badly damaged. U.S. regulation (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 Compliance Guide for Right Whale Ship Strike Reduction Rule at the Reducing Vessel Strikes to North Atlantic Right Whales webpage (below) for specific times, areas, and exceptions to this regulation. Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. regulation. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent to [rightwhale.msr\(at\)noaa.gov](mailto:rightwhale.msr(at)noaa.gov). NOAA Right Whale Slow Zones Campaign NOAA Fisheries uses the "Right Whale Slow Zones" campaign to reduce the risk of vessel strike to

critically endangered North Atlantic right whales. Complementary to other NOAA vessel strike reduction efforts, the Slow Zones campaign brings together sighting information from NOAA's Dynamic Management Area program with acoustic detection information from underwater receivers to establish voluntary speed reduction areas. Read more about the new campaign in the web story (link follows). Media Questions: Contact the NOAA Greater Atlantic Regional Office, nmfs.gar.pa(at)noaa.gov. Inquiries about the right whale Slow Zone program: Alicia Schuler, Protected Resources Division (978) 281-9235 For more information, see the Reducing Vessel Strikes to North Atlantic Right Whales webpage: <https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales>.

LNM: 44/23

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

For Private Aids to Navigation (AtoN) applicants requesting Coast Guard permits to provide navigational markings on offshore wind farm structures in Fifth District-area waters, the following structure identification, lighting, sound signal, and Automated Identification System (AIS) capabilities are strongly recommended. Applicants should plan to apply for one Private Aid Permit per structure (to include all label(s), light(s), sound signals and AIS signals). Private AtoN Permit applications should be submitted no sooner than 60 days and no later than 365 days prior to the need to activate a structure's final markings. Additional specific recommendations include:

Tower/Electrical Service Platform (ESP) Identification:

- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible
- (Tower) Letters and numbers, visible at night, labelled to as near to 3 meters high as possible, rendered through use of retro-reflective or high contrast black, comparable to MilSpec #17038 or RAL 9005, to maximize visual range for nearby mariners, is strongly recommended
- (ESP) Letters and numbers labelled to 1 meter high to visual range for nearby mariners.
- Visible above any servicing platforms
- Visible throughout a 360-degree arc from the water's surface
- If feasible, also labelled below the servicing platform
- (Tower) All-around band, retro-reflective material (white, yellow or silver) is strongly recommended, visible through a 360 degree arc, at least 2 foot bands around the structure no less than 30 ft above MHHW.
- (Tower) Foundation base of all turbines should be painted yellow, comparable to MilSpec #23655 or RAL 1023, all around from Mean Higher High Water (MHHW) to 50 ft above MHHW

Lighting:

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

Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. The QY flashing lights are outlined within the lighting plan during the PATON Permit process.

Sound Signals:

- Should be located on all structures located at corners/SPSs
- Sound every 30 seconds (4s Blast, 26s off)
- Set to project at a range of 2NM
- Should not exceed 3NM spacing between perimeter structures
- Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds activating the sound signal for 45 minutes is preferred. If a MRASS is not used, the sound signal should operate when the visibility in any direction is less than 5NM.

LNM: 45/23

NC – VA – MD – DE – NJ - ATLANTIC OCEAN - OFFSHORE STRUCTURE PATON MARKING GUIDANCE (CONTINUED)

Automated Information System (AIS) Transponder Signals:

- Each Significant Peripheral Structure (SPS), and Intermediate Peripheral Structure (IPS) adjacent to a fairway or used to identify a designated vessel transit route through the farm or closely adjacent farms, shall be identified by a properly encoded AIS message 21.
 - These broadcasts shall be made autonomously and continuously, at least every 6 minutes, alternating on AIS channel 1 and 2.
 - At sufficient power to provide a relatively uniform coverage recommended to extend at least 8NM beyond the periphery of the wind farm to allow sufficient time for ship operations to detect and make necessary course or speed alterations.
 - IPS, or other IFS within the farm, may be additionally marked with physical or synthetic AIS Message 21 if circumstances warrant; but not such to overload the VHF data link in or near congested waters. Such circumstances may include but are not limited to when there is a distance of greater than 12NM between SPS, or the need to temporarily mark an IFS of navigational concern due to some other factors (discrepant light signal).
 - Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation.
- PATON Application can be requested through email to: D05-SMB-CGD5Waterways@uscg.mil
Please forward questions or feedback in an e-mail Matthew.K.Creelman2@uscg.mil or Ryan.P.Doody2@uscg.mil.

Charts: 12200 12221

LNM: 46/23

NEW MERCHANT MARINER CREDENTIALS – MARINE SAFETY INFORMATION BULLETIN (MSIB) 01-24

The U.S. Coast Guard announced a new merchant mariner credential (MMC) set to launch on March 1, 2024. This milestone marks the first

comprehensive revision of the mariner credential in nearly a decade and is strategically designed to enhance both quality of service and security within the Marine Transportation System (MTS). U.S. Coast Guard Marine Safety Information Bulletin (MSIB) 01-24, New Merchant Mariner Credential Passport Booklet Replacement, has been posted on the DCO's MSIB Site and announced at the National Maritime Center (CG-NMC) Home Page (uscg.mil). Please visit these resources for more information on the credential.

LNM: 10/24

REPORTED UNEXPLODED ORDNANCES (UXO)

The Coast Guard advertises reported unexploded ordnances (UXO) information through local, Sector Broadcast Notice to Mariners (BNMs) and through the weekly, Fifth Coast Guard District LNM. BNMs are additionally available directly to mariners by email sign-up at the CG Navigation Center Web Site [Subscribe to Our RSS Feeds | Navigation Center \(uscg.gov\)](http://uscg.gov). Information on proper reporting and safety procedures for UXOs can be found at the following link: <https://www.denix.osd.mil/uxo/>.

For a list of recently reported UXOs, see ENC 7.

LNM: 34/23

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

Hazardous inlets. To heighten public awareness about the hazards that exist, this information is provided for shoaling conditions that exist at the following North Carolina 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.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

INTERFERENCE WITH AIDS TO NAVIGATION

14 USC 543. It shall be unlawful for any person, or public body, or instrumentality, excluding the armed forces, to remove, change the location of, obstruct, willfully damage, make fast to, or interfere with any aid to navigation established, installed, operated, or maintained by the Coast Guard pursuant to section 541 of this title, or with any aid to navigation lawfully maintained under authority granted by the Coast Guard pursuant to section 542 of this title, or to anchor any vessel in any of the navigable waters of the United States so as to obstruct or interfere with range lights maintained therein. Whoever violates the provisions of this section shall be guilty of a misdemeanor and shall be fined not more than \$1,500 for each offense. Each day during which such violation shall continue shall be considered as a new offense.

U.S. COAST GUARD AUXILIARY – PUBLIC EDUCATION CLASSES – FIND BY ZIPCODE

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

http://www.cgaux.org/boating/class_finder/index.php

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON ELECTRONIC CHARTS

The U.S. Coast Guard has become aware that the Range and Sector Light Characteristic labels are not displayed on Electronic Navigational Charts (ENCs) when used in an Electronic Chart Display and Information System (ECDIS) due to limitations of the S-52 ECDIS display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39/22

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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

CANCELLATION OF NOAA PAPER AND RASTER NAUTICAL CHARTS

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, Booklet Chart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six month notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." Canceled charts do not meet USCG carriage requirements. A comprehensive list of all canceled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at:

<https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>

An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 09/21

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.

CCGD5 (D5) - BNM - 0150, 0151, 0152, 0155, 0156, 0157, 0158, 0159, 0166, 0167, 0168, 0169, 0172, 0173, 0174, 0175, 0176, 0177, 0178, 0179-24.

Sector Delaware Bay (DB) - BNM - 0037, 0038, 0039-24.

Sector Maryland-National Capital Region (MD-NCR) - BNM - 0021, 0150-23, 0056-24.

Sector Virginia (VA) - BNM - 0040, 0059, 0060-24.

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 |
|-------------|---|--------------------------|--------------|---------------|--------------|---------|
| 5 | NOAA Lighted Data Buoy 44402 (DART) | MISSING | 12300 | 0155DB | 35/23 | |
| 570 | Navy Air Combat Maneuvering Range Tower Light A | LT EXT | 12200 | 413NC | 32/16 | |
| 580 | Navy Air Combat Maneuvering Range Tower Light C | LT EXT | 12200 | 400NC | 41/22 | |
| 585 | Navy Air Combat Maneuvering Range Tower Light G | LT EXT | 12200 | 0110NC | 27/12 | |
| 615 | Oregon Inlet Jetty Light | LT EXT/DAYMK MISSING | | 166NC | 19/21 | |
| 640 | Diamond Shoals Lighted Buoy 12 | OFF STA | 12200 | 0046NC | 04/24 | |
| 835 | Frying Pan Shoals Lighted Buoy 16 | OFF STA | 11520 | | 15/24 | |
| 955 | Barnegat Inlet Lighted Buoy 11 | OFF STA | | 0190DB | 45/23 | |
| 1000 | Barnegat Inlet Buoy 21 | OFF STA | | 0038DB | 15/24 | |
| 1105 | Little Egg Inlet Lighted Buoy 2 | MISSING | | 0051DB | 10/23 | |
| 1291 | Great Egg Harbor Inlet Buoy 9 | OFF STA | | NONEDB | 37/23 | |
| 1300 | Longport Channel Buoy 2 | OFF STA | | 0032DB | 13/24 | |
| 1318 | Longport Channel Buoy 8 | MISSING | | 0032DB | 13/24 | |
| 1535 | Brown Shoal Light | LT EXT/RAC INOP | | 102DB | 23/21 | |
| 1555 | Brandywine Shoal Light | REDUCED INT/SS INOP | | 0182DB | 43/23 | |
| 1600 | Elbow of Cross Ledge Light | LT EXT | | 341DB | 26/22 | |
| 1605 | Delaware Bay Main Channel Lighted Buoy 29 | LT IMCH | | 0039DB | 15/24 | |
| 1955 | Fortescue Entrance Lighted Buoy 2F | OFF STA | | 0055DB | 03/23 | |
| 2055 | Delaware Bay East Icebreaker Light 2 | LT EXT | | 203DB | 35/20 | |
| 2097 | Rehoboth Bay Channel Warning Light A | STRUCT DEST/TRUB | | NONEVA | 25/22 | |
| 2370 | Port Mahon Approach Buoy 6 | MISSING | | 0029DB | 12/24 | |
| 2580 | Reedy Island Range Front Light | LT EXT | | 0028DB | 29/19 | |
| 2735 | New Castle Range Rear Light | LT EXT | | 103DB | 20/22 | |
| 3930 | Upper Delaware River Channel Lighted Buoy 40 | LT EXT | | NONEDB | 15/24 | |
| 4460 | Pepper Creek Warning Daybeacon A | DAYMK MISSING | | 0021DB | 10/24 | |
| 6485 | Virginia Inside Passage Lighted Wreck Buoy WR244 | STRUCT DEST/TRLB | 12221 | 0053VA | 15/23 | |
| 6585 | Virginia Inside Passage Daybeacon 266 | STRUCT DEST/HAZ NAV/TRLB | 12222 | 0195VA | 39/23 | |
| 6605 | Wachapreague Inlet Buoy 1 | MISSING | | 084VA | 42/21 | |
| 6610 | Wachapreague Inlet Buoy 2 | OFF STA | | 085VA | 21/22 | |
| 6615 | Wachapreague Inlet Buoy 3 | OFF STA | | 086VA | 21/22 | |
| 6795 | North Inlet Warning Daybeacon A | STRUCT DEST/INACCESSIBLE | | 072VA | 19/22 | |
| 6805 | Great Machipongo Inlet Buoy 2 | OFF STA | 12221 | NONEDB | 10/23 | |
| 6810 | Great Machipongo Inlet Buoy 3 | MISSING | 12221 | NONEVA | 21/21 | |
| 6815 | Great Machipongo Inlet Lighted Buoy 4 | MISSING | 12221 | 135VA | 30/22 | |

| | | | | | |
|-------------|--|--|-------|---------------|--------------|
| 8693 | Pooles Island Light | LT EXT | 12280 | 110MD | 24/21 |
| 9370 | Norfolk Entrance Reach Range Front Warning Light | LT EXT | 12222 | 184VA | 35/21 |
| 9375 | Norfolk Entrance Reach Range Rear Warning Light | LT EXT | 12222 | 185VA | 35/21 |
| 9450 | Sewells Point Spit Daybeacon A | STRUCT DMGD | | 0061VA | 15/24 |
| 9525 | Elizabeth River Lighted Buoy 11 | MISSING / TEMP V - AIS MMSI: 993672860 | 12222 | 0159D5 | 14/24 |
| 10030 | Elizabeth River Southern Branch Light 20 | STRUCT DMGD/TRUB | | 0056VA | 14/24 |
| 10580 | Willoughby Bay Channel Light 2 | STRUCT DEST/TRUB | 12222 | 0055VA | 13/24 |
| 10655 | Naval Boat Channel Light 10 | LT EXT | | 015VA | 02/22 |
| 10843 | Golf 2 Anchorage Lighted Mooring Buoy A | OFF STA | 12222 | 041VA | 09/22 |
| 10925 | Hampton River Channel Light 11 | DAYMK MISSING | 12222 | 0058VA | 13/24 |
| 11115 | Nansemond River Channel Daybeacon 23 | STRUCT DEST/TRLB | | 0204VA | 40/23 |
| 11610 | Burwell Bay Daybeacon 3 | STRUCT DEST | | 0200VA | 40/23 |
| 11875 | Hog Island Cutoff Daybeacon 2 | STRUCT DEST/TRLB | | 0169VA | 36/23 |
| 12220 | James River Channel Lighted Buoy 62 | MISSING | | 0035VA | 10/24 |
| 12595 | Appomattox River Channel Daybeacon 17 | STRUCT DEST/TRLB | | 090VA | 23/23 |
| 12795 | James River Channel Light 168 | STRUCT DEST/TRLB | | 239VA | 51/19 |
| 13030 | Back River Channel Light 13 | DAYMK DMGD | 12222 | 0023VA | 06/24 |
| 13496 | York River East Range Front Light | STRUCT DEST/LT EXT/TRLB | 12221 | 0077VA | 40/21 |
| 14110 | York Spit Swash Channel Light 3 | STRUCT DEST/HAZ NAV/TRLB | 12221 | 0271VA | 50/23 |
| 14450 | Horn Harbor Warning Daybeacon A | STRUCT DEST/DAYMK MISSING/TRLB | 12221 | 0217VA | 11/21 |
| 14975 | Broad Creek Channel Daybeacon 4 | STRUCT DEST/TRUB | | 0288VA | 01/24 |
| 15055 | Rappahannock River Entrance Light 7R | STRUCT DEST/TRLB | | 0044VA | 12/24 |
| 15135 | Carter Creek Daybeacon 4 | STRUCT DEST/TRUB | | 0043VA | 12/24 |
| 15675 | Rappahannock River Daybeacon 47 | STRUCT DEST/TRUB | | 0041VA | 12/24 |
| 17305 | Cobb Island Daybeacon 4 | STRUCT DEST/TRUB | | 0167MD | 33/23 |
| 19780 | Triton Light | LT EXT | | 312MD | 36/22 |
| 20495 | Old Road Bay Light 2RB | STRUCT DEST/HAZ NAV/TRLB | | 0031MD | 08/24 |
| 20690 | Long Point Light 5 | STRUCT DMGD | | 0055MD | 13/24 |
| 21480 | Cape Charles City Light 6 | DAYMK MISSING | 12221 | 0048VA | 13/24 |
| 21667 | Nassawadox Creek Warning Daybeacon J | STRUCT DEST/TRUB | | 005VA | 02/20 |
| 21800 | Nandua Creek Channel Warning Daybeacon G | DAYMK MISSING / INACCESSIBLE | | 0229VA | 44/23 |
| 23800 | Webster Cove Channel Daybeacon 3 | STRUCT DEST/TRLB | | 064MD | 19/21 |
| 23980 | Nanticoke River Channel Light 6 | STRUCT DMGD | | 097MD | 11/22 |
| 24055 | Bivalve Channel Daybeacon 3 | STRUCT DEST/TRLB | | 228MD | 26/22 |
| 24480 | Muddy Hook Cove Channel Daybeacon 2 | STRUCT DEST/TRLB | | 233MD | 49/23 |
| 24515 | Middle Island Bridge West Channel Wreck Daybeacon WR1W | STRUCT DEST/TRUB | | 0037MD | 04/18 |
| 24601 | Tar Bay Warning Daybeacon F | STRUCT DEST | | 383MD | 51/19 |
| 24765 | Fishing Creek Daybeacon 3 | STRUCT DEST/TRLB | | 0030MD | 07/24 |
| 25200 | Choptank River Daybeacon 47 | STRUCT DEST/TRLB | | 0186MD | 36/23 |
| 25445 | Trippe Creek Daybeacon 1 | STRUCT DEST/TRLB | | 0225MD | 46/23 |
| 26440 | Kent Island Narrows North Approach Light 8 | DAYMK DMGD/STRUCT DMGD | | 0041MD | 09/24 |
| 26790 | Chester River Channel Light 34 | DAYMK MISSING | | 0148MD | 23/23 |
| 27985 | Oregon Inlet Lighted Buoy 3 | MISSING | | 0509NC | 48/23 |
| 27994 | Oregon Inlet Lighted Buoy 6 | MISSING | | 0012NC | 03/24 |

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|--------------|---|--------------------------------------|---------------|--------------|
| 27995 | Oregon Inlet Jetty Light | LT EXT/DAYMK MISSING | 166NC | 19/21 |
| 28115 | Oregon Inlet Channel Buoy 33 | OFF STA | 0166NC | 14/24 |
| 28255 | Old House Channel Daybeacon 7 | STRUCT DEST/TRUB | 0303NC | 28/23 |
| 28295 | Old House Channel Light 15 | STRUCT DEST/TRLB | 0369NC | 35/23 |
| 28310 | Walter Slough Light 3 | STRUCT DEST/TRLB | 0416NC | 37/23 |
| 28460 | Wanchese Channel Daybeacon 5 | STRUCT DEST/TRUB | 495NC | 50/22 |
| 28505 | Roanoke Sound Channel Daybeacon 25 | STRUCT DEST/TRUB | 0200NC | 22/23 |
| 28600 | Roanoke Sound Channel Daybeacon 37 | STRUCT DEST/TRUB | 0274NC | 26/23 |
| 28640 | Hatteras Inlet Lighted Buoy 1 | OFF STA | 0091NC | 07/24 |
| 28650 | Hatteras Inlet Lighted Buoy 4 | MISSING | 0476NC | 44/23 |
| 28657 | Hatteras Inlet Lighted Buoy 5 | BUOY DMGD/LT EXT | 0169-1NC | 14/24 |
| 28682 | Hatteras Connector Lighted Buoy 3 | MISSING/LT EXT | 0140-1NC | 11/24 |
| 28698 | Hatteras Connector Buoy 12 | OFF STA | 0157NC | 13/24 |
| 28700 | Hatteras Connector Lighted Buoy 11 | OFF STA | 0156NC | 13/24 |
| 28722.5 | Barney Slough Channel Lighted Wreck Buoy WR8 | MISSING | 0147NC | 12/24 |
| 28770 | Hatteras Inlet Channel Light 21 | STRUCT DEST/TRUB | 0356NC | 33/23 |
| 28900 | Ocracoke Inlet Lighted Buoy 1 | MISSING / Temp V-AIS: MMSI 993672514 | 142NC | 18/22 |
| 28905 | Ocracoke Inlet Lighted Buoy 2 | MISSING/ Temp V-AIS: MMSI 993672471 | 0117NC | 18/22 |
| 28910 | Ocracoke Inlet Lighted Buoy 3 | MISSING | 279NC | 31/22 |
| 28915 | Ocracoke Inlet Lighted Buoy 4 | MISSING | 510NC | 51/22 |
| 28920 | Ocracoke Inlet Buoy 5 | MISSING / Temp V-AIS: MMSI 993672479 | 102NC | 12/21 |
| 28926 | Ocracoke Inlet Lighted Buoy 6 | MISSING | 101NC | 12/21 |
| 28935 | Teaches Hole Lighted Buoy 9 | MISSING | 0145NC | 12/24 |
| 28940 | Teaches Hole Lighted Buoy 10 | MISSING | 0146NC | 12/24 |
| 28995 | Silver Lake Entrance Daybeacon 4 | STRUCT DEST/TRUB | 454NC | 43/22 |
| 29020 | Silver Lake Entrance Light 9 | STRUCT DEST/TRLB | 0477NC | 47/23 |
| 29055 | Big Foot Slough Channel Light 9 | STRUCT DEST | 0173NC | 15/24 |
| 29056 | Big Foot Slough Channel Light 9A | STRUCT DEST/TRUB | 0093NC | 48/22 |
| 29077 | Big Foot Slough Channel Daybeacon 12 | STRUCT DEST | 0094NC | 03/23 |
| 29313 | Beaufort Inlet Channel Range Front Light | NIGHT LT BURNING DAY | 0178NC | 15/24 |
| 29430 | Fort Macon Creek Warning Light | STRUCT DEST/TRLB | 0441NC | 40/23 |
| 29445 | Morehead City Channel Lighted Buoy 21 | OFF STA | 0141NC | 11/24 |
| 29450 | Morehead City Channel Lighted Buoy 23 | BUOY DMGD | NONENC | 18/23 |
| 29640 | Bogue Inlet Junction Buoy B | OFF STA | 0022NC | 03/24 |
| 29655 | New River Inlet Lighted Buoy 1 | MISSING | 295NC | 33/22 |
| 29660 | New River Inlet Lighted Buoy 2 | MISSING | 465NC | 33/22 |
| 29665 | New River Inlet Buoy 3 | MISSING | 0062NC | 09/23 |
| 29735 | New River Channel Wreck Light WR12 | STRUCT DEST/TRLB | 494NC | 31/20 |
| 29737 | New River Channel Buoy 12A | OFF STA | 0172NC | 15/24 |
| 29740 | New River Channel Light 13 | STRUCT DEST/TRLB | 078NC | 11/19 |
| 29745 | New River Channel Daybeacon 15 | STRUCT DEST/TRUB | 0144NC | 19/23 |
| 29765 | Courthouse Bay Buoy 1 | MISSING | 0180NC | 15/24 |
| 29975 | New Topsail Inlet Buoy 1 | OFF STA | 0066NC | 09/23 |
| 29985 | New Topsail Inlet Buoy 2 | MISSING | 0036NC | 05/23 |
| 29995 | New Topsail Inlet Buoy 3 | MISSING | 0388NC | 37/23 |
| 30000 | New Topsail Inlet Buoy 4 | MISSING | 0398NC | 37/23 |
| 30015 | New Topsail Inlet Buoy 6 | MISSING | 0397NC | 37/23 |

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| 30020 | New Topsail Inlet Buoy 7 | OFF STA | 0396NC | 37/23 |
| 30025 | New Topsail Inlet Buoy 8 | MISSING | 0395NC | 37/23 |
| 30030 | New Topsail Inlet Buoy 9 | OFF STA | 0347NC | 32/23 |
| 30032 | Old Topsail Creek Buoy 1 | MISSING | 0400NC | 37/23 |
| 30033 | Old Topsail Creek Buoy 2 | MSLD SIG | 0401NC | 37/23 |
| 30048 | Banks Slough Channel Buoy 2BS | MISSING | 0065NC | 09/23 |
| 30048.02 | Banks Slough Channel Buoy 3 | MSLD SIG | 0402NC | 37/23 |
| 30048.06 | Banks Slough Channel Buoy 5 | MISSING | 0064NC | 06/24 |
| 30070 | Banks Channel Daybeacon 5 | STRUCT DEST/TRUB | 0457NC | 41/23 |
| 30175 | Masonboro Inlet Lighted Buoy 6 | OFF STA | 0102NC | 08/24 |
| 30215 | Wrightsville Channel Daybeacon 13 | STRUCT DEST/TRUB | 0304NC | 28/23 |
| 30255 | Wrightsville Channel Daybeacon 25 | STRUCT DEST/HAZ NAV/TRLB | 0199NC | 22/23 |
| 30265 | Carolina Beach Inlet Buoy 1 | BUOY DMGD | 0176NC | 15/24 |
| 30420 | Oak Island Channel Light 2 | STRUCT DEST/TRLB | 274NC | 29/22 |
| 30430 | Oak Island Channel Daybeacon 5 | STRUCT DEST/TRUB | 0322NC | 30/23 |
| 30675 | Upper Midnight Channel North Range Front Light | LT EXT | 0164NC | 14/24 |
| 30950 | Cape Fear River Turning Basin Light B | STRUCT DEST/TRLB | 024NC | 16/20 |
| 30980 | Northeast Cape Fear River Light 2 | STRUCT DEST/TRUB | 0442NC | 40/23 |
| 30985 | Northeast Cape Fear River Light 4 | STRUCT DEST/TRLB | 098NC | 11/21 |
| 30990 | Northeast Cape Fear River Light 6 | STRUCT DEST/TRLB | 097NC | 11/21 |
| 31025 | Lockwoods Folly Inlet Buoy 4 | OFF STA | 0528NC | 51/23 |
| 31170 | Whale Head Bay Lighted Buoy 1 | OFF STA | | 15/24 |
| 31241.2 | Currituck Sound Research Platform C | LT EXT/STRUCT DMGD | 0126NC | 05/18 |
| 31360 | Durant Island Daybeacon 1D | STRUCT DMGD | 390NC | 39/21 |
| 31375 | Durant Island Daybeacon 3D | STRUCT DEST | 0501NC | 47/23 |
| 31390 | Pasquotank River Entrance Light PR | LT EXT | 0271NC | 25/23 |
| 31485 | Albemarle Sound Light 1AS | STRUCT DEST/TRLB | 0051NC | 07/23 |
| 31665 | Kendrick Creek Channel Daybeacon 2 | STRUCT DEST/TRUB | 0455NC | 41/23 |
| 31755 | Edenton Bay Daybeacon 6 | DAYMK MISSING | 0137NC | 44/23 |
| 31835 | Chowan River Light 16 | STRUCT DEST/TRLB | 0223NC | 25/23 |
| 32085 | Stumpy Point Target Warning Light W | LT EXT | 364NC | 38/22 |
| 32145 | Gull Shoal Light GS | STRUCT DEST/TRLB | 090NC | 40/18 |
| 32155 | Wysocking Bay Entrance Light 3 | LT EXT | 432NC | 44/22 |
| 32170 | Wysocking Bay Light 6 | LT EXT | 433NC | 44/22 |
| 32235 | Buxton Harbor Daybeacon 14 | STRUCT DEST/TRUB | 0100NC | 40/23 |
| 32295 | Frisco Approach Light 4 | STRUCT DEST/TRLB | 507NC | 42/19 |
| 32305 | Frisco Channel Daybeacon 8 | STRUCT DEST/HAZ NAV/TRLB | 0360NC | 34/23 |
| 32320 | Durant Point Lighted Buoy 2 | MISSING | 0101NC | 35/23 |
| 32340 | Oliver Reef Light | STRUCT DEST/TRLB | 277NC | 30/22 |
| 32370 | Royal Shoal Light 3 | DAYMK MISSING | 315NC | 41/21 |
| 32715 | Swanquarter Bay Light 10 | STRUCT DEST/TRLB | NONENC | 25/23 |
| 32740 | Deep Cove Light 2 | STRUCT DEST/TRLB | 0215NC | 24/23 |
| 32855 | Pungo River Junction Light PR | STRUCT DEST/TRLB | 133NC | 17/22 |
| 32860 | Pungo River Wreck Light WR2 | STRUCT DEST/TRLB | 0365NC | 35/23 |
| 32895 | Pungo River Light 3 | STRUCT DEST/TRLB | 0201NC | 23/23 |
| 32930 | Belhaven Channel Light 1BC | LT EXT | 0168NC | 14/24 |
| 33015 | Pungo River Channel Daybeacon 16 | STRUCT DEST/TRLB | 0497NC | 47/23 |
| 33090 | Eastham Creek Daybeacon 7 | STRUCT DEST/TRUB | 0021-1NC | 03/24 |

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| 33145 | South Creek Channel Daybeacon 9 | DAYMK MISSING | 0038NC | 04/24 |
| 33240 | Long Point Ferry Terminal Channel Daybeacon 2 | STRUCT DEST/TRUB | 0510NC | 49/23 |
| 33420 | Bay River Daybeacon 6 | STRUCT DEST/TRUB | 0313NC | 29/23 |
| 33470 | Bay River Daybeacon 20 | STRUCT DEST/TRUB | 282NC | 31/22 |
| 33730 | Whittaker Creek Light 5 | DAYMK DMGD | 0004NC | 02/24 |
| 33765 | Smith Creek Channel Daybeacon 5 | STRUCT DEST/TRUB | NONENC | 47/22 |
| 33835 | Neuse River Channel Light 9 | STRUCT DEST/TRLB | 508NC | 51/22 |
| 34115 | Neuse River Channel Daybeacon 50 | STRUCT DEST/TRUB | 0098NC | 08/24 |
| 34270 | Trent River Daybeacon 6 | STRUCT DEST/TRUB | 0030NC | 04/23 |
| 34290 | Trent River Daybeacon 12 | STRUCT DEST/TRUB | 164NC | 18/21 |
| 34803 | Beaufort Harbor Channel Lighted Junction Buoy BH | OFF STA | 0150-1NC | 12/24 |
| 34812 | Beaufort Harbor Channel Warning Daybeacon B | DAYMK MISSING | 0030NC | 03/24 |
| 34825 | Beaufort Harbor Channel Daybeacon 5 | STRUCT DEST/TRUB | 0480NC | 07/23 |
| 34907.3 | Chimney Island Slough Daybeacon 4 | STRUCT DEST/TRUB | | 15/24 |
| 34970 | Manasquan River Daybeacon 8 | STRUCT DEST/TRLB | 167DB | 32/22 |
| 35310 | New Jersey Intracoastal Waterway Daybeacon 80 | OFF STA | 0038DB | 15/24 |
| 35360 | New Jersey Intracoastal Waterway Lighted Buoy 92 | OFF STA | 0040DB | 15/24 |
| 35539 | New Jersey Intracoastal Waterway Buoy 130C | OFF STA | 0014DB | 06/24 |
| 36000 | New Jersey Intracoastal Waterway Light 260 | STRUCT DMGD/TRLB | 0033DB | 13/24 |
| 36880 | Elizabeth River Southern Branch Light 20 | STRUCT DMGD/TRUB | 0056VA | 14/24 |
| 37045 | Pasquotank River Entrance Light PR | LT EXT | 0271NC | 25/23 |
| 37595 | Great Bridge to Albemarle Sound Warning Daybeacon | STRUCT DEST/TRLB | 12207 294NC | 37/21 |
| 37615 | Great Bridge to Albemarle Sound Light 116 | DAYMK MISSING/STRUCT DMGD | 0135NC | 10/24 |
| 37635 | Great Bridge to Albemarle Sound Daybeacon 122 | STRUCT DEST/TRUB | 12207 0134NC | 10/24 |
| 37680 | Great Bridge to Albemarle Sound Light 135 | DAYMK MISSING | 0188NC | 20/23 |
| 37745 | Great Bridge to Albemarle Sound Light 153 | LT EXT | 0495NC | 46/23 |
| 37790 | Great Bridge to Albemarle Sound Light 165 | STRUCT DEST/TRLB | 0520NC | 50/23 |
| 37815 | Great Bridge to Albemarle Sound Buoy 171 | MISSING | 0487NC | 45/23 |
| 37895 | Alligator River Light 26 | STRUCT DEST/HAZ NAV/TRLB | 0191NC | 18/23 |
| 37920 | Alligator River Daybeacon 35 | STRUCT DEST/TRUB | 0475NC | 44/23 |
| 37975 | Alligator River Daybeacon 45 | STRUCT DEST/TRUB | 0499NC | 47/23 |
| 38005 | Alligator River - Pungo River Light 55 | STRUCT DEST/TRLB | 0144NC | 10/24 |
| 38075 | Pungo River Channel Daybeacon 16 | STRUCT DEST/TRLB | 0497NC | 47/23 |
| 38130 | Pungo River Light 3 | STRUCT DEST/TRLB | 0201NC | 23/23 |
| 38135 | Pungo River Wreck Light WR2 | STRUCT DEST/TRLB | 0365NC | 35/23 |
| 38140 | Pungo River Junction Light PR | STRUCT DEST/TRLB | 133NC | 17/22 |
| 38525 | Morehead City Channel Lighted Buoy 23 | BUOY DMGD | NONENC | 18/23 |
| 38629 | Morehead City Harbor Channel Turning Basin Daybeacon B | STRUCT DEST/TRUB | 0007NC | 02/23 |
| 39025 | Bogue Sound Light 41 | STRUCT DEST/TRLB | 0104NC | 13/23 |
| 39060 | Bogue Sound Daybeacon 45B | STRUCT DEST/TRUB | 415NC | 43/22 |
| 39065 | Bogue Sound Light 46 | STRUCT DEST/TRLB | 0121-1NC | 09/24 |
| 39083 | Swansboro Harbor Daybeacon 4 | STRUCT DEST/TRUB | 0348NC | 32/23 |

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| 39215 | Bogue Sound - New River Light 59 | STRUCT DEST/TRLB | 0171NC | 17/23 |
| 39235 | Bogue Sound - New River Light 65 | STRUCT DEST/TRLB | 358NC | 38/22 |
| 39275 | Bogue Sound - New River Daybeacon 67 | STRUCT DEST/TRUB | 0458NC | 41/23 |
| 39310 | Bogue Sound - New River Daybeacon 76 | STRUCT DEST/TRUB | 0103NCNC | 29/23 |
| 39355 | New River - Cape Fear River Daybeacon 17 | STRUCT DEST/TRUB | 0167NC | 17/23 |
| 39375 | New River - Cape Fear River Light 27 | STRUCT DEST/TRLB | 0170NC | 17/23 |
| 39380 | New River - Cape Fear River Daybeacon 29 | STRUCT DEST/TRUB | 0166NC | 17/23 |
| 39405 | New River - Cape Fear River Daybeacon 41 | STRUCT DEST/TRUB | 0308NC | 29/23 |
| 39445 | New River - Cape Fear River Daybeacon 59 | STRUCT DEST/TRUB | 0309NC | 29/23 |
| 39450 | New River - Cape Fear River Light 61 | STRUCT DEST/TRLB | 355NC | 37/22 |
| 39455 | New River - Cape Fear River Daybeacon 65 | STRUCT DEST/TRUB | 0208NC | 23/23 |
| 39460 | New River - Cape Fear River Daybeacon 69 | STRUCT DEST/TRUB | 0097NC | 11/23 |
| 39465 | New River - Cape Fear River Light 71 | STRUCT DEST/TRLB | 414NC | 43/22 |
| 39485 | New River - Cape Fear River Daybeacon 80 | STRUCT DEST/TRUB | 0419NC | 38/23 |
| 39545 | New River - Cape Fear River Light 98 | STRUCT DEST/TRLB | 0073NC | 10/23 |
| 39565 | New River - Cape Fear River Daybeacon 105 | STRUCT DEST/TRUB | 0422NC | 23/23 |
| 39600 | New River - Cape Fear River Light 122 | STRUCT DEST/TRLB | 0171NC | 14/24 |
| 39605 | New River - Cape Fear River Daybeacon 123 | STRUCT DEST/TRUB | 0108NC | 13/23 |
| 39610 | New River - Cape Fear River Daybeacon 124 | STRUCT DEST/TRUB | 0088NC | 11/23 |
| 39635 | New River - Cape Fear River Light 129A | STRUCT DEST/TRLB | 0048NC | 04/24 |
| 39650 | New River - Cape Fear River Daybeacon 135 | STRUCT DEST/TRUB | 0319NC | 30/23 |
| 39655 | New River - Cape Fear River Light 137 | STRUCT DEST/TRLB | 0177NC | 18/23 |
| 39660 | New River - Cape Fear River Daybeacon 138 | STRUCT DEST/TRUB | 0463NC | 42/23 |
| 39700 | New River - Cape Fear River Daybeacon 149 | STRUCT DEST/TRUB | 0125NC | 10/24 |
| 39720 | New River - Cape Fear River Light 153 | STRUCT DEST/TRUB | | 15/24 |
| 39735 | New River - Cape Fear River Buoy 155A | MISSING | 0162NC | 14/24 |
| 39750 | New River - Cape Fear River Daybeacon 159 | STRUCT DEST/TRUB | 175NC | 45/22 |
| 39890 | Upper Midnight Channel North Range Front Light | LT EXT | 0164NC | 14/24 |
| 40055 | Cape Fear River - Little River Daybeacon 5 | STRUCT DEST/TRLB | 0547NC | 19/20 |
| 40060 | Cape Fear River - Little River Light 7 | STRUCT DEST/TRLB | 477NC | 51/20 |
| 40065 | Cape Fear River - Little River Daybeacon 8 | STRUCT DEST/TRUB | 0119NC | 20/20 |
| 40110 | Cape Fear River - Little River Daybeacon 28 | STRUCT DEST/TRUB | 406NC | 01/22 |
| 40130 | Cape Fear River - Little River Daybeacon 36 | STRUCT DEST/TRUB | 276NC | 34/21 |
| 40195 | Cape Fear River - Little River Daybeacon 39 | STRUCT DEST/TRUB | 0122NC | 09/24 |
| 40220 | Cape Fear River - Little River Daybeacon 46 | STRUCT DEST/TRUB | 502NC | 50/22 |
| 40270 | Cape Fear River - Little River Daybeacon 57 | STRUCT DEST/TRUB | 0099NC | 07/24 |
| 40285 | Cape Fear River - Little River Daybeacon 63 | STRUCT DEST/TRUB | 235NC | 27/20 |
| 40305 | Cape Fear River - Little River Daybeacon 71 | STRUCT DEST/TRUB | 306NC | 27/20 |

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| 40315 | Cape Fear River - Little River Daybeacon 73 | STRUCT DEST/TRUB | 178NC | 20/21 |
| 40325 | Cape Fear River - Little River Light 77 | STRUCT DEST/TRLB | 0157NC | 32/20 |
| 40330 | Cape Fear River - Little River Light 78 | STRUCT DEST/TRLB | 217NC | 24/20 |
| 40335 | Cape Fear River - Little River Daybeacon 80 | STRUCT DEST/TRUB | 0009NC | 49/19 |
| 40350 | Cape Fear River - Little River Light 83 | STRUCT DEST/TRLB | 511NC | 44/22 |
| 40360 | Cape Fear River - Little River Light 85 | STRUCT DEST/TRLB | 378NC | 40/20 |
| 40385 | Cape Fear River - Little River Light 93 | STRUCT DEST/TRLB | 480NC | 51/19 |
| 40395 | Cape Fear River - Little River Daybeacon 97 | STRUCT DEST/TRUB | 374NC | 32/20 |
| 40405 | Cape Fear River - Little River Daybeacon 99 | STRUCT DEST/TRUB | 0325NC | 14/23 |
| 40410 | Cape Fear River - Little River Light 101 | STRUCT DEST/TRLB | 0119NC | 14/23 |
| 40430 | Cape Fear River - Little River Daybeacon 109 | STRUCT DEST/TRUB | 0343NC | 32/23 |
| 40440 | Cape Fear River - Little River Daybeacon 113 | STRUCT DEST/TRUB | 217NC | 25/22 |
| 40445 | Cape Fear River - Little River Daybeacon 115 | STRUCT DEST/TRUB | 0202NC | 14/23 |
| 40455 | Cape Fear River - Little River Light 117 | STRUCT DEST/TRLB | 407NC | 42/20 |
| 40460 | Cape Fear River - Little River Light 119 | STRUCT DEST/TRLB | 277NC | 34/21 |
| | Barney Slough Channel Buoy 4B | MSLD SIG | 0174NC | 15/24 |
| | Barney Slough Channel Buoy 4C | MSLD SIG | 0174NC | 15/24 |

DISCREPANCIES (FEDERAL AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---------------|--|-------------------------|-----------|---------------|--------------|---------|
| 2073 | Roosevelt Inlet Buoy 4 | RESET ON STATION | | 0030DB | 10/24 | 15/24 |
| 3375 | Mifflin Range Rear Light | RELIGHTED | | 0036DB | 15/24 | 15/24 |
| 7698 | Chesapeake Channel Lighted Wreck Buoy WR79B | RELIGHTED | 12280 | 0054MD | 12/24 | |
| 8236.9 | Hawkins Point Temporary Alternate Channel Lighted Buoy 6A | RESET ON STATION | | 0057MD | 15/24 | |
| 26460 | Kent Island Narrows North Approach Light 13 | WATCHING PROPERLY | | 0040MD | 09/24 | |
| 28721.6 | Barney Slough Channel Lighted Buoy 3A | RELOCATED | | 0174NC | 15/24 | 15/24 |
| 28722.1 | Barney Slough Channel Lighted Buoy 5 | RELOCATED | | 0174NC | 15/24 | 15/24 |
| 28722.2 | Barney Slough Channel Lighted Buoy 6 | RELOCATED | | 0174NC | 15/24 | 15/24 |
| 28722.3 | Barney Slough Channel Lighted Buoy 6A | RELOCATED | | 0174NC | 15/24 | 15/24 |
| 28722.4 | Barney Slough Channel Lighted Buoy 7 | RELOCATED | | 0174NC | 15/24 | 15/24 |
| 30275 | Carolina Beach Inlet Buoy 3 | RESET ON STATION | | 0421NC | 35/23 | 15/24 |
| 30280 | Carolina Beach Inlet Buoy 4 | RESET ON STATION | | 0451NC | 46/22 | 15/24 |
| 30335 | Bald Head Shoal Channel Range Rear Light | RELIGHTED | | 0170NC | 14/24 | 15/24 |
| 38455 | Russell Slough Daybeacon 4 | WATCHING PROPERLY | | 0177NC | 15/24 | 15/24 |
| 39220 | Bogue Sound - New River Light 61 | WATCHING PROPERLY | | 0129NC | 10/24 | 15/24 |
| 39300 | Bogue Sound - New River Buoy 72A | RELOCATED | | NONENC | 13/24 | 15/24 |

DISCREPANCIES (PRIVATE AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|----------|--|---------|-----------|----------|--------|---------|
| 4875 | Thorofare Channel Buoy 3 | MISSING | | 0175MD | 34/23 | |
| 9426 | Hampton Flats Lighted Anchorage Area Buoy A | MISSING | | 0103VA | 26/23 | |
| 10157.09 | Crab Creek Warning Daybeacon A | MISSING | | NONEVA | 51/22 | |
| 10157.1 | Crab Creek Warning Buoy B | MISSING | 12222 | NONEVA | 51/22 | |
| 10157.12 | Crab Creek Buoy 12 | MISSING | 12222 | 0133VA | 30/23 | |

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|----------|---|---------------------------|-------|--------|-------|
| 10186 | Lynnhaven River Daybeacon 1LR | MISSING | 12222 | NONEVA | 51/22 |
| 10187 | Lynnhaven River Junction Daybeacon EW | MISSING | 12222 | NONEVA | 51/22 |
| 10305 | Lynnhaven River Western Branch Daybeacon 26 | MISSING | 12222 | 317HR | 43/19 |
| 10332 | Lynnhaven River Eastern Branch Buoy 1EB | MISSING | 12222 | 057VA | 13/22 |
| 10332.01 | Lynnhaven River Eastern Branch Buoy 2EB | MISSING | | 113VA | 24/21 |
| 10332.03 | Lynnhaven River Eastern Branch Buoy 2A | MISSING | 12222 | 057VA | 13/22 |
| 10332.1 | Lynnhaven River Eastern Branch Buoy 3 | MISSING | 12222 | 053HR | 11/19 |
| 10332.3 | Lynnhaven River Eastern Branch Daybeacon 5 | DAYMK MISSING | 12222 | 115VA | 24/21 |
| 10333 | Lynnhaven River Eastern Branch Daybeacon 14 | STRUCT DMGD | 12222 | 0244VA | 40/22 |
| 10333.2 | Lynnhaven River Eastern Branch Daybeacon 17 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.6 | Lynnhaven River Eastern Branch Daybeacon 37 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.7 | Lynnhaven River Eastern Branch Daybeacon 38 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.8 | Lynnhaven River Eastern Branch Daybeacon 40 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.9 | Lynnhaven River Eastern Branch Daybeacon 42 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10881 | HRSD Newport News Point Outfall Lighted Buoy BH | LT EXT | 12222 | 0114VA | 28/23 |
| 11564.1 | James River Oyster Sanctuary Daybeacon NTH | DAYMK MISSING/STRUCT DMGD | | 213VA | 48/22 |
| 11800 | Surry Power Station Daybeacon 2 | STRUCT DEST | | 214VA | 48/22 |
| 11810 | Surry Power Station Daybeacon 5 | DAYMK MISSING | | 215VA | 48/22 |
| 11820 | Surry Power Station Daybeacon 9 | STRUCT DEST | | 216VA | 48/22 |
| 12055 | Virginia Power Groin Light A | LT EXT | | 0028VA | 03/20 |
| 12060 | Virginia Power Groin Light B | LT EXT | | 008VA | 03/20 |
| 12870 | Salt Ponds Light 6 | LT EXT | 12222 | 0219VA | 42/23 |
| 12955 | Back River South Channel Daybeacon 5 | MISSING | 12222 | NONEVA | 19/23 |
| 12962 | Back River South Channel Junction Daybeacon WC | MISSING | 12222 | 075VA | 20/22 |
| 13010 | Dandy Haven Marina Entrance Daybeacon 11 | MISSING | 12222 | NONEVA | 19/23 |
| 13960 | Croaker Landing Daybeacon 1 | STRUCT DEST | | 232HR | 11/18 |
| 13965 | Croaker Landing Daybeacon 2 | STRUCT DEST | | 233HR | 11/18 |
| 14560 | Milford Haven East Channel Light 1 | STRUCT DEST | | 0108VA | 27/23 |
| 14565 | Milford Haven East Channel Light 3 | LT EXT/STRUCT DMGD | | 169VA | 40/22 |
| 14585 | Milford Haven East Channel Lighted Buoy 4A | OFF STA | | 113VA | 25/22 |
| 14595 | Milford Haven East Channel Danger Light 6 | LT IMCH | | 170VA | 40/22 |
| 16565 | Lake Conoy Warning Daybeacon C | STRUCT DEST/HAZ NAV | | 0144MD | 29/23 |
| 16825 | West Yeocomico River Daybeacon 6 | HAZ NAV/STRUCT DMGD | | 0131MD | 28/23 |
| 18012 | Aquia Creek Daybeacon 13 | DAYMK DMGD/STRUCT DMGD | | 184MD | 33/20 |
| 18012.3 | Aquia Creek Daybeacon 16 | DAYMK MISSING | | 186MD | 33/20 |
| 18012.6 | Aquia Creek Daybeacon 18A | STRUCT DEST/TRUB | | 183MD | 24/19 |
| 18251.1 | Neabsco Creek Channel Lighted Buoy 2 | LT EXT | | 0121MD | 27/23 |
| 18251.2 | Neabsco Creek Channel Lighted Buoy 3 | LT EXT | | 0121MD | 31/22 |
| 18251.3 | Neabsco Creek Channel Lighted Buoy 4 | LT EXT | | 0121MD | 27/23 |
| 18530 | Piscataway Creek Daybeacon 7 | DAYMK MISSING | | 0034MD | 09/24 |
| 18535 | Piscataway Creek Daybeacon 8 | DAYMK MISSING | | 083MD | 21/21 |

| | | | | | |
|----------|--|----------------------------------|-------|--------|-------|
| 18540 | Piscataway Creek Warning Daybeacon A | STRUCT DEST | | 084MD | 21/21 |
| 18545 | Piscataway Creek Warning Daybeacon B | STRUCT DEST | | 085MD | 21/21 |
| 18588.2 | Dyke Marsh Breakwater Warning Light B | LT EXT | | NONEVA | 19/23 |
| 18588.4 | Dyke Marsh Breakwater Warning Light C | LT EXT | | 352MD | 42/22 |
| 18965 | Mill Creek (Patuxent River) Daybeacon 7 | STRUCT DEST/TRLB | | 130MD | 27/21 |
| 19062 | Solomons Island Fishing Pier Light | LT EXT | | 345MD | 41/22 |
| 19223 | Battle Creek Channel Daybeacon 4 | OFF STA/STRUCT DEST/HAZ NAV/TRLB | | 214MD | 30/21 |
| 19350 | South Herrington Harbour Range Rear Light | REDUCED INT | | 144MD | 28/21 |
| 19870 | Chesapeake Harbor Jetty Light 8 | DAYMK MISSING | | 0116MD | 27/23 |
| 19875 | Chesapeake Harbor Jetty Light 9 | DAYMK MISSING | | 0117MD | 27/23 |
| 20067 | Sharps Point Light | LT EXT | | 179MD | 31/21 |
| 20810 | Key Electrical Tower Lights C (4) | LT EXT | | 0044MD | 10/24 |
| 20815 | Key Electrical Tower Lights D (4) | LT EXT | | 0045MD | 10/24 |
| 20820 | Key Electrical Tower Lights E (4) | LT EXT | | 0046MD | 10/24 |
| 20882 | Thomas Cove Mooring Buoy A | BUOY DMGD | | 0089MD | 23/23 |
| 20883 | Thomas Cove Mooring Buoy B | BUOY DMGD | | 0090MD | 23/23 |
| 20930 | Hess Lighted Mooring Buoy | LT EXT | | 0138MD | 29/23 |
| 20975 | CSX Coal Pier Dolphin Light A | LT EXT | | NONEMD | 22/22 |
| 20990 | CSX Ore Pier Obstruction Light D | LT EXT | | 0139MD | 29/23 |
| 20995 | CSX Ore Pier Obstruction Light E | STRUCT DEST/LT EXT | | 174MD | 22/22 |
| 25525 | NOAA Lighted DOX Buoy CR | MISSING | 12280 | 0184MD | 36/23 |
| 25740 | Solitude Creek Buoy 3 | MISSING | | 0158MD | 31/23 |
| 26135 | Wye River Daybeacon 5 | STRUCT DEST/TRUB | | 124MD | 14/22 |
| 26700 | Davis Creek Entrance Daybeacon 2 | STRUCT DMGD/TRUB | | 267MD | 44/17 |
| 27065 | Longs Creek Daybeacon 1 | STRUCT DEST | | 334MD | 44/20 |
| 27075 | Longs Creek Daybeacon 4 | DAYMK IMCH | | 336MD | 44/20 |
| 32725.22 | Swanquarter PPA Warning Daybeacon W | DAYMK MISSING | | NONENC | 51/22 |
| 33200 | Jacobs Creek Canal Daybeacon 1 | DAYMK MISSING | | 503NC | 51/22 |
| 33205 | Jacobs Creek Canal Daybeacon 2 | DAYMK MISSING | | 504NC | 51/22 |
| | City Of Norfolk Outfall Warning Light At Ocean View Park | LT EXT | | NONEVA | 51/22 |
| | Gosnold Hope Channel Daybeacon 6 | STRUCT DEST | 12222 | 242HR | 12/18 |
| | Hambleton Cove Daybeacon 1 | DAYMK MISSING | | NONEMD | 43/20 |
| | Hambleton Cove Daybeacon 3 | DAYMK MISSING | | 302MD | 41/20 |
| | Hambleton Cove Daybeacon 5 | DAYMK MISSING | | 302MD | 41/20 |
| | Moore Creek Daybeacon 4 | DAYMK MISSING | | NONEVA | 40/22 |
| | Moore Creek Daybeacon 9 | DAYMK MISSING | | NONEVA | 40/22 |
| | Waterview Seafood Warning Daybeacon C | DAYMK MISSING | 12221 | NONEVA | 06/24 |
| | Wolf Trap Artificial Reef Buoy A | MISSING | | NONEVA | 04/23 |
| | York County Mooring Buoy A | DAYMK IMCH | | NONEVA | 04/23 |
| | York County Mooring Buoy B | DAYMK IMCH | | NONEVA | 04/23 |
| | York County Mooring Buoy C | DAYMK IMCH | | NONEVA | 04/23 |
| | York County Mooring Buoy D | DAYMK IMCH | | NONEVA | 04/23 |

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

None

PLATFORM DISCREPANCIES

| Name | Status | Position | BNM Ref. | LN M St | LN M End |
|------|--------|----------|----------|---------|----------|
|------|--------|----------|----------|---------|----------|

None

PLATFORM DISCREPANCIES CORRECTED

| Name | Status | Position | BNM Ref. | LN M St | LN M 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. | LN M St | LN M End |
|-------|--|---------------------------|-----------|----------|---------|----------|
| 2095 | Rehoboth Bay Channel Buoy 1 | DISCONTINUED | | 219D5 | 16/21 | |
| 3690 | Upper Delaware River Channel Buoy 10 | RELOCATED FOR DREDGING | | 0366D5 | 36/23 | |
| 3860 | Upper Delaware River Channel Lighted Buoy 30 | RELOCATED FOR DREDGING | | 0366D5 | 36/23 | |
| 3875 | Upper Delaware River Channel Lighted Buoy 33 | RELOCATED FOR DREDGING | | 0366D5 | 36/23 | |
| 3925 | Upper Delaware River Channel Buoy 39 | RELOCATED FOR DREDGING | | 0366D5 | 36/23 | |
| 3930 | Upper Delaware River Channel Lighted Buoy 40 | RELOCATED FOR DREDGING | | 0366D5 | 36/23 | |
| 3955 | Upper Delaware River Channel Lighted Buoy 43 | RELOCATED FOR DREDGING | | 0366D5 | 36/23 | |
| 8235 | Fort McHenry Channel Lighted Buoy 3 | DISCONTINUED | | 0168D5 | 14/24 | |
| 9820 | Portsmouth Marine Terminal Lighted Buoy 4 | TRLB | 12222 | 0386D5 | 38/23 | |
| 9825 | Portsmouth Marine Terminal Lighted Buoy 5 | TRLB | 12222 | 0386D5 | 38/23 | |
| 9830 | Portsmouth Marine Terminal Lighted Buoy 6 | TRLB | 12222 | 0386D5 | 38/23 | |
| 18695 | Alexandria Lighted Buoy 5 | TRLB | | 0163D5 | 14/23 | |
| 20795 | Hawkins Point Shoal Buoy 11S | DISCONTINUED | | 0169D5 | 14/24 | |
| 29284 | Beaufort Inlet Channel Lighted Buoy 7 | RELOCATED FOR DREDGING | | 0106D5 | 49/23 | |
| 29288 | Beaufort Inlet Channel Lighted Buoy 9 | RELOCATED FOR DREDGING | | 0470D5 | 49/23 | |
| 29297 | Beaufort Inlet Channel Lighted Buoy 12 | RELOCATED FOR DREDGING | | 0467D5 | 49/23 | |
| 29310 | Beaufort Inlet Channel Lighted Buoy 14 | RELOCATED FOR DREDGING | | 0467D5 | 49/23 | |
| 29410 | Morehead City Channel Lighted Buoy 15 | RELOCATED FOR DREDGING | | 0467D5 | 49/23 | |
| 29425 | Morehead City Channel Lighted Buoy 17 | RELOCATED FOR DREDGING | | 0477D5 | 49/23 | |
| 29495 | Bogue Inlet Lighted Buoy 1 | DISCONTINUED FOR DREDGING | | 0036D5 | 05/24 | |
| 29500 | Bogue Inlet Lighted Buoy 2 | DISCONTINUED FOR DREDGING | | 0036D5 | 05/24 | |
| 29505 | Bogue Inlet Buoy 3 | DISCONTINUED FOR DREDGING | | 0500D5 | 52/23 | |
| 29520 | Bogue Inlet Buoy 4 | DISCONTINUED FOR DREDGING | | 0067D5 | 07/24 | |
| 29745 | New River Channel Daybeacon 15 | TRUB | | 386D5 | 28/21 | |
| 30160 | Masonboro Inlet Buoy 3 | RELOCATED FOR DREDGING | | 0083D5 | 08/24 | |
| 30170 | Masonboro Inlet Lighted Buoy 5 | RELOCATED FOR DREDGING | | 0083D5 | 08/24 | |
| 30180 | Masonboro Inlet Buoy 7 | RELOCATED FOR DREDGING | | 0083D5 | 08/24 | |

| | | | | |
|-------|--|---------------------------|--------|-------|
| 30185 | Masonboro Inlet Lighted Buoy 8 | DISCONTINUED FOR DREDGING | 0083D5 | 08/24 |
| 30205 | Wrightsville Channel Buoy 10 | DISCONTINUED FOR DREDGING | 0045D5 | 06/24 |
| 30372 | Cape Fear River Entrance Channel Lighted Buoy 12 | RELOCATED FOR DREDGING | 563D5 | 47/22 |
| 30395 | Cape Fear River Channel Lighted Buoy 13A | RELOCATED FOR DREDGING | 563D5 | 47/22 |
| 30635 | Cape Fear River Channel Lighted Buoy 28 | RELOCATED FOR DREDGING | 0471NC | 43/23 |
| 30705 | Cape Fear River Channel Lighted Buoy 38 | RELOCATED FOR DREDGING | 0156D5 | 43/23 |
| 30705 | Cape Fear River Channel Lighted Buoy 38 | TRLB | 0428D5 | 43/23 |
| 30841 | Cape Fear River Channel Lighted Buoy 58A | RELOCATED FOR DREDGING | 0132D5 | 12/24 |
| 39930 | Cape Fear River Channel Lighted Buoy 28 | RELOCATED FOR DREDGING | 0471NC | 43/23 |

TEMPORARY CHANGES CORRECTED

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

None

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 |
| Corrective Action | Green can | 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.

411 **54th Ed.** **01-AUG-13** **Last LNM: 10/23** **NAD 83** **15/24**

Chart Title: **Gulf of Mexico**

Main Panel **45 GULF OF MEXICO. Page/Side: N/A**

LAST EDITION No new editions of chart 411 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

NOS
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5161 **14th Ed.** **01-MAR-16** **Last LNM: 20/20** **NAD 83** **15/24**

Chart Title: **Newport, Rhode Island to Bermuda (Plotting Sheet)**

Main Panel **2912 PLOTTING SHEET NEWPORT TO BERMUDA. Page/Side: A**

NOS

| | | | |
|---|--|-----|--------------|
| LAST EDITION | No new editions of chart 5161 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | -- | -- |
| 11009 | 39th Ed. 01-APR-11 Last LNM: 19/22 NAD 83 | | 15/24 |
| <i>ChartTitle: Cape Hatteras to Straits of Florida</i> | | | |
| Main Panel 378 CAPE HATTERAS TO STRAITS OF FLORIDA. Page/Side: N/A | | | |
| | | NOS | |
| LAST EDITION | No new editions of chart 11009 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | -- | -- |
| 12207 | 25th Ed. 01-AUG-19 Last LNM: 23/23 NAD 83 | | 15/24 |
| <i>ChartTitle: Cape Henry to Currituck Beach Light</i> | | | |
| Main Panel 548 CAPE HENRY TO CURRITUCK BEACH LIGHT - -. Page/Side: - | | | |
| | | NOS | |
| ADD | Lower Left of Chart: This is the Last Edition of this chart. It will be canceled on 02-Oct-24. | -- | -- |
| | | NOS | |
| LAST EDITION | No new editions of chart 12207 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | -- | -- |
| 12208 | 17th Ed. 01-JAN-17 Last LNM: 35/18 NAD 83 | | 15/24 |
| <i>ChartTitle: Approaches to Chesapeake Bay</i> | | | |
| Main Panel 549 APPROACHES TO CHESAPEAKE BAY. Page/Side: A | | | |
| | | NOS | |
| ADD | Lower Left of Chart: This is the Last Edition of this chart. It will be canceled on 02-Oct-24. | -- | -- |
| | | NOS | |
| LAST EDITION | No new editions of chart 12208 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | -- | -- |
| 12221 | 84th Ed. 01-MAY-19 Last LNM: 23/23 NAD 83 | | 15/24 |
| <i>ChartTitle: Chesapeake Bay Entrance</i> | | | |
| Main Panel 558 CHESAPEAKE BAY ENTRANCE - -. Page/Side: - | | | |
| | | NOS | |
| ADD | Lower Left of Chart: This is the Last Edition of this chart. It will be canceled on 02-Oct-24. | -- | -- |
| | | NOS | |
| LAST EDITION | No new editions of chart 12221 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | -- | -- |
| 12222 | 56th Ed. 01-MAY-19 Last LNM: 33/23 NAD 83 | | 15/24 |
| <i>ChartTitle: Chesapeake Bay Cape Charles to Norfolk Harbor</i> | | | |
| Main Panel 559 CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR - -. Page/Side: - | | | |
| | | NOS | |
| ADD | Lower Left of Chart: This is the Last Edition of this chart. It will be canceled on 02-Oct-24. | -- | -- |
| | | NOS | |
| LAST EDITION | No new editions of chart 12222 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | -- | -- |
| 12225 | 62nd Ed. 01-AUG-19 Last LNM: 50/23 NAD 83 | | 15/24 |
| <i>ChartTitle: Chesapeake Bay Wolf Trap to Smith Point</i> | | | |
| Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT - -. Page/Side: - | | | |
| | | NOS | |

| | | | |
|--|---|-----------|--------------|
| CANCELED | Chart 12225 is canceled. No Print-on Demand or digital raster formats of this chart are available. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | -- | -- |
| 12230 | 67th Ed. 01-JAN-17 Last LNM: 52/21 NAD 83 | | 15/24 |
| <i>ChartTitle: Chesapeake Bay Smith Point to Cove Point</i> | | | |
| Main Panel 567 CHESAPEAKE BAY SMITH POINT TO COVE POINT. Page/Side: A | | | |
| CANCELED | Chart 12230 is canceled. No Print-on Demand or digital raster formats of this chart are available. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | NOS -- | -- |
| 12263 | 58th Ed. 01-DEC-18 Last LNM: 47/21 NAD 83 | | 15/24 |
| <i>ChartTitle: Chesapeake Bay Cove Point to Sandy Point</i> | | | |
| Main Panel 603 CHEASAPEAKE BAY COVE POINT TO SANDY POINT - -. Page/Side: - | | | |
| CANCELED | Chart 12263 is canceled. No Print-on Demand or digital raster formats of this chart are available. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | NOS -- | -- |
| 12273 | 61st Ed. 01-AUG-20 Last LNM: 15/19 NAD 83 | | 15/24 |
| <i>ChartTitle: Chesapeake Bay Sandy Point to Susquehanna River</i> | | | |
| Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER - -. Page/Side: - | | | |
| CANCELED | Chart 12273 is canceled. No Print-on Demand or digital raster formats of this chart are available. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | NOS -- | -- |
| 13003 | 52nd Ed. 01-OCT-15 Last LNM: 45/23 NAD 83 | | 15/24 |
| <i>ChartTitle: Cape Sable to Cape Hatteras</i> | | | |
| Main Panel 2156 CAPE SABLE TO CAPE HATTERAS. Page/Side: A | | | |
| LAST EDITION | No new editions of chart 13003 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | NOS -- | -- |
| 13006 | 36th Ed. 01-JUL-12 Last LNM: 38/20 NAD 83 | | 15/24 |
| <i>ChartTitle: West Quoddy Head to New York</i> | | | |
| Main Panel 2155 WEST QUODDY HEAD TO NEW YORK-EAST COAST. Page/Side: N/A | | | |
| LAST EDITION | No new editions of chart 13006 will be published. It will be canceled on 04-Sep-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | NOS -- | -- |

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)

DE – DELAWARE BAY – DELAWARE BAY (WEST SIDE) – HARBOR OF REFUGE – AID TO NAVIGATION CHANGE

Near the end of April or beginning of May 2024, the Coast Guard will be changing Delaware Bay East Icebreaker Light 2 (LLNR 2055) from a Quick Flashing Red Light to 2.5 Second Flashing Red Light. Due to the location and difficult access to this light, a more accurate date cannot be provided at this time, as maintenance to this aid is weather dependent.

LNM: 14/24

DE – DELAWARE RIVER – AID TO NAVIGATION CHANGE - HORSESHOE BEND DIRECTIONAL LIGHT

During the month of May 2024, the Coast Guard will change Horseshoe Bend Directional Light (LLNR 3540) from a Quick Green Flashing Light to a Quick White Flashing Light. This change removes any indication that the directional light might be laterally significant or be mistaken for the quick green flashing lights on Delaware River Buoy 69 (LLNR 3509) and Buoy 73 (LLNR 3520).

LNM: 11/24

VA – HAMPTON ROADS – ELIZABETH RIVER – TEMPORARY AIDS TO NAVIGATION CHANGE

In association with the Norfolk Harbor Inner Channel Deepening Project the Coast Guard will temporarily relocate below listed aids; on/or about April 11, 2024. Relocate: Elizabeth River Lighted Buoy 18 (LLNR 9600) to approximate position: 36 54 15.847N-76 20 23.208W. Relocate: Elizabeth River Lighted Buoy 20 (LLNR 9620) to approximate position: 36 53 32.289N-76 20 15.591W and mark with a TRLB.

LNM: 13/24

VA – JAMESTOWN ISLAND TO JORDAN POINT – JAMES RIVER – AID TO NAVIGATION CHANGE

During the last two weeks of April 4, 2024 the Coast Guard will remove the sound signal (Gong) and change the buoy size from an 8X26 LGR to a 7X17 LR for James River Lighted Gong Buoy 55 (LLNR 12120). The new 7x17LR hull will provide a daytime visibility of 2.3nm and a radar range of 2.7nm and will be consistent with the other lighted buoys in the area.

LNM: 09/24

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

The Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users may provide feedback on the Fifth Coast Guard District Waterway Proposals Data/Feedback Form: https://www.navcen.uscg.gov/sites/default/files/pdf/Inms/D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard District with a request for comments as indicated.

LNM: 04/20

MD – SANDY POINT TO SUSQUEHANNA RIVER – BREWERTON CHANNEL EASTERN EXTENSION – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing changing the seasonal ice condition from "Replaced by LIB of reduced intensity from Dec. 1 to Mar. 15." To "Replaced by LIB of reduced intensity when endangered by ice." For the Brewerton Channel: Brewerton Channel Lighted Buoy 2B (LLNR 8145). For the Brewerton Eastern Extension Channel: Brewerton Eastern Extension Channel Lighted Buoy 3 (LLNR 8405) to Brewerton Eastern Extension Channel Lighted Buoy 10 (LLNR 8440).

Additionally, remove the word "Channel" from the aid names.

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: [D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf](https://www.navcen.uscg.gov/sites/default/files/pdf/Inms/D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf) (uscg.gov)

All comments will be carefully considered and are requested prior to May 20, 2024 to be considered in the analysis. Refer to project number 05-24-022(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Charts: 12273 12280

LNM: 13/24

MD – CHESTER RIVER – SWAN CREEK - AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing removing the existing ice conditions "Replace lighted buoy with an unlighted buoy from 12/1 to 3/15" and replace with a new year-round (ice) buoy for Swan Creek Lighted Buoy 4 (LLNR 26860). The new buoys will have similar characteristics as the existing summer hull. Daytime visibility will increase from 1.4nm to 1.5nm and the radar range will increase from 1.3nm to 1.5nm. The flash characteristic and nominal range will remain unchanged.

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: [D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf](#) (uscg.gov)

All comments will be carefully considered and are requested prior to May 6, 2024 to be considered in the analysis. Refer to project number 05-24-021(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

LNM: 11/24

VA – RAPPAHANNOCK RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL

Due to increased shoaling around the area from Totuskey Creek to the Hoskins Creek the Coast Guard is proposing the below listed changes in this section of the Rappahannock River.

Rappahannock River:

Change: Buoy 18 (LLNR 15440) to Daybeacon 18 in approximate position:37 49 23.450N-76 43 39.073W with TR dayboards on pile.

Change: Buoy 21 (LLNR 15450) to Daybeacon 21 in approximate position:37 51 18.722N-76 45 25.169W with SG dayboards on pile.

Change: Buoy 22 (LLNR 15550) to Daybeacon 22 in approximate position:37 52 05.331N-76 45 56.190W with TR dayboards on pile.

Change: Buoy 23 (LLNR 15570) to Daybeacon 23 in approximate position:37 53 38.331N-76 47 03.372W with SG dayboards on pile.

Change: Lighted Buoy 24 (LLNR 15575) to Light 24 in approximate position:37 54 03.779N-76 47 30.314W with TR dayboards on pile. The 4 second; Red, flash characteristic will remain, but the nominal range will be reduced from 5nm to 4nm.

Change: Buoy 26 (LLNR 15580) to Light 26 in approximate position:37 54 41.123N-76 48 25.156W with TR dayboards on pile, a 2.5 second; Red, flash characteristic and a nominal range of 4nm.

Discontinue: Buoy 28 (LLNR 15585).

Change: Buoy 30 (LLNR 15595) to Daybeacon 30 in approximate position:37 52 29.431N-76 50 03.215W with TR dayboards on pile.

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

[D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf](#) (uscg.gov)

All comments will be carefully considered and are requested prior to May 6 2024 to be considered in the analysis. Refer to project number 05-24-018(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

LNM: 11/24

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

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

******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.

Chart 12222

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

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

north four miles to form a four by seven mile rectangle.

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

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

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

Charts: 12200 12221 12222

VA -YORK RIVER - U.S. NAVAL WEAPONS STATION - CHEATHAM ANNEX - SMALL ARMS LIVE FIRE DANGER ZONE

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

LNM: 37/20

VA - POTOMAC RIVER - NAVAL SURFACE WARFARE CENTER DAHLGREN - TEST RANGE/EXPLOSIVES EXPERIMENTAL AREA

The Naval Surface Warfare Center Dahlgren Division operates the Potomac River Test Range and the Explosive Experimental Area (Pumpkin Neck). These facilities are used by our military to conduct munitions testing and should be avoided while testing is in progress.

Daily range schedule can be found at: <https://www.navsea.navy.mil/Home/Warfare-Centers/NSWC-Dahlgren/NSWCDD-Range-Schedule/> or by calling Range / Weapons Testing Hotline: 877-845-5656 (toll free) for daily updates on range operation and test schedules.

Noise Questions & Comments: Call NSF Dahlgren: 540-653-8153 to comment or ask a question about noise or vibrations you think are being caused by operations at Dahlgren.

For more information on NSWC Dahlgren's range schedule, contact the NSWCDD Public Affairs Office, (540) 653-8154.

LNM: 20/22

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

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

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

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

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

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

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

Chart 12200

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

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

Charts: 12207 12221

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

NJ - DE - MD - VA - NC - RIGHT WHALE VOLUNTARY VESSEL SPEED RESTRICTION ZONE

NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones
NOAA requests mariners to route around this zone or transit through it at ten knots or less.

NJ – DE – MD – VA – NC - RIGHT WHALE VOLUNTARY VESSEL SPEED RESTRICTION ZONE

Program is currently in effect in the following areas:

The Southeast of New York Slow Zone Area is bounded by: 40 Degrees 35 Minutes North, 39 Degrees 56 Minutes North, 072 Degrees 47 Minutes West, 073 Degrees 40 Minutes West. Expires April 13, 2024.

The Southeast of New York Slow Zone Area is bounded by: 40 Degrees 33 Minutes North, 39 Degrees 53 Minutes North, 071 Degrees 52 Minutes West, 072 Degrees 44 Minutes West. Expires April 10, 2024.

The Northeast of Atlantic City Slow Zone Area is bounded by: 40 Degrees 03 Minutes North, 39 Degrees 23 Minutes North, 073 Degrees 29 Minutes West, 074 Degrees 21 Minutes West. Expires April 6, 2024.

The Southeast of Atlantic City Slow Zone Area is bounded by: 39 Degrees 17 Minutes North, 38 Degrees 37 Minutes North, 073 Degrees 11 Minutes West, 074 Degrees 03 Minutes West. Expires April 11, 2024.

The East of Ocean City Slow Zone Area is bounded by: 38 Degrees 38 Minutes North, 37 Degrees 58 Minutes North, 074 Degrees 13 Minutes West, 075 Degrees 04 Minutes West. Expires April 10, 2024.

The Northeast of Virginia Beach Slow Zone area is bounded by: 37 Degrees 29 Minutes North, 36 Degrees 50 Minutes North, 074 Degrees 50 Minutes West, 075 Degrees 40 Minutes West. Expires April 10, 2024.

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.

NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at:

[HTTPS://WWW.FISHERIES.NOAA.GOV/NATIONAL/ENDANGERED-SPECIES-CONSERVATION/REDUCING-VESSEL-STRIKES-NORTH-ATLANTIC-RIGHT-WHALES.](https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales)

See ENC 8 for Graphic.

LNM: 07/24

NJ - SANDY HOOK TO LITTLE EGG HARBOR - SHARK RIVER

Mariners are advised that the highway drawbridge – SR 71 (Main Street) Bridge, over Shark River, mile 0.8, between Avon-by-the-Sea and Belmar, NJ, has sustained a causality and will not be capable of normal operations. Emergency maintenance of the bridge bascule spans will occur. The bridge has been secured in the open-to-navigation position until further notice. Vessels may transit through the bridge unrestricted at all times. Mariners should use extreme caution when transiting the area.

LNM: 12/24

PA – WILMINGTON TO PHILADELPHIA – DARBY CREEK – BRIDGE CONSTRUCTION

Mariners are advised that a construction firm, on behalf of Pennsylvania Department of Transportation, will be constructing a new bridge to replace the SR 420 (Wanamaker Avenue) Bridge, over Darby Creek, mile 1.3, between Prospect Park Borough, Delaware County, PA and Tinicum Township, Delaware County, PA. Construction activities will begin on March 11, 2024, and are expected to finish on July 12, 2027. Work will be on-going from 6 a.m. to 6 p.m.; Monday-Saturday. 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.

A tug, a material barge, manlift barges, and support vessels will be operating or stationed in the vicinity of the existing and new bridge structures. For the duration of the construction period, cofferdams will be located within the navigational channel of the bridge reducing the horizontal clearance of the bridge to approximately 45 feet of horizontal clearance. During the work hours, two forty-foot manlift barges and one forty-foot material barge may be located within the reduced navigational channel of the existing and new bridge structures providing access for demolition/construction activities. Vessels may safely transit through the bridge during the work hours if at least a two-hour prior notice is given to the R.E. Pierson Construction Company.

R.E. Pierson Construction Company tug and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The PennDOT Construction Manager may be contacted at (610) 476-7874 and P.E. Pierson Construction Company may be contacted at (609) 743-1617 or (609) 364-7105 or 609-743-7134. Project information may be found at [https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/DelawareCounty/Pages/Route-420-\(Wanamaker-Ave.\)-Darby-Creek-Bridge-Replacement.aspx](https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/DelawareCounty/Pages/Route-420-(Wanamaker-Ave.)-Darby-Creek-Bridge-Replacement.aspx).

LNM: 10/24

PA – NJ – PHILADELPHIA AND CAMDEN WATERFRONTS – DELAWARE RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of the Delaware River Port Authority, will be installing temporary links at the I-676 (Benjamin Franklin) Bridge, at mile 100.2, across the Delaware River, in Philadelphia, PA. The project is scheduled from 7 a.m. to 3:30 p.m.; Wednesday-Thursday; from April 3, 2024, through April 4, 2024. Alternative dates will be from 7 a.m. to 3:30 p.m. from April 17, 2024, through April 18, 2024. During the work hours, a tugboat and 40ft x 30ft barge will be located in the vicinity of the bridge. During the maintenance period the navigational channel of the bridge will be unrestricted at all times. The barge will be transferring the steel from the bridge to the barge. The tugboat and safety boat will be used in the waterway and will be monitoring VHF-FM Channel 13 and may be reached at 267-249-0866 and 856-472-5235, respectively. At no time during the project will the waterway be closed to navigation. Mariners are advised to exercise caution when transiting the area.

LNM: 14/24

PA – NJ - WILMINGTON TO PHILADELPHIA - DELAWARE RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Delaware River Port Authority, will be performing maintenance on the SR 90 (Betsy Ross) Bridge, over Delaware River, mile 104.8, between Philadelphia, PA, and Pennsauken, NJ. The maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from March 5, 2024, through November 7, 2027. During the maintenance period, work platforms and containment will reduce the vertical clearance of the entirety of the bridge, reducing the vertical clearance of the bridge navigational channel to approximately 136 feet of vertical clearance above mean high water. A safety vessel will be located onsite in the vicinity of the bridge, but will not be in the navigational channel or restrict vessel transits. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (856) 979-1593. Mariners should use extreme caution navigating through the area.

LNM: 08/24

DE -NJ – DELAWARE RIVER - SMYRNA RIVER TO WILMINGTON – DELAWARE RIVER (MAIN CHANNEL)

Mariners are advised that a construction company, on behalf of Delaware River and Bay Authority, will continue painting operations on the Delaware Memorial Bridge, at mile 68.9, across the Delaware River at New Castle, DE through July 2024. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area.

LNM: 38/22

DE – DELAWARE RIVER – DELAWARE RIVER (MAIN CHANNEL) – NEW CASTLE RANGE - DREDGE OPERATIONS

Norfolk Dredging will be conducting dredge operations in the New Castle range from March 31, 2024 until April 15, 2024. Mariners are requested to notify the Dredge Charleston 1 hour prior to transiting the area to allow for the dredge to shift position. The Dredge Charleston can be reached by VHF radio on channels 13 and 6, or by phone at (757) 508-2326.

LNM: 14/24

DE – CAPE HENLOPEN TO INDIAN RIVER INLET – INDIAN RIVER INLET – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of the Delaware Department of Transportation, will be performing an inspection at the Charles W. Cullen (Indian River Inlet) Bridge, across Indian River Inlet, mile 0.2, at Sussex County, DE. The inspection will be conducted on Monday, April 22, 2024, through Friday, May 24, 2024, from 8 a.m. to 5 p.m. Inspection personnel will be using a snooper truck to gain access to the underside of the bridge. The snooper truck will reduce the bridge's vertical clearance while in operation and will not restrict access / boating traffic along the entire width of the navigable channel and can relocate accordingly. A safety boat will be in vicinity of the navigation channel and on VHF/FM Ch. 13 to coordinate the movement of the snooper truck, if needed. Mariners should use caution when transiting the area.

LNM: 14/24

******MD-CHESAPEAKE BAY-EASTERN BAY AND SOUTH RIVER; SELBY BAY-CHESAPEAKE BAY******

Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance on the US50/US 301 (William P. Lane Memorial) East Bound Bridge across Chesapeake Bay, mile 138.1, near Annapolis, MD. The maintenance will be conducted from 9 p.m. to 3 a.m., 7 days a week, from April 15, 2024, through April 27, 2024. During work hours, snooper trucks (under-bridge inspection vehicles) will be located underneath the bridge in the navigation span reducing the vertical clearance of the bridge to approximately 177 feet above mean high water. Vessels that can safely transit through the bridge during periods with reduced vertical clearance may do so at any time. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (410) 708-4794. Mariners should use extreme caution navigating through the area.

LNM: 15/24

******MD – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER & PORT OF BALTIMORE SAFETY ZONE******

Effective immediately a safety zone is established for all navigable waters of the Chesapeake Bay within a 2000-yard radius of the Francis Scott Key Bridge. The 948-foot Singapore-flagged vessel DALI struck the Francis Scott Key Bridge on March 26, 2024.

The safety zone is intended to protect personnel, vessels, and the marine environment in these navigable waters. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative. The COTP is currently issuing a Broadcast Notice to Mariners (BNM) via VHF-FM marine channel 16. Mariners are requested to monitor the VHF channel 16 for the latest information.

You may not enter the safety zone described above unless authorized by the COTP or the COTP's designated representative. To seek permission to enter, contact the COTP or the COTP's representative by telephone at (410) 576-2525 or on Marine Band Radio VHF-FM channel 16 (156.8 MHz). Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

If you have any questions regarding the contents of this bulletin, please contact the Command Center at (410) 576-2525, or via email at d05-smb-sectormd-ncr-scc@uscg.mil.

Updates to safety zone will be posted at Pages - My Homeport Content (uscg.mil).

See Enclosure 9 for MSIB 036-24.

LNM: 13/24

******MD – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER & PORT OF BALTIMORE – TEMPORARY ALTERNATE CHANNELS UPDATED******

This Marine Safety Information Bulletin replaces and cancels MSIB 037-24 and MSIB 038-24.

The Captain of the Port (COTP) has established two temporary alternate channels for commercially essential vessels: the Sollers Point Temporary Alternate Channel is located on the northeast side of the main ship channel and the Hawkins Point Temporary Alternate Channel is located on the southwest side of the main ship channel. Both are in the vicinity of the Francis Scott Key Bridge. This action was part of a phased approach to opening the main federal channel. These temporary channels are marked with government lighted aids to navigation and will be limited to transit at the discretion of the COTP and during daylight hours only.

Due to updated surveys and waterway user feedback, these channels have had aids repositioned to facilitate transits through best water. The updated approximate locations of aids to navigation can be found in Broadcast Notice to Mariners, and in the near future found in the USCG Light List/Local Notice to Mariners.

The Sollers Point Temporary Channel has a controlling depth of 11 feet, a 264-foot horizontal clearance, and vertical clearance of 95 feet.

The Hawkins Point Temporary Channel has a controlling depth of 14 feet, a 280-foot horizontal clearance, and vertical clearance of 124 feet.

The current 2,000-yard safety zone around the Francis Scott Key Bridge (see MSIB 036-24) remains in effect and is intended to protect personnel, vessels, and the marine environment. No vessel or person will be permitted to enter the safety zone without first obtaining permission from the COTP or a designated representative. The COTP is currently issuing a Broadcast Notice to Mariners (BNM) via VHF-FM marine channel 16. Mariners are requested to monitor the VHF channel 16 for the latest information.

You may not enter the safety zone described above unless authorized by the COTP or the COTP's designated representative. To obtain permission to enter the safety zone and transit through the temporary alternate channel, you must, as early as possible but no less than 4 hours prior to getting underway, contact the Marine Transportation System Recovery Branch at (505) 203-8141. These requests must be received between the hours of 8 a.m. to 6 p.m. For movements scheduled to occur before 10 a.m. must be received prior to 6 p.m. the previous day. All movements are subject to response and recovery efforts.

As you approach the safety zone and prior to entry, contact the on-scene Patrol Commander on VHF channel 81A (157.075 MHz). Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

Updates to safety zone will be posted at Pages - My Homeport Content (uscg.mil).

See Enclosure 10 for MSIB 039-24.

LNM: 15/24

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER -AERIAL TRANSMISSION LINE MAINTENANCE

There will be helicopter activity on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge to facilitate maintenance on the overhead power transmission lines. Work will be conducted from 6am to

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER -AERIAL TRANSMISSION LINE MAINTENANCE

4pm, April 15, 2024, through June 18, 2024. Mariners are urged to use caution when transiting the area. Interested mariners can contact the attending safety vessel on-site on marine band radio VHF-FM channels 13 and 16.

LNM: 12/24

VA – MD – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – NICE / MIDDLETON BRIDGE CONSTRUCTION

Bridge replacement operations are scheduled to continue adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD through November 2024. A new 6-knot speed limit is now being enforced for 0.5 nautical miles north and south of the bridge. Wakes from speeding boats can create major hazards for construction operations and workers. Mariners are reminded to heed the speed limit markers established by the State of Maryland when transiting the area, so that wake does not affect the platforms and barges at the work site. For more information, visit www.nicemiddletonbridge.com or call 888-994-1415.

LNM: 18/21

******VA – MD - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - POTOMAC RIVER TEST RANGE******

Naval Surface Warfare Center, Dahlgren will conduct test operations on the Potomac River, Test Range Middle Danger Zone (MDZ) during 15 April – 26 April 2024. Operations will take place from 0800 to 2400/0000 daily with continuous operations on 20 April and 21 April. Operations will restrict access to the upper Machodoc Creek and portions of the Middle Danger Zone (MDZ), as described in 33 CFR 334.230. Mariners are urged to use caution when transiting the area and should contact Naval Surface Warfare Center Dahlgren Division Range Control on marine band radio VHF-FM channels 16 or 14 or via telephone at (540) 653-8791 or 8792.

LNM: 15/24

MD - VA – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – BRIDGE DEMOLITION OPERATIONS

Demolition of the old Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River between Newburg, MD and Dahlgren VA, just south of the new bridge, is scheduled to continue into late 2024. Project vessels and barges will be working under and adjacent to the old bridge potentially 24 hours per day, 7 days per week.

Starting on or about December 1, 2022, through August 31, 2023, barges may be positioned in or adjacent to the federal navigation channel during daylight hours to support roadway deck removal and related activities. Barges and/or floating boom may delineate active demolition areas outside of the Federal Channel that should be avoided by mariners due to active sensitive work including heavy equipment and divers. At least half of the 250-foot wide federal navigation channel will be open at all times for vessel passage for this operation. The exception will be multiple one-hour closures in late April and May, and a 24-48 hour continuous closure in late May or early June, 2023, when the main span and adjacent spans of the old bridge over/near the federal channel will be dismantled and removed. Large vessels in transit that require use of the full federal navigation channel during the work period described must provide at least 24 hours advanced notice to either Mr. Mike Baker at (443) 286-1780 or Mr. Daniel Francis at (757) 375-3960. Interested mariners in transit can also contact the vessels SEAWARD 23 or MISS STACY via marine band radio VHF-FM channels 13 and 16 when actively working on the river for information/coordination.

As noted, during April 2023 - June 2023, and October 2023 – January 2024, more extensive federal navigation channel restrictions and/or closures are being planned to allow for heavy demolition of the old bridge above and adjacent to the federal navigation channel. When transiting this area at any time, mariners are reminded to heed the 6-knot speed limit established by the State of Maryland so wake does not affect the crane barges and endanger workers at the work site.

LNM: 17/23

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER

Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues into 2023. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled "DANGER" mark the ongoing bridge demolition in the Federal Channel. In addition, lit temporary piles are positioned around the old, submerged pier. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course through the work site.

LNM: 04/23

VA – FENWICK ISLAND TO CHINCOTEAGUE INLET - CHINCOTEAGUE CHANNEL – BRIDGE TEMPORARY DEVIATION

Mariners are advised the SR 175 Bridge, at mile 3.5, across the Chincoteague Channel, at Chincoteague Island, VA, will be maintained in the closed-to-navigation position to facilitate bridge maintenance work. The bridge will remain in the closed-to-navigation position from 7 a.m. through 7 p.m. on Monday May 6, 2024, through 7 p.m. on Wednesday May 8, 2024; Monday through Wednesday; 12 hours a day. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.1005. Mariners should use caution when transiting the area.

LNM: 14/24

VA – CAPE MAY TO CAPE HATTERAS – CHESAPEAKE BAY SOUTHERN APPROACH – DREDGE OPERATIONS

The hopper dredge "Stuyvesant" will be performing dredging operations offshore between Chesapeake Bay Southern Approach Lighted Buoys 7 & 8 (LLNRs 445, 450) through Chesapeake Bay Southern Approach Lighted Buoys 11 & 12 (LLNRs 465, 470). The Stuyvesant will use DNODS for offshore disposal utilizing Cells 3 & 4. The Stuyvesant will also be hydraulically placing material at Craney Island Dredged Material Management area offloading within the vicinity of the below area with the assistance of tug boats.

ALL VESSEL SHIP TRAFFIC PASSING HOPPER DREDGE STUYVESANT WHILE MOORED FOR OFFLOAD ADJACENT TO THE NORFOLK CHANNEL/CRANEY ISLAND, REQUEST MAXIMUM SPEED OF 5 KNOTS.

The Stuyvesant should be resuming operations in the Norfolk area on or about the March 22, 2024 and continue till August 2024.

Chart 12200

LNM: 12/24

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – FORT WOOL BIRD HABITAT

On or around March 14, 2024, Coastal Management Group will be mooring 3 deck barges SSW of Fort Wool as a temporary habitat for nesting birds, during the Hampton Roads Bridge Tunnel Project. Barges will be moored in approximate position 36-59-07.96N, 076-18-05.96W. For more information contact David Oshman (757) 449-8581 doshman@cmgroupva.com. Barges will remain until approximately October 2024.

Chart 12222

LNM: 07/24

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – BRIDGE CONSTRUCTION/ISLAND EXPANSION

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be constructing new approach bridges to replace the I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges, across Hampton Roads, at mile 0.0, between Norfolk, VA and Hampton, VA, commonly referred to as the Hampton Roads Bridge-Tunnel (HRBT). Construction activities will begin March 15, 2021, and are expected to continue through November, 2025. Marine construction activity will take place 24-hours per day, seven days a week. The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. 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 approach bridge spans or located within specific Mooring Areas or Safe Harbor locations. Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.

Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.

Phoebus Safe Harbor Area – As charted. Changes pending. This area will only be used by HRBT Expansion project vessels in advance of a severe weather event that requires the vessels to be securely anchored or spudded down in that location. The corners of the safe harbor area are marked with yellow buoys with flashing yellow lights. When utilized, mariners should keep clear of the area.

Willoughby Bay Mooring and Safe Harbor Area – As charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrpcjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>.

Chart 12222

LNM: 44/20

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through December, 2025. Marine construction activity will take place 24-hours per day, seven days a week.

The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. 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 spans or located within the specific Mooring/Safe Harbor area.

Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines.

Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted entry or mooring within the exclusion zone throughout the duration of the project.

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels and channels 67 & 71 while operating in the project area. To reach an on-scene manager, call Hampton Roads Connector Partners at 757-703-6060 and the call will be forwarded to an On-Call Hampton Roads Connector Partners Marine contact. You may also contact Hampton Roads Connector Partners via email at MarineOps@hrpcjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>.

Chart 12222

LNM: 23/21

VA – NORFOLK HARBOR AND ELIZABETH RIVER – ELIZABETH RIVER – DIVE OPERATIONS

Precon Marine, Inc. (PMI) will be mobilizing Vessels and Material Barge(s) just in the vicinity of the Hampton Roads Bridge Tunnel/ Norfolk Harbor Entrance Channel.

The proposed PMI project will consist of:

Magnetic Sensor (Diving) - 36°59'12.91"N 76°19'26.39"W

Sensor Shed - 36°58'38.44"N 76°18'55.49"W

Cable Run's - 36°59'12.91"N 76°19'26.39"W to 36°57'48.30"N 76°19'23.09"W

The proposed project will start on April 1st with mobilization and lasting approximately 12 Weeks. A crane mounted barge and a material barge will be staged inside the channel to conduct scope of work during the hours of 7am to 7pm. Commercial Divers will post Alpha Dive flag during all diving operations. The channel will remain open and operational. All Staged equipment shall have approved Navigational warning devices following Coast Guard rules and regulations.

Chart 12222

LNM: 13/24

VA – NORFOLK HARBOR AND ELIZABETH RIVER – ELIZABETH RIVER – DREDGE OPERATIONS

The Dredge Delaware, along with support equipment, will commence dredging operations on April 16, 2024, through April 2025, deepening the

VA – NORFOLK HARBOR AND ELIZABETH RIVER – ELIZABETH RIVER – DREDGE OPERATIONS

Elizabeth River (Norfolk Harbor Inner Channel). Crews will begin installing pipeline the final week of March prior to startup. Operations will be conducted between the Hampton River Bridge Tunnel and Elizabeth River Lighted Buoy 23 (LLNR 9710). Material will be pumped to Craney Island. A floating pipeline will be utilized behind the dredge which will be anchored off in and outside of the channel. Submerged pipeline will be utilized between the dredging area and Craney Island. The submerged pipeline will be marked with buoys approximately every 1000' with signs and lights placed at every pipeline entry and exit points. The maximum floating pipeline length will be approximately 4000' and will be anchored and tended by tugboats. The submerged and floating pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13, #16, and #65 VHF-FM. For any emergencies the dredge operator can be reached at 757-570-8453. Traffic should call at minimum 30 minutes prior to expected time of passage. Mariners are requested to exercise caution when approaching, passing, and leaving the dredging plant. All vessels are requested to contact the dredge prior to passing.

LNM: 13/24

VA – HAMPTON ROADS – WILLOUGHBY BAY – DREDGE OPERATION

W3 Marine and the dredge ER Adams will be in Willoughby Channel with scows LMC 230, LMC 231, and LMC 232 conducting dredging operations beginning on April 4 until July 31, 2024. The scows will be transporting spoil materials to the Craney Island area to be pumped upland with the barge Unloader #2. The barge Unloader #2 will be stationed alongside the containment area outside the channel near the rehandling basin. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dumpscows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge area. Mariners are reminded to strictly comply with Inland Rules of the Road.

LNM: 13/24

VA – HAMPTON ROADS - HAMPTON RIVER – BRIDGE CONSTRUCTION

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing construction on the I-64 Westbound Bridge over Hampton River and the East Branch of the Hampton River, and I-64 Eastbound Bridge over the Hampton River and I-64 Eastbound Bridge over the East Branch of the Hampton River, mile 1.2, at Hampton, VA. Construction began on March 4, 2024, and will continue through December 31, 2026, Monday through Saturday, from 6 a.m. to 6 p.m., daily. 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. Construction includes widening and repairs of the I-64 Westbound Bridge, and replacement of I-64 Eastbound bridges. Work activities include pile driving, concrete bent cap construction, erection of precast concrete girders, superstructure deck placements, structural steel erection and removal of existing structures. To facilitate bridge construction, temporary work trestles will be constructed alongside the existing bridges (Westbound and then Eastbound), and crane barges, material barges and work boats will be stationed and/or operating in the vicinity of the bridges and navigational channel. The work trestle in the vicinity of Hampton Spit has a removable trestle span. Vessels intended transit to or from Hampton Spit may do so, if at least 24-hours notice is given to the project foremen. Work vessels barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 639-5179 or (252) 312-4876. Mariners should use extreme caution when navigating through the area.

LNM: 12/24

VA – HAMPTON ROADS – ELIZABETH RIVER – POSSIBLE HAZARD TO NAVIGATION

Dredge operations has exposed a couple underwater conduits that now sit three feet proud of the sea floor. Survey of the area has conduit at 43 MLLW with seafloor at 47 MLLW. Position is located approximately 20 feet outside the channel limits, in approximate position: 36-58-52.265N, 076-19-11.535W. Position is southeast of channel between Elizabeth River Channel Lighted Buoy 1ER (LLNR 9445) and Elizabeth River Channel Lighted Buoy 3 (LLNR 9465). Owner is currently on plan to removing conduit.

LNM: 02/24

******VA – HAMPTON ROADS – ELIZABETH RIVER – DREDGE OPERATION******

Norfolk Dredging company will begin maintenance dredging on Norfolk Navy Base Piers, Norfolk, Virginia. Bucket dredge VIRGINIAN will begin dredging operations at the Norfolk Navy Base inside the Pier 12 and Pier 14 approaches 700 feet south of Elizabeth River Lighted Buoy7 (LLNR 9475) on approximately April 10, 2024. The Dredge will be loading Mud Scows, and a Tug will tow them to the Norfolk Ocean Disposal Site (NODS) located offshore at Lat 36 57 17 N / Long 075 37 25 W. The dredge will be working between Pier 2 and Pier 14, including pier approaches until further notice. The Dredge VIRGINIAN Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 60 minutes prior to the expected time of passage. All mariners are requested to stay clear of the dredge, barges, cranes, and tugs. Operators of vessels of all types should be aware that the barges are held in place by cables, attached to anchors some distance away from the equipment. Project will be conducted twenty-four (24) hours per day seven (7) days a week. For further information contact Norfolk Dredging Company at (757) 547-9391.

LNM: 15/24

******VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL - GREAT BRIDGE LOCK – NORTH LAND BRIDGE DEVIATION******

Effective immediately, the North Landing Bridge, Mile Marker 20.2 on the Atlantic Intracoastal Waterway, will have an adjusted operating schedule due to mechanical issues. The north (Virginia Beach) span will open on schedule on the hour and half hour from 0600-1900 hours and on demand from 1900-0600 hours. This single span opening limits passage to vessels 35 feet in width or narrower. In order to accommodate commercial traffic with vessels greater than 35 feet in width, both spans will open only at 1000 hours each day. No alternate inland route is available due to scheduled maintenance of the Deep Creek Lock on the Dismal Swamp Canal. Navigation interests will be updated when restrictions are lifted.

LNM: 12/24

VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL - GREAT BRIDGE LOCK – FENDER SYSTEM REPAIRS

W. F. Magann Corporation, on behalf of the U S Army Corps of Engineers, will begin the repair of the Great Bridge Locks Fender System located on the Atlantic Coast Intracoastal Waterway – Albemarle and Chesapeake Canal (Mile Marker 11.3, N 36° 43.417'/W 076° 14.867) on April 15, 2024. Work is expected to be complete August 01, 2024. Work may be conducted 7 days a week from 5 a.m. to 12 a.m. During the scheduled repairs, a crane barge, tugboat, work boats and divers will be near the Great Bridge Locks fender system. During certain phases of the repair, the tugs, barges, work vessels and divers will reduce the horizontal clearance in the navigation span. Vessels

VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL - GREAT BRIDGE LOCK – FENDER SYSTEM REPAIRS

that require tugs, barges, and work vessels to clear the navigation span should notify the project supervisor no less than one hour prior to navigation through the bridge.

During dive operations within the navigational span, navigation will be on demand and vessels should notify the project supervisor no less than one hour prior to navigation through the bridge.

Work vessels and supervisor can be reached on VHF-FM Channel 13 or (757) 620-3953. In the event of an emergency, please contact Chris Donnelly (757) 615-9405.

Mariners are reminded to maintain a safe distance from the working vessels and barges and are asked to use extreme caution while navigating through the area.

LNM: 14/24

VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL - GREAT BRIDGE LOCK – POSSIBLE HAZARD TO NAVIGATION

This notice is to caution all vessels passing through the Great Bridge Locks of a possible hazard in the water. The hazard is due to a damaged fender system on the Northwest corner of the locks on the Elizabeth River side. All loose debris has been removed, but additional portions may come detached and impede the channel. Caution should be taken when entering and exiting the locks until a permanent repair is in place. Please report any unsecured debris to the lock operators at the Great Bridge Locks. For questions or concerns, please contact Zack Ware from the Army Corps of Engineers Norfolk District at zachary.t.ware@usace.army.mil or by phone at (757) 633-5749.

LNM: 35/23

VA – NORFOLK TO ALBEMARLE SOUND – DEEP CREEK (VIA DISMAL SWAMP CANAL) - BRIDGE REPLACEMENT

Mariners are advised that a construction firm, on behalf of the U. S. Army Corps of Engineers (USACE), has commenced construction activities for replacement of the highway drawbridge – Deep Creek Bridge across Dismal Swamp Canal (Atlantic Intracoastal Waterway), mile 11.1, at Chesapeake, Virginia. Construction which began in September 2023, is expected to be finished in September 2026. Sheet pile cofferdams to support installation of the new bridge bascule span and rest piers will be installed behind the existing/proposed fender system outside the navigable channel. No restrictions will be placed in the navigation channel, except during several planned full closures to be scheduled between the fall of 2024 and spring of 2026. Construction equipment on scene includes excavators, crane barges, land cranes, and other construction equipment. Communications with the bridge tender will be maintained on VHF-FM channel 13. Detailed information will be provided via updated local notice to mariners, broadcast notice to mariners, and/or marine safety information bulletins. Vessels should use caution when transiting the area. For questions or concerns, please contact the Atlantic Intracoastal Water Way Project Manager, Zack Ware from the Army Corps of Engineers Norfolk District at (757) 633-5749 or Zachary.t.ware@usace.army.mil.

LNM: 39/23

NC – SEACOAST – 25 TO 45NM EAST OF NAGS HEAD, NC – SCIENTIFIC SURVEY OPERATIONS

WHOI-OOI work will be taking place approximately 25-45 nm East of Nags Head, NC, in the area bounded by Lat 36-15.0'N, Lon 075-22.0'W. Lat 36-15.0'N, Lon 074-40.0'W, Lat 35-38.0N, Lon 074-40.0'W, Lat 35-38.0'N, Lon 075-22.0'W. The R/V Neil Armstrong will be on site deploying scientific moorings and conducting underwater surveys from 1 April through 23 April 2024.

LNM: 12/24

NC – CURRITUCK BEACH TO WIMBLE SHOALS – OREGON INLET – HAZARD TO NAVIGATION

Mariners are advised that the North Carolina Department of Transportation (NCDOT) has identified three partially submerged bents of concrete piles from the old Bonner Bridge. These piles are on the northeastern side of the bridge in 8 ft to 12 ft of water near Bodie Island. The piles have become uncovered due to ongoing erosion and changes in shoreline conditions. The tops of the piles are 2 ft to 4 ft below the water at Mean High Water (MHW). Mariners are urged to exercise caution when in vicinity of these piles. NCDOT has marked these piles with temporary inflatable buoys. Piles are in approximate positions: 35-46.75N, 075-32.66W, 35-46.75N, 075-32.65W, and 35-46.74N, 075-32.65W.

LNM: 12/24

NC – PAMLICO RIVER – BATH CREEK - BRIDGE CONSTRUCTION/MODIFICATION

Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will begin construction on the highway fixed bridge – Ray S. Brooks (SR 92) Bridge over Bath Creek, mile 2.1, at Bath, NC. Construction activities begin March 26, 2024, and are expected to finish May 30, 2024. Work will be ongoing during daylight hours only; Monday-Sunday. 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. The construction project will replace the entire superstructure of the center navigational span (Span #25) and repave the remaining deck of the bridge. Due to the nature of the work and associated safety hazards there will be a 60-day closure of the main navigational channel under Span #25 and the immediately adjacent channels under Spans #24 and #26. During construction vessel traffic will be unable to transit under the main navigational span (Span #25) and the immediately adjacent channels (Span #24 and #26). Vessel that can safely transit other spans of the bridge may do so at any time. There will be an 80' x 30' construction barge with heavy equipment will be positioned in the center navigational channel for the 24/7 for duration of the project. All barge and equipment will have lighting during nighttime hours. The project foreman may be contacted on VHF-FM channel 16 and (252) 944-5555. All mariners should use caution when transiting the area and transit with slow wake in the vicinity of the construction barge.

LNM: 12/24

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9): NONE SCHEDULED.

Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when

Boating in this area. This area will not be patrolled by Military Personnel or vessels.

Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

LNM: 50/22

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

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

1. The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart US5NC14M, will be closed to navigation up to 15 nm seaward because of firing exercises during the following periods:
Restricted areas in the new river, as shown on National Ocean Service chart 11542 that will be closed to navigation because of stone bay rifle range firing exercises during the following periods:
Stone Creek Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight 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 12:01 a.m. to midnight daily
Courthouse Bay Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
East of the 77 (deg) 26 (min) longitude line.
Grey Point sector 12:01 a.m. to midnight daily
Farnell Bay sector sunrise to sunset daily
Morgans Bay sector sunrise to sunset daily
Jacksonville sector sunrise to sunset daily
2. 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 US5NC14M, may be closed to navigation because of firing exercises during the following periods:
3. 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:
4. 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.
5. Mariners traveling on the western side of the new river between Stone bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had signs denoting areas of caution around the Stone bay rifle range and Verona Loop firing ranges.
- 5A. Signs are located along the Stone Bay, Grey Point and Farnell Bay sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.
6. Range control boats, MCIE-MCB CAMLEJ North Carolina monitor channel 16 VHF-FM (156.8 mhz) and the working channel 82 vhf-fm (161.725 mhz). Range Control can be reached by phone at 910-451-3064 or 4449.

LNM: 10/22

NC – CAPE FEAR RIVER – OBSTRUCTION

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

LNM: 40/20

NC – SEACOAST – CAPE FEAR RIVER AREA – NOAA HYDROGRAPHIC SURVEY OPERATIONS

NOAA Ship Ferdinand R. Hassler will be on the Wilmington NC area starting around April 2, 2024 to conduct off shore survey operations. Current schedule has operations planned from April 1, 2024 through June 28, 2024 with several breaks for imports and maintenance in the middle. Survey areas range in the area of Frying Pan Shoals with area ranging from 17 miles to 48 miles from shore.

LNM: 14/24

SECTION VIII - LIGHT LIST CORRECTIONS

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

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|--|---------------------------------|-----------------------|---------------|--------------|-----------------------|-------------------------|
| 1129.4 | <i>Stockton University Lighted Data Buoy A</i> | | | | | | Remove from list. 15/24 |
| | | | | | | | * |
| 1131.4 | <i>Stockton University Lighted Data Buoy B</i> | | | | | | Remove from list. 15/24 |
| | | | | | | | * |
| 1138 | <i>Stockton University Lighted Data Buoy D</i> | | | | | | Remove from list. 15/24 |
| | | | | | | | * |
| 8212 | Barge Fleeting Area Mooring Buoy Y | 39-12-27.520N 076-30-41.190W | | | | White with blue band. | Private Aid. 15/24 |
| * | * | * | * | * | * | * | * |
| 8212.2 | Barge Fleeting Area Mooring Buoy G | 39-12-17.630N 076-30-30.550W | | | | White with blue band. | Private Aid. 15/24 |
| * | * | * | * | * | * | * | * |
| 8212.4 | Barge Fleeting Area Mooring Buoy R | 39-12-09.990N 076-30-21.100W | | | | White with blue band. | Private Aid. 15/24 |
| * | * | * | * | * | * | * | * |

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|---|---------------------------------|-----------------------|---------------|--------------|------------------|------------------------|
| 8236.02 | <i>Sollers Point Temporary Alternate Channel Lighted Buoy 1A</i> | 39-13-07.820N 076-31-19.356W | Fl G 2.5s | | 4 | Green. | 15/24 |
| | | * | | | | | |
| 8236.04 | <i>Sollers Point Temporary Alternate Channel Lighted Buoy 2A</i> | | | | | | Remove from list. * |
| 8236.2 | <i>Sollers Point Temporary Alternate Channel Lighted Buoy 10A</i> | 39-13-22.734N 076-31-24.169W | Fl R 2.5s | | 4 | Red. | 15/24 |
| | | * | | | | | |
| 8236.22 | <i>Sollers Point Temporary Alternate Channel Lighted Buoy 11A</i> | 39-13-18.586N 076-31-32.918W | Fl G 2.5s | | 4 | Green. | 15/24 |
| | | * | | | | | |
| 8236.24 | <i>Sollers Point Temporary Alternate Channel Lighted Buoy 12A</i> | | | | | | Remove from list. * |
| 8236.84 | <i>Hawkins Point Temporary Alternate Channel Lighted Buoy 3A</i> | 39-12-40.337N 076-31-42.952W | Fl G 2.5s | | 4 | | 15/24 |
| | | * | | | | | |
| 20850 | <i>FSK NOAA Lighted Data Buoy A</i> | 39-13-24.300N 076-32-23.220W | Fl (5)Y 20s | | | Yellow buoy. | Private Aid. 15/24 |
| * | * | * | * | * | * | * | * |
| 28721.6 | <i>Barney Slough Channel Lighted Buoy 3A</i> | 35-13-41.865N 075-47-11.565W | Q G | | 4 | Green. | 15/24 |
| | | * | * | | * | * | |
| 28721.7 | <i>Barney Slough Channel Lighted Buoy 4</i> | 35-13-37.878N 075-47-09.007W | Fl R 2.5s | | 4 | Red. | 15/24 |
| * | * | * | * | * | * | * | * |
| 28721.8 | <i>Barney Slough Channel Lighted Buoy 6</i> | 35-13-51.575N 075-47-11.863W | | | | | Remove from list. * |
| 28721.9 | Barney Slough Channel Buoy 4B | | | | | | Remove from list. * |
| 28722 | Barney Slough Channel Buoy 4C | | | | | | Remove from list. * |
| 28722.1 | <i>Barney Slough Channel Lighted Buoy 5</i> | 35-13-51.404N 075-47-13.390W | Fl G 2.5s | | 4 | Green. | 15/24 |
| | | * | * | | * | * | |
| 28722.2 | <i>Barney Slough Channel Lighted Buoy 6</i> | 35-13-51.575N 075-47-11.863W | Fl R 4s | | 4 | Red. | 15/24 |
| * | * | * | * | * | * | * | * |

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|--|---------------------------------|-----------------------|---------------|--------------|-----------------------------------|----------------------------|
| 28722.3 | Barney Slough Channel Lighted Buoy 6A | 35-13-56.974N 075-47-12.820W | Q R | | | Red. | 15/24 |
| * | * | * | * | * | * | * | * |
| 28722.4 | <i>Barney Slough Channel</i> <i>Lighted Buoy 7</i> | 35-13-57.188N 075-47-14.533W | Q G | | 4 | Green. | 15/24 |
| 30275 | Carolina Beach Inlet Buoy 3 | 34-04-52.151N 077-52-03.792W | | | | Green can. | 15/24 |
| 30280 | Carolina Beach Inlet Buoy 4 | 34-04-52.707N 077-55-01.290W | | | | Red nun. | 15/24 |
| 35462 | <i>Stockton University</i> <i>Lighted Data Buoy C</i> | | | | | | Remove from list. 15/24 |
| 35494 | <i>Stockton University</i> <i>Lighted Data Buoy E</i> | | | | | | Remove from list. 15/24 |
| 39300 | Bogue Sound - New River Buoy 72A | 34-33-10.959N 077-20-57.939W | | | | Red nun with yellow triangle. | 15/24 |
| 39720 | NEW RIVER - CAPE FEAR RIVER LIGHT 153 | 34-05-13.612N 077-52-50.171W | FI G 4s | 15 | 4 | SG-SY on multi-pile structure. | 15/24 |
| 39725 | New River - Cape Fear River Buoy 154 | 34-04-53.545N 077-52-57.615W | | | | Red nun with yellow triangle. | 15/24 |
| 39726 | New River - Cape Fear River Buoy 154A | 34-04-45.782N 077-53-00.118W | | | | Red nun with yellow triangle. | 15/24 |
| 39730 | New River - Cape Fear River Buoy 155 | 34-04-50.760N 077-52-56.341W | | | | Green can with yellow square. | 15/24 |

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. Summary of Offshore Renewable Energy Installations.
6. Temporary Changes to ATON - Temp Positions.
7. Reported Unexploded Ordnances (UXO).
8. Right Whale Slow Zone.
9. MSIB - Port of Baltimore - Safety Zone.
10. MSIB - Port of Baltimore - Safety Zone - Alternate Temporary Channels.

**SUMMARY OF SHOALING REPORTED
IN THE FIFTH COAST GUARD DISTRICT
ENCLOSURE (1)**

NEW OR UPDATED INFORMATION

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

NEW JERSEY SHOALING

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING

Shoaling has been in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel; depths are currently 5 - 6ft at MLW.
Chart 12316

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING

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

NJ – BARNEGAT INLET – SHOALING

U.S. Coast Guard Sector Delaware Bay is notifying mariners of extreme shoaling at the entrance to Barnegat Inlet. Due to this shoaling Barnegat Inlet Buoy 3 (LLNR 915) and Barnegat Inlet Lighted Buoy 4 (LLNR 925) are unreliable at marking the navigational channel. Mariners are advised to use extreme caution when transiting Barnegat Inlet. See SEC DB BNM 235-22.

Sector Delaware Bay is notifying mariners that there is shoaling reported at the entrance of Barnegat Bay inlet. The shoaling is reported in the main navigation channel between Barnegat Inlet Lighted Buoys 9 (LLNR 950) and 11 (LLNR 995). Mariners are advised to use extreme caution when transiting Barnegat Bay Inlet as some depths at mean low low water could be hazardous to navigation, especially during extreme weather events. 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. See SEC DB BNM 107-21 and SEC DB BNM 196-22

NJ – BARNEGAT INLET – OYSTER CREEK CHANNEL – SHOALING

Shoaling has been observed between Oyster Creek Channel Buoy 38 (LLNR-1090) and Oyster Creek Channel Buoy 40 (LLNR-1095). Shoaling has encroached between both buoys and within channel boundaries. Mariners are to proceed with caution when transiting the area. See SEC DB BNM 0069-23.

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET – SHOALING

Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICW 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 Daybeacon 58 (LLNR 35215) to Buoy 75 (LLNR 35290).

NJICWW Light 110 (LLNR 35435) - 25 yards North, Northeast of aid.

North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).

NJICWW Daybeacon 128 (LLNR 35525) to Light 132 (LLNR 35550).

NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side.

IVO NJICWW Light 170 (LLNR 35685).

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 Buoy 246 (LLNR 35955) Broad Thoroughfare.

Between NJICWW Light 260 (LLNR 36000) and Buoy 266 (LLNR 36020).

Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.

Between NJICWW Daybeacon 344 (LLNR 36285) to Daybeacon 354 (LLNR 36320).

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 Daybeacon 457 (LLNR 36655) Grassy Sound. Ref LNM 24/17

NJICWW Light 465 (LLNR 36675) to Buoy 473 (LLNR 36705).

Chart 12316, 12324

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY – SHOALING

Shoaling has been reported between New Jersey Intracoastal Waterway Daybeacon 159 (LLNR 35640) and New Jersey Intracoastal Waterway Light 160 (LLNR 35645). At low tide, area is impassable. LNM 11/24.

NJ – LITTLE EGG INLET – SHOALING

Shoaling has been observed between Little Egg Inlet Buoy 1 (LLNR 1100) and Little Egg Inlet Buoy 4 (LLNR 1115). Shoaling has encroached channel ward in between the aids. Minimal depths observed at low tide 4ft.
Shoaling has been observed between Little Egg Inlet Lighted Buoy 10 (LLNR 1131) and Little Egg Inlet Lighted Buoy (LLNR 1129). Shoaling has encroached channel ward in between the aids. Little Egg Inlet Lighted Buoy 8 (1129) is no longer marking best water.
Chart 12318

NJ - NEW JERSEY INTRACOASTAL WATERWAY- LITTLE EGG HARBOR TO CAPE MAY – SHOALING

The shoal running from New Jersey Intracoastal Waterway Daybeacon 439 (LLNR 36585) to New Jersey Intracoastal Waterway Light 431 (LLNR 36560) has encroached approximately 50 to 100 yds into the channel. Depths of 1-2' at MLW. Shoaling to less than 2' MLW has been observed on the red side of the channel between New Jersey Intracoastal Waterway Light 436 (LLNR 36575) and New Jersey Intracoastal Waterway Daybeacon 434 (LLNR 36570).
Chart 12316

NJ – SALEM RIVER – SHOALING

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

PENNSYLVANIA SHOALING

PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING

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

PA – NJ – CHESTER RANGE – SHOALING

The Coast Guard has received a report of shoaling 40ft within the PA side of the channel in approximate 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, are reported.

DE – DELAWARE BAY – REHOBOTH BAY – SHOALING

Shoaling reported by unit during seasonal establishment April 7 2021. Shoaling observed from entrance to Rehoboth-Lewis canal south to Rehoboth Bay Channel Buoy 3 (LLNR 2100), depths 2-4 feet at mean low water. Rehoboth Bay Channel Buoy 1 (LLNR 2095) was not able to be established. DB BNM 080-21.
Chart 12304

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING

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

DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING

Shoaling was observed in White Creek to 2 – 5 feet at MLW. Floating Aids to Navigation have been discontinued while fixed aids to navigation have been converted to Warning Daybeacons with "Danger Shoal" on them. SEC DB 055-20.

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, are reported.

DE - INDIAN RIVER CHANNEL – SHOALING

Extreme Shoaling has occurred in the channel on the Indian River from Indian River Channel Daybeacon 64 (LLNR 4551.23) to Indian River Channel Daybeacon 70 (LLNR 4551.23) near Millsboro, DE. This area is inaccessible at low tide and faces a severe hazard to safety. All navigation in this area should use caution as much of the channel has shoaled in with less than 1' MLW average. Shoaling hazard buoys are being placed from Cupola Park entrance and near Marker 68 to denote the worst of the shoaling areas. Signs will be placed at the nearby launching locations to also denote the hazard.

MARYLAND SHOALING

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

Shoaling - a USACE survey conducted on September 12, 2023 has identified shoaling on the north side of the channel across from Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and ocean city inlet lighted buoy 13 (LLNR 4758), indicating a least depth of 6.6 feet at mean low water. Mariners are advised to use caution in the area.
Chart 12211 See MD-NCR BNM 0203-23

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

There has been a report of shoaling in Sinepuxent Bay within the channel boundaries between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) and Sinepuxent Bay Channel Buoy 7 (LLNR 5017), to a depth of 4.5 feet at mean low water. Shoaling has also been reported between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) in the channel, to a depth of 3.0 feet at mean low water. Chart 12211

MD - CHESAPEAKE BAY-NANTICOKE SHOALING

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

MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING

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

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT – FLAG HARBOR – SHOALING

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

MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING

The ACOE Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Warning Light A (LL 16760) to 500 feet up the channel of St. George Creek West Channel Warning Daybeacon B (LL 16765), with a least depth of 3.1 feet MLLW.

MD - POTOMAC RIVER - ST. PATRICK CREEK – SHOALING

Shoaling has been reported in St. Patrick Creek to depths of 2-4 feet at MLW near St. Patrick Creek Channel Buoy 3 (LLNR 17123) and extending to Buoy 7 (LLNR 17145). Shoaling of 1 foot at MLW has been observed within the channel limits in the vicinity of St. Patrick Creek Channel Buoy 4 (LLNR 17130).

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

Shoaling has been reported in St. Jerome Creek to a depth of 3 feet at MLW between St Jerome Creek DBN 3 (18805) and St. Jerome Creek Light 3A (LLNR 18810) and extending to St. Jerome Creek Buoy 4 (LLNR 18812) and St. Jerome Creek Buoy 6 (LLNR 18815). The channel width in the area of Deep Point is reduced to approximately 20 feet.

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

Shoaling exists in St. Catherine Sound Lower Entrance (1) off the northeastern tip of St. Catherine Island extending channel ward between 38-14-17.586N, 076-47-15.562W and 38-14-32.841N, 076-47-14.761W, (2) IVO St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16.

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – CHESAPEAKE BEACH – SHOALING

A USACE survey conducted on 21 OCT 2020 has identified shoaling in the following locations: west of Chesapeake Beach Light 1 (LLNR 19285) spanning the entire width of the channel to a depth of less than 7ft MLW. Additional portions of channel shoaling exists west of Chesapeake beach light 2 (LLNR 19300) and Chesapeake Beach Light 3 (LLNR 19305) spanning the entire width of the channel to a depth of 3ft MLW to 6ft MLW. See Sec MD-NCR BNM 148-21. Chart 12266

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – KNAPPS NARROWS WEST CHANNEL – SHOALING

Shoaling has been observed in the Knapps Narrow West Channel within the channel boundaries between Knapps Narrow West Channel Daybeacon 3 (LLNR 25925) and Knapps Narrow West Channel Daybeacon 5 (LLNR 25931) to a depth of 1 foot at mean low water. See MD-NCR BNM 0082-23. Chart 12266

MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING

Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555), to reported depths less than 4.5 feet at MLW centerline, 2.3 feet on the red side of the channel, and 3.2 feet on the green side. MD-NCR BNM 299-21.

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING

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

MD - CHESAPEAKE BAY - HONGA, NANTICOKE AND WICOMICO RIVERS – FISHING BAY - TAR BAY

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

MD – FISHING BAY – FARM CREEK – SHOALING

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

MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER - CRAB ALLEY BAY - SHOALING

Hazard to navigation - there has been a report of shoaling in Crab Alley Bay approximately 50 yards northwest of Crab Alley Bay Buoy 6, (LLNR 26300), and 200 yards south of Crab Alley Bay Daybeacon 7, (LLNR 26305), in approximate position: 38-55.78n, 076-17.58w to a depth of 2ft at mean low water. SEC MD-NCR BNM 0021-23 LNM 08/23

MD – CHESTER RIVER – KENT ISLAND NARROWS NORTH APPROACH – SHOALING

Hazard to navigation – A USACE survey conducted on May 4, 2021, has identified shoaling to a depth of four feet in the Kent Island Narrows North Approach within the channel boundaries between Kent Island Narrows North Approach Light 2KN (LLNR 26415) and Kent Island Narrows North Approach Light 8 (LLNR 26435). Mariners are urged to use caution when transiting the area. SEC MD-NCR BNM 065-21.

MD - CHESAPEAKE BAY - CHESTER RIVER - QUEENSTOWN CREEK

Hazard to navigation- A USACE survey conducted on July 12, 2021 has identified shoaling northwest of Queenstown Creek Buoy 3 (LLNR 26593) to south of Queenstown Creek Buoy 5 (LLNR 26595). Reported depths of less than four feet centerline and less than three feet closer to the channel boundaries. Least depths are located closer to the red side of the channel near Queenstown Creek Buoy 5 (LLNR 26595) to depths of less than two feet at mean low water. SEC MD-NCR BNM 182-21.

MD – APPROACHES TO BALTIMORE HARBOR – HARTS ISLAND CHANNEL

Corrected chart name and #. Shoaling has been reported by USCG ANT Baltimore via soundings in Harts Island Channel. Depths of 2.0-4.0 feet were observed extending into the channel in vicinity of Harts Island Channel Daybeacon 3 (LLNR 27010). Navigation of the area requires extreme caution. SEC MD-NCR BNM 263-21.
Chart 12278

MD - CHESAPEAKE BAY - HEAD OF CHESAPEAKE BAY - SASSAFRAS RIVER

Hazard to navigation. Shoaling has been reported in Sassafras River extending from Sassafras River Daybeacon 8 (LLNR 27495) to the southeast approximately 520 yards towards Sassafras River Light 10 (LLNR 27500) and into the channel approximately 50 yards to reported depths of seven feet at mean low water. SEC MD-NCR BNM 257-21.
Chart 12274

MD - NORTHEAST RIVER – SHOALING

There has been a report of shoaling in the Northeast River within the channel between Northeast River Buoy 7 (LLNR 27855) and Northeast River Buoy 8 (LLNR 27860). Depths as low as 4.2 feet were observed. Mariners are advised to transit the area with caution. MD-NCR BNM 035-21.
Chart 12274

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.

VIRGINIA SHOALING

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING

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

VA – VIRGINIA INSIDE PASSAGE – WACHAPREAGUE CHANNEL – SHOALING

The Coast Guard reports shoaling between Bradford Bay Light 9 (LLNR 6020) and Wachapreague Channel Junction Lighted Buoy WB (LLNR 6695) and between Bradford Bay Light 9 (LLNR 6020) and Bradford Bay Buoy 8 (LLNR 6025). Depths may be less than 1ft and MLW. Mariners should use caution when transiting the area. See SEC VA BNM 141-22.
Chart 12210

VA – NANDUA CREEK

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

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING

There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot.
Chart 12210

VA – VIRGINIA INSIDE PASSAGE (VIP)

VIP Daybeacon 184 (LLNR 6220) to VIP Daybeacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16, VIP Daybeacon 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.
Chart 12210

VA – LYNNHAVEN INLET – SHOALING

Army Corp of Engineer Survey has indicated shoaling between Lynnhaven Inlet Light 1L (LLNR 10130) and Lynnhaven Inlet Light 3 (LLNR 10136) on the east side of the channel extending into the channel with the Minimum depth of 6.8 feet. Additional shoaling has been located between Lynnhaven Inlet Light 4 (LLNR 10138) and Lynnhaven Inlet Daybeacon 6 (LLNR 10145) on the western side of the channel extending into the Channel with a minimum depth of 2 feet. Navigation in these areas requires extreme caution. SEC VA BNM 022-22.
Chart 12222, 12221, 12254

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING

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

VA – LITTLE CREEK HARBOR – SHOALING

Shoaling has encroached approximately 20ft into the channel from the shoreline to approximate position 36-55.48N, 076 10.58W. The location of the shoal is approximately 120yds north of Little Creek Harbor Light 7 (LLNR 10525). Visually the shoal can be observed. Depth at tip of shoal is approximately 2' with a significant depth drop to approximately 18ft.

VA - GREAT BRIDGE TO ALBEMARLE SOUND - INTRACOASTAL WATERWAY – SHOALING

There has been a report of shoaling in the VA Intracoastal Waterway approximately 1.15 nm south of North Landing Bridge IVO positions 36-42.71N, 076-04.87W, and 36-42.75N, 076-05.00W, to a least depth of 0.5 feet.
Chart 12206

VA – CHESAPEAKE BAY - 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.

VA – HAMPTON ROADS - WILLOUGHBY BAY

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

VA – PAGEN RIVER – SHOALING

Shoaling has been located on the approach to Jones Creek outside of the Pagan River Channel between Pagan River Channel Light 13 (LLNR 11415) and Jones Creek Daybeacon 2 (LLNR 11420). Depths observed 4ft at approximately 3 hours before MLW. HR BNM 254-20. Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel Daybeacon 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT. HR BNM 218-19.
Chart 12248

VA – BENNET CREEK – POQUOSON RIVER – SHOALING

Shoaling was reported on the east side of channel in between Bennett Creek - Poquoson River Light 4 (LLNR 13270) and Bennett Creek - Poquoson River Light 6 (LLNR 13275). Depth of 3 feet at MLW. See SEC VA BNM 082-22.
Chart 12238

VA – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER

A recent NOAA survey identified shoaling to a depth of 8 ft at MLW in Back River between Back River Channel Daybeacon 6 (LLNR 12930) and Back River Channel Light 5 (LLNR 12925). The survey also identified shoaling around Back River Channel Light 4 (LLNR 12920) to a depth of 10ft at MLW.
Chart 12222

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

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

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

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

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

Shoaling to less the 4 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Daybeacon 10 (LLNR 13820). HR BNM 170-14.
Chart 12243

VA – GREAT WICOMICO RIVER – SHOALING

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

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE – BROAD CREEK CHANNEL – SHOALING

Norfolk District Army Corp of Engineers survey of Broad Creek Channel indicates shoaling with least depth of 4.5' at MLLW on the northwest (red) side of channel in vicinity of Broad Creek Channel Daybeacon 2 (LLNR 14970), and on the southeast (green) side of the channel with a least depth of 5.3' at MLLW in the vicinity of Broad Creek Channel Wreck Light WR3 (LLNR 14973). Mariners are requested use extreme caution when operating in the vicinity. See SEC VA BNM 0159-23 – LNM 34/23.

VA – RAPPAHANNOCK RIVER – SHOALING

Rappahannock River mile 60 to 63, Devils Elbow. Shoaling has been reported to a depth of less than 4ft at mean low water along the eastern side of the channel from Horse Head Point to south of Toby's Point extending along the eastern side of Toby's Point to North Bend. HR BNM 051-17, LNM 08/17.

VA - RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING

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

VA – CHESAPEAKE BAY TO PINEY POINT – LITTLE WICOMICO RIVER – SHOALING

Shoaling has been reported in Little Wicomico River within the channel Boundaries between Little Wicomico River Light 4 (LLNR 16355) to the south approximately 75 yards towards Little Wicomico River Light 5 (LLNR 16360) to reported depths of three feet at mean low water.

VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING

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

VA – CHESAPEAKE BAY – TANGIER SOUND - TANGIER ISLAND EAST CHANNEL – SHOALING

There has been a report of shoaling in the Tangier Island East Channel within the channel boundaries between Tangier Island East Daybeacon 6 (LLNR 22765) and Tangier Island East Channel Light 7 (LLNR 22770) to a depth of three feet.

VA - CHESAPEAKE BAY - POCOMOKE SOUND - DEEP CREEK – SHOALING

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

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

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

VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING

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

VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - BONUM CREEK - SHOALING

Soundings in Bonum Creek indicates shoaling in the channel between Bonum Creek Warning Daybeacon C (LLNR 16885), Bonum Creek Warning Daybeacon D (LLNR 16890), and Bonum Creek Warning Daybeacon E (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Warning Daybeacons C and D. Mariners are urged to use caution.

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING

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

VA – RUDEE INLET – SHOALING

February 27, 2024 survey indicates shoaling starting approximately 175' East of the east ends of the jetties; least depth 8.6'MLLW, and from the east ends Westward for approximately 550' with a least depth of 8.6'MLLW.

NORTH CAROLINA

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING

Shoaling exists within Walter Slough Channel. Shoaling to 3-4 feet MLW was observed between Walter Slough Buoy 8 (LLNR 28335) and Walter Slough Lighted Buoy 9 (LLNR 28340). NC BNM 134-20.

NC - HATTERAS INLET - SHOALING

Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 2 feet at mean low water. Shoaling continues to encroach the channel near Hatteras Inlet Channel Lighted Buoy 12A (LLNR28732.1), and Hatteras Inlet Channel Buoy 15 (LLNR 28736). Depths of less than 4 feet MLW have been reported between Hatteras Inlet Channel Buoy 18 (LLNR 28760) and Hatteras Channel Lighted Buoy 19 (LLNR 28760). Some aids to navigation in the inlet may be unreliable. NC BNM 029-22, 030-22.

Shoaling has been observed on ACOE survey in the vicinity of Hatteras Inlet Channel Lighted Buoy16 (LLNR 28750). Depths of 3 feet MLW reported in approximate position: 35-12-07.188N, 075-43-38.916W. NC BNM 268-22.

NC – BARNEY SLOUGH - SHOALING

Shoaling exists North East of Barney Slough Channel Buoy 3A (28721.6). Reported depths of 4 feet MLW in position 35-47-34.526N, 075-31-34.764W. Shoaling extends to middle of channel to a depth of 4 FT MLW. Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. Shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7) and Barney Slough Channel Lighted Buoy 16 (LLNR 28723.9). NC BNM 204-20, 013-20, 027-22.

NC - OCRACOKE INLET - SHOALING

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

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

Severe shoaling between Barden Inlet Buoy 24 (LLNR 29240) and Back Sound Lighted Buoy 1 (LLNR 29315) has rendered the waterway un-mark able. All floating aids were removed. Pending dredging operations or waterway improvements, Barden Inlet Channel no longer connects to Back Sound Channel. Mariners should navigate the area with caution, local knowledge is recommended. NC BNM 409-20.
Chart 11545

NC – PAMLICO SOUND – CORE SOUND – WAINWRIGHT SLUE – SHOALING

Due to lack of navigable water all floating aids have been removed and all remaining fixed aids converted to non-lateral warning beacons up to Core Sound Light 11 (LLNR 34370) proceeding south from Pamlico Sound. The remaining fixed aids are scheduled for removal. Pending future dredging or waterway improvements, the Core Sound waterway is no longer accessible from Pamlico Sound. NC BNM 404-20.

NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING

Wilmington District USACE Survey of 12 Mar 2020 has identified significant shoaling IVO Harker's Island in The Straights. Depths as low as 4ft MLW were found between Harkers Island Straits Light 14 (LLNR 29382) and Harkers Island Straits Light 15 (LLNR 29384). NC BNM 085-20.
Chart 11545

NC – BOGUE INLET – SHOALING

Bogue Inlet shoaling has intensified, survey conducted shows worsening shoaling with MLLW consistency below 4' in channel. Bogue Inlet Buoys 1, 2, and 3 have been temp disestablished in attempt to mitigate misleading signals. SEC NC-BNM 0041-24 update-1.
Chart 11541

NC – BOGUE SOUND – NEW RIVER – SHOALING

Shoaling has been observed between Bogue Sound – New River Buoy 66B (LLNR 39243) and Bogue Sound – New River Light 66 (LLNR 39245), south of buoy 66B. Shoaling is reported of less than 4FT MLW and extends into the channel. See SEC NC BNM 0298-22.

Shoaling has been observed in the vicinity of Bogue Sound - New River Buoy 72A (LLNR 39300) and Bogue Sound - New River Buoy 74 (LLNR 39305) depths as low as 4 ft MLW extending into the channel. See SEC NC BNM 0118-24.
Chart 11541

NC – NEW RIVER - NEW RIVER INLET – SHOALING

Significant shoaling has occurred in New River Inlet between New River Inlet Lighted Buoy 1 (LLNR 29655) and New River Inlet Lighted Buoy 2 (LLNR 29660) with depths of 3' - 4' MLW present. Significant shoaling has occurred between New River Inlet Buoy 9A (LLNR 29712) and New River Inlet Buoy 10 (LLNR 29720) with depths of 1' - 2' MLW. Buoys are representing misleading signal due to extreme shoaling. See SEC NC BNM 0295-22.
Chart 11542

NC – NEW RIVER – SHOALING

Shoaling exists in the vicinity of the channel to Jacksonville spanning the entire width of the channel between New River Channel Daybeacon 16 (LLNR 29750) and New River Channel Light 17 (LLNR 29760). Depths reported of 4ft MLW. SEC NC BNM 181-22.
Chart 11542

NC – BOGUE SOUND – SHOALING

Shoaling found via survey between Bogue Sound Light 6 (LLNR 38815) and Bogue Sound Daybeacon 7 (LLNR 38840). Shoaling encroaching across the channel from the south. SEC NC 0002-24.

Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895). Survey indicates depths as low as 5FT MLW encountered in channel center and depths as low as 4FT have been reported. Depths close to channel markers may be less. Conditions may change rapidly and mariners are advised to transit the area with caution. The most recent ACOE survey can be found here:

<https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/aiww>

Chart 11541

NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING

Aids to Navigation in Lenoxville Point have been relocated to mark best available water. Shoaling still exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760) and channel remains very narrow. Users of waterways should observe new route of channel and new locations of shoaling which can be viewed on US Army Corps of Engineers Hydrographic Survey – Taylor's Creek East. See SEC NC BNM 303-22.
Chart 11545

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING

Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18.
Chart 11553

NC – NEUSE RIVER – WHITTAKER CREEK

Shoaling has been reported from Whittaker Creek Daybeacon 3 (LLNR 33723) to Whittaker Creek Daybeacon 5 (LLNR 33730). Shoaling is encroaching from western side of channel, expanding roughly 70% of channel width between Whittaker Creek Daybeacon 3 (LLNR 33723) and Whittaker Creek Daybeacon 4 (LLNR 33725). Depths of 3.5' MLLW has been reported. See SEC NC BNM 0439-23. LNM 40/23. Additional project information is available on the Coastal Virginia Offshore Wind project web page (www.coastalvawind.com)
Chart 12200

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CORE CREEK – SHOALING

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

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING

Shoaling has been reported IAW the most recent ACOE survey dated 26 OCT 2020 IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736). Reported depths of 4 feet MLW encroaching from east side of channel. NC BNM 415-20.
Chart 11541

NC – OLD TOPSAIL CREEK – SHOALING

Significant shoaling has encroached between Old Topsail Creek Buoy 1 (LLNR 30032), Old Topsail Creek Buoy 2 (LLNR 30033) Old Topsail Creek Buoy 3 (LLNR 30034). Depths of 2' MLLW have been reported. SEC NC BNM 0393-23.
Significant shoaling has been observed in Old Topsail Creek between Old Topsail Creek Buoy 6 (LLNR 30036), Old Topsail Creek Buoy 7 (LLNR 30037) and Old Topsail Creek Buoy 8 (LLNR 30038) Spanning the width of the channel. Depths of less than 3' at MLW have been observed. Mariners are advised to transit the area with caution. SEC NC BNM 381-21.
Chart 11541

NC – BANKS SLOUGH CHANNEL – SHOALING

Significant shoaling has occurred in Banks Slough Channel between Banks Slough Channel Buoy 2BS (LLNR 30048) and Banks Slough Channel Buoy 3 (LLNR 30048.02) spanning the width of the channel. Depths of 2' MLW have been reported.
Chart 11541

NC - NEW TOPSAIL INLET – SHOALING

Significant shoaling has occurred from New Topsail Inlet Buoy 1 (LLNR 29975), New Topsail Inlet Buoy 2 (LLNR 29985), New Topsail Inlet Buoy 7 (LLNR 30020) have been reported expanding the width of the channel. Depths of 4' MLLW have been reported. Mariners are advised to transit the area with extreme caution. See SEC NC BNM 0270-22 UPDATE-1.
Chart 11541

NC - CAROLINA BEACH INLET – SHOALING

Significant shoaling has been reported in Carolina Beach Inlet in the vicinity of Carolina Beach Inlet Buoy 3 (LLNR 30275) spanning the width of the channel. Depths of 4'-5' MLW have been reported. SEC NC BNM 368-21.
Chart 11534

NC – NEW RIVER – CAPE FEAR RIVER – SHOALING

Shoaling has been observed in the vicinity of New River- Cape Fear River Buoy 121 (LLNR 39597) and New River- Cape Fear River Buoy 121a (LLNR 39598) depths as low as 4 ft MLW extending into the channel. SEC NC BNM 0007-24.
Shoaling has been observed in the vicinity of New River - Cape Fear River Buoy 154 (LLNR 39725) and New River - Cape Fear River Buoy 154A (LLNR 39726). Depths as low as 3 ft MLW extending into the channel. SEC NC BNM 0062-24.
The shoal that is adjacent to the red side of the channel between New River – Cape Fear River Daybeacon 170 (LLNR 39860) and New River - Cape Fear River Light 168 (LLNR 39857) has encroached to the edge of the channel. Depths of 4-5ft at MLW have been observed.
Chart 11537

NC – MYRTLE GROVE SOUND TO CASINO CREEK – LOCKWOODS FOLLY INLET

Significant shoaling has occurred in Lockwoods Folly Inlet spanning the width of the channel between Lockwoods Folly Inlet Lighted Buoy 1 (LLNR 31010), Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31015), Lockwoods Folly Inlet Buoy 3 (LLNR 31020), Lockwoods Folly Inlet Buoy 4 (LLNR 31025). Survey indicates depths as low as 3ft MLW in these areas. Significant shoaling is also present on the east and west side of the channel between Lockwoods Folly Inlet Buoy 3 (LLNR 31020) and Lockwoods Folly Inlet Buoy 5 (LLNR 31027), and between Lockwoods Folly Inlet Buoy 4 (31025), and Lockwoods Folly Inlet Buoy 6 (LLNR 31030) with depths recorded at 2ft MLW. Conditions may change rapidly and mariners are advised to transit the area with caution. The most recent ACOE survey can be found here:<https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/aiww>
SEC NC BNM 0456-23

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

ENCLOSURE (2)

Updated April 2, 2024

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR DELAWARE BAY

- **Delaware**

Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)

Broadkill River – Bridge 3-155 N&S (SR 1/SR 14/Coastal Highway) – Permit (2-21-5) signed October 14, 2021, for a fixed bridge across Broadkill River, mile 8.08, near Milton, Sussex County, DE with a horizontal clearance of 50 feet and a vertical clearance of 16.5 feet above mean high water. (MT)

Cedar Creek – SR36 Bridge – Drawbridge replacement – Preliminary Navigation Clearance (PNCD) issued on August 23, 2022; vertical clearance of 4 feet above mean high water in the closed position and unlimited vertical clearance above mean high water in the open position with a horizontal clearance of 27 feet. (MT)

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

Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)

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

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

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

Big Timber Creek – Route 130 Bridge – Permit (4-22-5) signed October 12, 2022, for a fixed bridge across the Big Timber Creek, mile 0.9 between Borough of Westville, Gloucester County and Borough of Brooklawn, Camden County, NJ. The bridge will provide a minimum vertical clearance of 14.73 feet above mean high water and a horizontal clearance of 60 feet centered on the axis of the navigable channel. (MS)

Maurice River – SR 49 (CR 555/Main Street) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on August 8, 2023; vertical clearance of 3.46 feet above mean high water and a horizontal clearance of 60 feet centered on the axis of the channel. (MT)

- **Pennsylvania**

Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. Extension of time to October 31, 2024, for completion of construction/removal of existing structure (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland** –

Potomac River – Governor Harry Nice Memorial Bridge – Permit (1a-20-5) signed June 25, 2020, for a fixed replacement bridge with a vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the new bridge will be shifted approximately 115 feet to the west of the center of the current navigation span. (KB)

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

- **Washington DC** –

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

- **Virginia (Northern)** – None.

SECTOR VIRGINIA

- **Virginia (Southern)**

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

Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)

Willoughby Bay – Permit (140b-68-5) signed December 22, 2020, for I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - fixed bridge modification; vertical clearance of 25 feet above mean high water, horizontal clearance of 50 feet, and width of 168.84 feet (MT)

Blackwater River - Permit (4-20-5) signed July 29, 2020, for a fixed bridge replacement providing a vertical clearance of 35 feet above mean high water and a horizontal clearance of 60 feet. (MS)

Cat Creek - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on May 11, 2021; vertical clearance of 12.8 feet above mean high water and a horizontal clearance of 60 feet. (MS)

Hampton River and East Branch (of the Hampton River):

All interested parties are notified that an application dated February 6, 2024, has been received from the Virginia Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for modification and replacement of existing highway fixed bridges over navigable waterways of the United States.

WATERWAY AND LOCATION: Hampton River and East Branch (of the Hampton River), mile 1.25, at Hampton, VA.

CHARACTER OF WORK: The proposed project is to widen and rehabilitate the existing bridge structure carrying I-64 westbound traffic and to replace the existing bridge structures with a widened structure carrying I-64 eastbound traffic over the Hampton River and East Branch (of the Hampton River). The piers and piles of the existing bridge structure carrying I-64 westbound traffic will remain and the piers and piles of the existing bridge structures carrying eastbound traffic will be removed to at least two feet below the existing mudline. The purpose of the project is to provide additional roadway travel lanes, provide maintenance for the existing westbound structure's longevity, and to fully replace and widen the aging eastbound bridges.

MINIMUM NAVIGATIONAL CLEARANCES: ^{1 2 3}

(Hampton River): The existing I-64 eastbound bridge has a vertical clearance of 27.34 feet and a horizontal clearance of 81.00 (56.25) feet and the existing I-64 westbound bridge has a vertical clearance of 30.19 (27.34) feet and a horizontal clearance of 56.25 feet.

(East Branch): The existing I-64 eastbound bridge has a vertical clearance of 30.76 feet and a horizontal clearance of 121.20 (50.40) feet and the existing I-64 westbound bridge has a vertical clearance of 40.00 (30.76) feet and a horizontal clearance of 50.40 feet.

(Hampton River): The proposed I-64 eastbound bridge will have a vertical clearance of 30.19 feet and a horizontal clearance of 107.17 (56.25) feet and the proposed I-64 westbound bridge will have a vertical clearance of 30.67 (30.19) feet and a horizontal clearance of 56.25 feet.

(East Branch): The proposed I-64 eastbound bridge will have a vertical clearance of 31.29 feet and a horizontal clearance of 35.35 (22.25) feet and the proposed I-64 westbound bridge will have a vertical clearance of 40.00 (31.29) feet and a horizontal clearance of 41.55 (22.25) feet.

The Coast Guard has decided to issue this public notice for 21 days, given that the proposed I-64 bridges over the Hampton River will provide equal or greater navigational clearances over the existing bridges and that exceed the navigational clearances of the Pembroke Avenue Bridge approximately 0.05 miles upstream from the I-64 bridges over the Hampton River.

A copy of **Public Notice D05PN-02-2024**, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at <https://www.navcen.uscg.gov/public-notices-for-bridges-active-by-district?district=5&subdistrict=n>. Comments on this proposal should be forwarded to the address in the notice no later than **February 28, 2024**. (HP)

SECTOR NORTH CAROLINA

- **North Carolina**

The Straits – Harkers Island Bridge – Fixed replacement bridge - Permit (2-20-5) dated September 30, 2020, vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)

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

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

Currituck Sound – Proposed new fixed bridge across mid-Currituck Sound, approximately 18 miles north of the Wright Memorial Bridge, between Aydlett (on the mainland) and Corolla (on the Outer Banks), at Currituck County, NC. Preliminary Navigation Clearance Determination (PNCD) issued on February 9, 2021; vertical clearance of 20 feet above mean high water and a horizontal clearance of 40 feet. (MS)

Atlantic Intracoastal Waterway (New Port River – Proposed modified fixed bridge - Newport River Bridge, carrying US 70 over the Atlantic Intracoastal Waterway, mile 203.8, near Morehead City, Carteret County, NC. Preliminary Navigation Clearance Determination (PNCD) issued on October 20, 2022; vertical clearance of 65 feet above mean high water and a horizontal clearance of 80 feet. (MT)

Dawson Creek - SR 1302 (Janeiro Road) Bridge – Proposed replacement fixed bridge preliminary navigation clearance determination (PNCD) with a horizontal clearance of 70 feet and a vertical clearance of 10.89 feet above mean high water. (MS)

Bath Creek - NC 92 (Ray S. Brooks) Bridge, mile 2.1, Bath, Beaufort County, NC – replacement of span 25 (navigation span). Permit 6-23-5 signed on January 19, 2024, vertical clearance of 11.86 feet above mean high water and a horizontal clearance of 37 feet. (AB)

Regulations:

SECTOR DELAWARE BAY

- **Delaware** – None

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

Rancocas Creek - US Route 543 (Riverside-Delanco) Bridge – To reduce the number of openings during off-peak hours, the bridge will be maintained in the closed-to-navigation position from 7 a.m. to 3 p.m., and from 8 p.m. to 11 p.m., Monday through Friday, from 7 a.m. to 1 p.m., and from 8 p.m. to 11 p.m., Saturday and Sunday, and from 11 p.m. to 7 a.m., daily, from May 9, 2023, through October 15, 2023. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. At all other times the bridge will operate per 33 CFR 117.745 (b). (MS)

- **Pennsylvania** – None

¹ Clearances in parenthesis are effective clearances, due to constraints or geography between adjacent structures.

² Vertical Clearances in feet above mean high water at North American Vertical Datum of 1988 (Existing/Proposed)

³ Horizontal Clearances are normal to the axis of the channel.

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Washington, DC & Virginia (Northern)*
Potomac River - I-95/I-495 (Woodrow Wilson Memorial Bridge) - New contact number. Any Mariners requesting transit should contact 571-513-3745. (CT)
- *Maryland*
Potomac River - I-95/I-495 (Woodrow Wilson Memorial Bridge) - New contact number. Any Mariners requesting transit should contact 571-513-3745. (CT)

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

- *North Carolina* – None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*
Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through July 2024. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)
New Jersey (Central & Southern)
Delaware River - Benjamin Franklin Bridge – Bridge maintenance will be performed from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project channel will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic; however, the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.
Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48-hour notice is given to Eric.Dovak@Skanska.com.
Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.
A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor's representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area. (HP)
Delaware River - SR 90 (Betsy Ross) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from March 5, 2024, through November 7, 2027. During the maintenance period, work platforms and containment will reduce the vertical clearance of the entirety of the bridge, reducing the vertical clearance of the bridge navigational channel to approximately 136 feet of vertical clearance above mean high water. A safety vessel will be located onsite in the vicinity of the bridge, but will not be in the navigational channel or restrict vessel transits. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (856) 979-1593. Mariners should use extreme caution navigating through the area. (MT)
Shark River - SR 71 (Main Street) Bridge – Bridge has sustained a casualty and will not be capable of normal operations. Emergency maintenance of the bridge bascule spans will occur. The bridge has been secured in the open-to-navigation position until further notice. Vessels may transit through the bridge unrestricted at all times. Mariners should use extreme caution when transiting the area. (MT)
Delaware River - I-676 (Benjamin Franklin) Bridge – Bridge maintenance project is scheduled from 7 a.m. to 3:30 p.m.; Wednesday-Thursday; from April 3, 2024, through April 4, 2024. Alternative dates will be from 7 a.m. to 3:30 p.m. from April 17, 2024, through April 18, 2024. During the work hours, a tugboat and 40ft x 30ft barge will be located in the vicinity of the bridge. During the maintenance period the navigational channel of the bridge will be unrestricted at all times. The barge will be transferring the steel from the bridge to the barge. The tugboat and safety boat will be used in the waterway and will be monitoring VHF-FM Channel 13 and may be reached at 267-249-0866 and 856-472-5235, respectively. At no time during the project will the waterway be closed to navigation. Mariners are advised to exercise caution when transiting the area. (MT)
- *Pennsylvania* –
Schuylkill River - Schuylkill River Park Trail - along the eastern bank of the Schuylkill River - Construction activities commenced in mid-February 2022, and are scheduled to conclude at the end of April 2025. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. 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. Mariners should navigate the vicinity of construction with due caution at minimum safe speed. (HP)
Schuylkill River - CSX (Tasker Avenue/BAK-2) Railroad Bridge - Bridge casualty. Until further notice, the eastern navigation span will be restricted; the western navigation span of the bridge will be available for vessels to safely transit through the bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The drawbridge will continue to operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.905 (a). (MT)
Delaware River - Cochection Turnpike (Cochection-Damascus) Bridge – Bridge maintenance which began in August 2023, will recommence and be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from April 1, 2024, through August 1, 2024. During the maintenance period, a painting

containment system will be installed on the bridge which will reduce the vertical clearance of the bridge to approximately 20 feet of vertical clearance at mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (607) 235-3004 or (607) 621-5947. Mariners should use caution navigating through the area. (MT)

Delaware River - Delaware Memorial Bridge – Bridge construction of the bridge collision protection began July 2023, and is expected to finish August 2025. Work will be ongoing from 7:00 a.m. to 5:30 p.m.; Monday-Saturday. 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. Barges will be on scene 24/7 and will be located outside the navigation channel. Temporary work platforms will be in place for the duration of construction of the bridge collision protection system. The waterway will remain open to navigation. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area. (JW)

Delaware River - SR 90 (Betsy Ross) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from March 5, 2024, through November 7, 2027. During the maintenance period, work platforms and containment will reduce the vertical clearance of the entirety of the bridge, reducing the vertical clearance of the bridge navigational channel to approximately 136 feet of vertical clearance above mean high water. A safety vessel will be located onsite in the vicinity of the bridge, but will not be in the navigational channel or restrict vessel transits. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (856) 979-1593. Mariners should use extreme caution navigating through the area. (MT)

Darby Creek - SR 420 (Wanamaker Avenue) Bridge – Bridge construction activities will begin on March 11, 2024, and are expected to finish on July 12, 2027. Work will be on-going from 6 a.m. to 6 p.m.; Monday-Saturday. 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. A tug, a material barge, manlift barges, and support vessels will be operating or stationed in the vicinity of the existing and new bridge structures. For the duration of the construction period, cofferdams will be located within the navigational channel of the bridge reducing the horizontal clearance of the bridge to approximately 45 feet of horizontal clearance. During the work hours, two forty-foot manlift barges and one forty-foot material barge may be located within the reduced navigational channel of the existing and new bridge structures providing access for demolition/construction activities. Vessels may safely transit through the bridge during the work hours if at least a two-hour prior notice is given to the R.E. Pierson Construction Company. R.E. Pierson Construction Company tug and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The PennDOT Construction Manager may be contacted at (610) 476-7874 and P.E. Pierson Construction Company may be contacted at (609) 743-1617 or (609) 364-7105 or 609-743-7134. Project information may be found at [https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/DelawareCounty/Pages/Route-420-\(Wanamaker-Ave.\)-Darby-Creek-Bridge-Replacement.aspx](https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/DelawareCounty/Pages/Route-420-(Wanamaker-Ave.)-Darby-Creek-Bridge-Replacement.aspx). (MT)

Delaware River - I-676 (Benjamin Franklin) Bridge – Bridge maintenance project is scheduled from 7 a.m. to 3:30 p.m.; Wednesday-Thursday; from April 3, 2024, through April 4, 2024. Alternative dates will be from 7 a.m. to 3:30 p.m. from April 17, 2024, through April 18, 2024. During the work hours, a tugboat and 40ft x 30ft barge will be located in the vicinity of the bridge. During the maintenance period the navigational channel of the bridge will be unrestricted at all times. The barge will be transferring the steel from the bridge to the barge. The tugboat and safety boat will be used in the waterway and will be monitoring VHF-FM Channel 13 and may be reached at 267-249-0866 and 856-472-5235, respectively. At no time during the project will the waterway be closed to navigation. Mariners are advised to exercise caution when transiting the area. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

• Maryland

Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge - To facilitate bridge explosive demolition operations at the old Gov. Harry W. Nice/Sen. Thomas "Mac" Middleton Memorial (US-301) Bridge, located between Charles County, MD and King George County, VA, the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River from **12:01 a.m. on November 08, 2023, through 11:59 p.m. on January 31, 2024**. The safety zone will cover two areas:

Area 1. All navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21'48.14" N, 076°59'40.45" W, thence south to 38°21'37.90" N, 076°59'38.25" W, thence west to 38°21'35.18" N, 076°59'59.06" W, thence north to 38°21'45.57" N, 077°00'01.84" W, and east back to the beginning point, located between Charles County, MD and King George County, VA.

Area 2. All navigable waters of the Potomac River within 1,500 feet of the explosives barge located in approximate position 38°21'21.47" N, 076°59'45.40" W.

all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21'51.57" N, 076°59'14.53" W, thence south to 38°21'41.35" N, 076°59'12.33" W, thence west to 38°21'37.90" N, 076°59'38.25" W, thence north to 38°21'48.14" N, 076°59'40.45" W, and east back to the beginning point, located between Charles County, MD and King George County, VA.

These coordinates are based on datum NAD 83.

The Coast Guard will issue a Broadcast Notices to Mariners via VHF-FM marine band radio about the status of the safety zone. Under the general safety zone regulations in subpart C of 33 CFR part 165, except for marine equipment operated by Skanska-Corman-McLean, Joint Venture, or its subcontractors, you may not enter the safety zone described unless authorized by the *Captain of the Port* Maryland-National Capital Region (COTP) or the COTP's designated representative. Mariners requesting to transit any of these safety zone areas must first contact the Skanska-Corman-McLean, Joint Venture designated representative, the on-site project manager by telephone number 785-953-1465 or on Marine Band Radio VHF-FM channels 13 and 16 from the pusher tug. If permission is granted, mariners must proceed at their own risk and strictly observe any and all instructions provided by the COTP, Skanska-Corman-McLean, Joint Venture, or designated representative to the mariner regarding the conditions of entry to and exit from any area of the safety zone. The COTP or the COTP's representative can be contacted by telephone number 410-576-2693 or on Marine Band Radio VHF-FM channel 16 (156.8 MHz). Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2519 or (410) 576-2693 or MDNCRWaterways@uscg.mil. (DB/HP)

Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) East Bound Bridge - Bridge maintenance will be conducted from 6:30 a.m. to 5:30 p.m.; 7 days a week; from March 1, 2023, through December 2024. During work hours, work vessels will be located in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. Mariners should use caution navigating through the area. (MT) through the bridge. Mariners should use caution navigating through the area. (MT)

Susquehanna River - U.S. Route 40 (Thomas J. Hatem Memorial) Bridge - To facilitate replacement of the coating systems on the structural steel members of the bridge, a containment system will be located on and around the vicinity of the bridge from January 27, 2024, through November 7, 2025. The containment system will reduce the vertical clearance of the bridge by approximately 3 feet to approximately 84 feet above mean high water. A barge will be in and around the vicinity of the bridge which will reduce the horizontal clearance by approximately 53 feet to approximately 267 feet. The work vessel can be reached on VHF-FM channel 13. The project superintendent can be reach at (443) 250-

8791. Mariners should use extreme caution while navigating in the vicinity of the bridge. (JW)

Susquehanna River - Conrail Bridge – Bridge pier demolition of ten piers. Phase 1 installation of bird deterrent netting system begins 7 a.m. to 5:30 p.m. from February 5, 2024, through March 8, 2024. Phase 2 demolition of ten piers begin 7 a.m. to 5:30 p.m. from June 17, 2024, through October 31, 2024. All work being completed will be outside the navigation channel. The waterway will remain open to navigation. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. All mariners should use caution when transiting the area. (JW)

Isle of Wight (Sinepuxent) Bay - US 50 (Harry W. Kelley Memorial) Bridge - To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 5 p.m. from March 11, 2024, through March 15, 2024, and from 8 a.m. to 5 p.m. on March 18, 2024, through March 22, 2024. Vessels able to pass through the bridge in the closed position may do so at any time. During the closure, the bridge will open for vessels upon signal, if given at least a 10-minute notice. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.559. Mariners should use caution when transiting the area. (JW)

Chester River - S213 (SR 213/MD 213/Chestertown Church Hill Road) Bridge – Bridge inspection will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; from April 1, 2024, through April 9, 2024. A work vessel with a dive team will be located in and around the vicinity of the bridge. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (443) 975-4030 or (443) 853-1844. Mariners should use extreme caution navigating through the area. (MT)

- **Washington DC**

Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge –

Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues to December 31, 2024. The federal navigation channel east of the original center submerged pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled “DANGER” mark the ongoing bridge demolition in the Federal Channel. In addition, lit temporary piles are positioned around the old pier. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course through the work site (CT/HP)

- **Virginia (Northern) – None.**

SECTOR VIRGINIA

- **Virginia (Southern)**

Hampton Roads - I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges -. Construction activities commenced on March 15, 2021, and are expected to continue through November 2025. Marine construction activity will take place 24-hours per day, seven days a week. The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. 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 approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.

Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.

Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.

Phoebus Safe Harbor Area – As charted. Changes pending. This area will only be used by HRBT Expansion project vessels in advance of a severe weather event that requires the vessels to be securely anchored or spudded down in that location. The corners of the safe harbor area are marked with yellow buoys with flashing yellow lights. When utilized, mariners should keep clear of the area.

Willoughby Bay Mooring and Safe Harbor Area – As charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrctpiv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>. (MT)

Willoughby Bay - I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Construction activities began on June 7, 2021, and are expected to continue through December 2025. Marine construction activity will take place 24-hours per day, seven days a week.

The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. 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 spans or located within the specific Mooring/Safe Harbor area.

Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines.

Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted entry or mooring within the exclusion zone throughout the duration of the project.

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels and channels 67 & 71 while operating in the project area. To reach an on-scene manager, call Hampton Roads Connector Partners at 757-703-6060 and the call will be forwarded to an On-Call Hampton Roads Connector Partners Marine contact. You may also contact Hampton

Roads Connector Partners via email at MarineOps@hrcpvj.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>. (MT)

Western Branch of the Elizabeth River - US 17 (Churchland) Bridge –The horizontal clearance will be reduced to 35 feet, 24 hours a day, until November 30, 2023. There will be a work barge IVO the bridge during this time. Vessels able to pass may do so at any time. The project officer can be reached via cell at (757) 708-2900, or on VHF/FM CH 13. All mariners should use caution when transiting the area. (MS)

Diascund Creek - SR 601 (Hicks Island Road) – Bridge construction activities which began May 2023, are expected to finish on January 24, 2025. Work will be on-going from 7 a.m. to 5:30 p.m., Monday-Saturday. 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. A 20x8 foot wide work barge, 17-foot safety boat, will be operating or stationed in the vicinity of the existing and new bridge. A temporary trestle bridge will be constructed adjacent to the existing bridge site to allow for vehicular travel. The temporary trestle bridge will have a vertical clearance of approximately 2 feet at mean high water, and a horizontal clearance of approximately 25 feet. During the demolition of the existing bridge and construction of new bridge, the east and west channels will each be reduced to approximately 13 feet between the abutment and pier cofferdams and one of the channels will be occupied by the work barge, while the other channel will be available for vessels to safely transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Bryant Structures' work barge and safety boat will be operating in the area. The VDOT Construction Manager may be contacted at (757) 719-0556 and Bryant Structures' may be contacted at (757) 869-6591 or (757) 897-8728. Project information may be found at <https://www.virginiadot.org/projects/hampton-roads/route-601-over-diascund-creek.asp>. (MT)

Hampton River and East Branch of the Hampton River – I-64 Westbound Bridge, I-64 Eastbound Bridges - Bridge construction began on March 4, 2024, and will continue through December 31, 2026, Monday through Saturday, from 6 a.m. to 6 p.m., daily. 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. Construction includes widening and repairs of the I-64 Westbound Bridge, and replacement of I-64 Eastbound bridges. Work activities include pile driving, concrete bent cap construction, erection of precast concrete girders, superstructure deck placements, structural steel erection and removal of existing structures. To facilitate bridge construction, temporary work trestles will be constructed alongside the existing bridges (Westbound and then Eastbound), and crane barges, material barges and work boats will be stationed and/or operating in the vicinity of the bridges and navigational channel. The work trestle in the vicinity of Hampton Spit has a removable trestle span. Vessels intended transit to or from Hampton Spit may do so, if at least 24-hours notice is given to the project foreman. Work vessels barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 639-5179 or (252) 312-4876. Mariners should use extreme caution when navigating through the area. (HP)

Cypress Creek - Route 10 Bypass Bridge – Bridge maintenance will not restrict the height or width of the main navigational channel. The equipment will be present at night, have nighttime navigational lights, and spudded down. Maintenance will be from December 11, 2023, through June 25, 2025. The project foreman can be contacted on VHF-FM channel 13 and 16. All mariners should use caution when transiting the area. (JW)

Dismal Swamp Canal (Atlantic Intracoastal Waterway) - Deep Creek Bridge – Bridge construction which began in September 2023, is expected to be finished in September 2026. Sheet pile cofferdams to support installation of the new bridge bascule span and rest piers will be installed behind the existing/proposed fender system outside the navigable channel. No restrictions will be placed in the navigation channel, except during several planned full closures to be scheduled between the fall of 2024 and spring of 2026. Construction equipment on scene includes excavators, crane barges, land cranes, and other construction equipment. Communications with the bridge tender will be maintained on VHF-FM channel 13. Detailed information will be provided via updated local notice to mariners, broadcast notice to mariners, and/or marine safety information bulletins. Vessels should use caution when transiting the area. (HP)

Chincoteague Channel - SR 175 Bridge - To facilitate bridge maintenance work, the bridge will remain in the closed-to-navigation position from 7 a.m. through 7 p.m. on Monday May 6, 2024, through 7 p.m. on Wednesday May 8, 2024; Monday through Wednesday; 12 hours a day. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.1005. Mariners should use caution when transiting the area. (JW)

SECTOR NORTH CAROLINA

North Carolina

White Oak River - S882 Bridge (near Stella, NC) – Bridge construction will commence in October 2021, with completion estimated in January 2024. Work is scheduled from 6 a.m. to 6 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, temporary work trestle will be installed in the White Oak River between October 2021, and February 2022, and will remain in place until completion. Work trestles will be located immediately adjacent and upstream of the existing White Oak River railroad trestle. The temporary trestle vertical clearance of 10.5 feet above mean high water and horizontal clearance of 33 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (CT/MT)

Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge – Construction activities began October 2022 and are expected to finish February 2025. Work will be on-going from 7 a.m. through 7 p.m.; Monday through Friday, excluding Government holidays. To facilitate construction of the new bridge fender system, a work barge will be placed in the navigation channel from 8 a.m. to noon, and 1 p.m. to 5 p.m.; Monday through Friday, excluding Government Holidays from October 2, 2023, through March 29, 2024. During construction of the new bridge fendering system vessels with beams less than 20 feet may transit the bridge at any time and vessels with beams greater than 20 feet should adjust their voyage plan to transit the bridge outside working hours or between the hour of noon to 1 p.m. Vessels with a beam greater than 20 feet unable to adjust their voyage plan between the hour of noon to 1 p.m., may transit the bridge during working hours, if at least 24 hours' notice is given. Two barges, support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridge. Temporary work platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Barge and vessels may be reached on VHF-FM channel 13 and 16 when work is in progress or vessels are operating the area. Mariners should use caution when transiting the area. (MT)

Atlantic Intracoastal Waterway - Temporary work platforms will be installed on either side of the waterway just north of the Onslow Beach Swing Bridge. Temporary work platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge. Crane operators and the bridge tender may be reached on VHF-FM channel 13. Mariners should use caution when transiting the area. (MT)

Cape Fear River - Cape Fear Memorial (US 17 BUS) Bridge – Bridge maintenance will be conducted 24 hours a day, 7 days a week, from January 15, 2024, through June 14, 2024. An under-bridge inspection vehicle (snooper truck) will be located on and underneath the bridge. During the work hours, the under-bridge (snooper truck) will be located underneath the bridge in the navigational channel which will reduce the vertical clearance of the bridge by approximately 5 feet to approximately 60 feet of vertical clearance for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with reduced vertical clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced vertical clearance may transit through the bridge upon request to the bridge

tender or project foreman. Maintenance personnel, equipment and vehicle will relocate from the moveable span and navigable channel, upon request. The drawbridge tender may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (918) 691-8770 or (828) 417-2278. Mariners should use caution navigating through the area. (MT)

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS
CURRENTLY IN PROGRESS
ENCLOSURE (3)

NEW OR UPDATED INFORMATION

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

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

NEW JERSEY

NJ – SEACOAST – SEAGIRT TO LITTLE EGG INLET – BEACH NOURISHMENT – SEA BRIDGE BEACH

Continuing until approximately **15 April 2024** the hopper dredge(s) “R.B. Weeks” and “Magdalen” will be operating three (3) nautical miles offshore of Sea Bright Beach, Sea Bright, NJ. Work limits for the Borrow Area will be the area bound by the following approximate positions:

40°26'7.43"N, 73°56'34.48"W 40°26'7.74"N, 73°54'36.65"W

40°23'57.45"N, 73°54'36.76"W 40°24'0.08"N, 73°56'35.78"W

Staging Areas for dredge pipelines and equipment will be bound by the following approximate positions:

40°25'46.28"N, 74° 0'53.74"W 40°25'21.32"N, 74° 0'24.38"W

40°25'14.95"N, 74° 0'33.26"W 40°25'40.74"N, 74° 1'2.30"W and,

Anchorage Area 49F:

40°27'10.50"N, 74° 1'29.72"W 40°27'11.48"N, 74° 1'15.36"W

40°26'49.43"N, 74° 1'11.03"W 40°26'48.38"N, 74° 1'26.91"W

A staging area located in the vicinity of Barnegat Inlet, NJ will be bound by the following approximate positions:

39°46'6.66"N, 74° 7'11.88"W 39°46'6.36"N, 74° 6'57.60"W

39°45'37.26"N, 74° 7'8.70"W 39°45'37.98"N, 74° 6'52.50"W

The staging areas will be used for the duration of the project. Dredged material will be transported through a combination of floating and submerged line reaching between 2,500 feet to 4,500 feet offshore from the beach shoreline.

The proposed pipeline corridor is located between the following approximate GPS positions:

40° 6'34.89"N, 74° 1'58.64"W 40° 6'22.83"N, 74° 0'34.71"W

40°20'30.09"N, 73°56'23.67"W 40°20'42.64"N, 73°58'18.93"W

Operations will continue on a twenty-four (24) hours per day, seven days per week basis. The dredge and tugs will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Pipeline and equipment will have all required U.S. Coast Guard lighting for night operations. Estimated completion date: First week of March 2024 with Demobilization by the end of **March 2024**. LNM 08/24

NJ – LITTLE EGG HARBOR TO CAPE MAY – ABSECON INLET – BEACH NOURISHMENT

Great Lakes Dredge and Dock Co. LLC is working on a beach nourishment project. Hopper dredge Liberty Island (scheduled to start end of March 2024) will be dredging material near the coast Townsends Inlet. Dredged material will be transported through a 30" diameter pipe from the dredge to two different beach fill areas. Borrow areas will include 3 miles offshore of Sea Isle City, approximate position: 39-06-49.10N, 074-40-37.02W and 39-08-21.55N, 074-39-35.71W. See future LNM for actual positions. Proposed submerged pipeline will begin at above proposed positions and run west towards the beach. The two staging areas on the northeast side of Absecon Inlet in Atlantic City will be used when pipeline and equipment is not in use. The Northwestern staging area has been extended. Other equipment on scene can include Crane 1, Anchor Barge 110 & 115, Saginaw River, Cavalier State, Tug Sherena B Cheramie, and Tug Caspian Dawn. Operations will begin November 6, 2023 to **May 28, 2024** and will be conducted 24 hours per day, 7 days per week. All vessels can be contract on VHF-FM 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

NJ – LITTLE EGG HARBOR TO CAPE MAY - DREDGE OPERATIONS

Wickberg Marine Contracting, Inc. (WMC) will begin dredge operation on January 15, 2024 dredging in Ottens Canal Channel, located within the City of North Wildwood, Cape May County, New Jersey. Dredging of the channel will progress from west to east with the material being pumped to an area on land that is south of the channel. Dredging operations will conclude on or about **April 1, 2024** while dredging operations will typically be conducted Monday through Saturday with two shifts working from 0600 through 0200. During the course of all dredging operations, “GINA M” and WMC’s personnel will monitor VHF Channel(s) 16 and 13. LNM 02/24

NJ – LITTLE EGG HARBOR TO CAPE MAY – ICW – OCEAN CITY – DREDGE OPERATIONS

Scarborough Marine Group will be conducting mechanical dredging operations starting November 15, 2023 to approximately **March 31, 2024**. Work will be conducted Monday thru Thursday in the following areas around Ocean City, NJ using various barges and work boats.

11th Street Outfall – CenterPoint – 39.279965N, -74.583165W

15th Street Outfall – CenterPoint – 39.277125N, -74.590568W

16th Street Outfall – CenterPoint – 39.276155N, -74.592121W

Carnival Bayou – CenterPoint – 39.274297N, -74.591397W

Sunny Harbor – CenterPoint – 39.276663N, -74.598462W

South Harbor – CenterPoint – 39.271617N, -74.601895W

Waterview - CenterPoint – 39.250089N, -74.625009W

For further information contact Sean Scarborough at 609-226-0078.

NJ – LITTLE EGG HARBOR TO CAPE MAY – OTTENS HARBOR – DREDGE OPERATIONS

Mobile Dredging and Video Pipe Inc. will be conducting dredging operations in Otten Harbor Channel, in approximate 38°59'39.38"N; 74°49'55.41"W, in Wildwood, NJ, West Wildwood Channel approximate position 39° 0'26.24"N; 74°49'39.33"W, and Beach Creek Channel approximate position 39° 1'16.72"N; 74°48'1.91"W. The dredging operations will begin November 20, 2023, and the anticipated completion date is **April 1, 2024**.

LNM 46/23

NJ – DELAWARE BAY – CAPE MAY WEST ENTRANCE – DREDGE OPERATIONS

Barnegat Bay Dredging Company, Inc. will be conducting maintenance dredging at the Cape May Ferry Terminal slips in Cape May NJ. Dredging at Ferry Slip #1, digging East to slips #2,3,4,5 & 6 with 2000ft of pipeline while Fullerton dredges on the west side of the canal. The dredge Montgomery and Fullerton will monitor VHF channels 11,13 & 16. Dredging will be continuous 24 hours, Monday through Saturday until **April 24, 2024**.

PENNSYLVANIA

PA – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER

Mariners are advised that a construction firm, on behalf of the City of Philadelphia, will be constructing an extension of the Schuylkill River Park Trail along the eastern bank of the Schuylkill River, between mile 6.3 and 6.4, at Philadelphia, PA. Construction activities commenced in mid-February 2022 and are scheduled to conclude at the end of **April 2025**. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. 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. Mariners should navigate the vicinity of construction with due caution at minimum safe speed.

Chart 12313 LNM 06/22

DELAWARE

DE – NJ – DELAWARE RIVER – SMYRNA RIVER TO WILMINGTON – DELAWARE MEMORIAL BRIDGE - BRIDGE WORK

Mariners are advised that a construction company, on behalf of Delaware River Port Authority, started construction of the bridge collision protection system at the Delaware Memorial Bridge, over Delaware River, mile 68.9, at New Castle, DE. Construction activities began July 2023, and are expected to finish **August 2025**. Work will be ongoing from 7:00 a.m. to 5:30 p.m.; Monday-Saturday. 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. Barges will be on scene 24/7 and will be located outside the navigation channel. Temporary work platforms will be in place for the duration of construction of the bridge collision protection system. The waterway will remain open to navigation. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area.

Chart 12311

DE – DELAWARE RIVER – DELAWARE RIVER (MAIN CHANNEL) – NEW CASTLE RANGE - DREDGE OPERATIONS

Norfolk Dredging will be conducting dredge operations in the New Castle range from March 31, 2024 until **April 15, 2024**. Mariners are requested to notify the Dredge Charleston 1 hour prior to transiting the area to allow for the dredge to shift position. The Dredge Charleston can be reached by VHF radio on channels 13 and 6, or by phone at (757) 508-2326. LNM 14/24

DE – CAPE HENLOPEN TO INDIAN RIVER INLET – WHITE CREEK & ASSAWOMAN CANAL – DREDGE OPERATIONS

Dredging of White Creek and the Assawoman Canal in Ocean View Delaware, through a pipeline running along the western bank of the Assawoman Canal to the designated Thin Layer Placement site located adjacent to Jefferson and Miller Creeks within the Assawoman Wildlife Management Area. Work will also include removal and disposal of trees and debris along the Assawoman Canal. Dredging will occur in vicinity of 38° 34.677900'N, 075° 05.626980'W and in vicinity of 38° 30.192894'N, 075° 04.318179'W. Operations will begin December 12 and continue to approximately **May 31, 2024**.

LNM 50/23

MARYLAND

MD – TANGIER SOUND – NORTHERN PART – RHODES POINT GUT CHANNEL – SEWER LINE CONSTRUCTION

Mariners are advised that Crofton Construction Services Inc. will be conducting pipeline Horizontal drilling construction from Rhodes Point, along Rhodes Gut channel to Tylerton. The Construction is scheduled for December 15, 2023, through **April 1, 2024**. The Construction includes installation of approximately 5,225 feet of pipeline from Tylerton wastewater pump station to the wastewater treatment plant at Rhodes Point. Mariners are urged to use caution when transiting the area. Interested mariners can contact the Crofton Construction Service at phone number 757-397-1131. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.

MD – HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY – BARREN ISLAND – SHORELINE STABILIZATION

Coastal Design & Construction, Inc. will begin shoreline stabilization on Barron Island, MD starting on February 13, 2023 to approximately **October 26, 2024**. Twenty barges of various sizes will be moored in positions around the west side of the island. All barges will be marked with constant White Light per Coast Guard requirements and moorings with slow flashing white lights. Tug Capt. Dale and Push Boat Emelie B will be monitoring VHF Channel 13 & 16. For more information, contact, J Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323. Chart 12261 LNM 05/22

MD – EASTERN BAY AND SOUTH RIVER – EASTERN BAY – COVE CREEK – DREDGING

Cove Creek Club Marina will have a maintenance dredging project from March 15, 2024 to **April 15, 2024**. LNM 12/24.

*****MD-CHESAPEAKE BAY-EASTERN BAY AND SOUTH RIVER; SELBY BAY-CHESAPEAKE BAY*****

Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance on the US50/US 301 (William P. Lane Memorial) East Bound Bridge across Chesapeake Bay, mile 138.1, near Annapolis, MD. The maintenance will be conducted from 9 p.m. to 3 a.m., 7 days a week, from April 15, 2024, through April 27, 2024. During work hours, snooper trucks (under-bridge inspection vehicles) will be located underneath the bridge in the navigation span reducing the vertical clearance of the bridge to approximately 177 feet above mean high water. Vessels that can safely transit through the bridge during periods with reduced vertical clearance may do so at any time. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (410) 708-4794. Mariners should use extreme caution navigating through the area. LNM 15/24

MD – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – ANNAPOLIS HARBOR CHANNEL – PIER CONSTRUCTION

McLean Contracting will begin a construction project to replace the Yard Patrol Pier at the U.S. Naval Academy Basin in approximate position: 38-58-56.44N, 076-28-03.41W. Project will begin November 9, 2023 to **August 12, 2025** with work being conduct 24 hours a day, 7 days a week. During course of project, tugboats: Megalodon, Captain Kenneth, and Rising Sun will be on scene, as well as numerous crane/deck barges, and other equipment as needed. A temporary mooring buoy will be established in approximate position 38-58-42.9N, 076-27-51.2W project related equipment. All vessels will monitor VHF CH 74, and 16. For more information, contact Mr. Scott Huchenski, Superintendent, at 570-357-7894. LNM 43/23

MD – COVE POINT TO SANDY POINT – GIBSON ISLAND – SHORELINE STABILIZATION PROJECT

Shoreline Design, LLC will begin construction of a shoreline erosion control project at Gibson Island, Maryland on or about February 15, 2024. Project will stabilize the Gibson Island Causeway to be complete **October 31, 2024**. Project will require up to 7 barges in the area as well as tugboats Miss Lee and Pusherman. Work will be conducted 7 days a week, from 7am to 7pm. Vessels will monitor VHF FM 16 & 80. Project approximate position: 39-5-11.47N, 076-25-01.421W. LNM 04/24.

MD – APPROACHES TO BALTIMORE HARBOR – CURTIS CREEK – PIER CONSTRUCTION

Pier, bulkhead, and dolphin construction and repair will begin January 15, 2024 along the U.S. Coast Guard Yard's waterfront located on Curtis Creek, Maryland, 2401 Hawkins Point Road, Baltimore, Anne Arundel County, Maryland. [Latitude: 39.197419; Longitude: -76.570247]. The project is expected to end on **June 30, 2025**. Associated on-water construction equipment/vessels include a 30-50T capacity Whirley, two 50x120 material barges, two work floats, two push/work skiffs, an ICE 216 vibratory hammer, and a Delmag D46 Diesel impact hammer will used in the vicinity of the project. Chart 12278 LNM 02/24

MD – BALTIMORE HARBOR – NORTHWEST HARBOR – PIER CONSTRUCTION

Ballard Marine Construction will be performing a pier replacement for the USACE for their pier located on Leahy St. at Fort McHenry beginning on November 20th, 2023 and expected to run through **July 1, 2024**. All work will be conducted from our crane barge, performing activities to include but not limited to, pile driving, demolition, crane lifts, and commercial diving. Work will be conducted Monday through Fridays included holidays. Chart 12281 LNM 47/23

MD – BALTIMORE HARBOR – FAIRFIELD CHANNEL – FAIRFIELD MARINE TERMINAL – PIER REPLACEMENT

McLean Contracting Company will conduct pier replacement on pier 4 in the Fairfield Marine Terminal from July 2023 to **July 2025**. Work will be conducted 24hours a day, 7 days a week until complete. Up to 4 crane barges and as well as numerous material barges will be moored around the pier. All assist boats will monitor VHF-FM 74. Chart 12281

MD – SANDY POINT TO SUSQUEHANNA RIVER – DREDGE OPERATIONS

Mechanical dredging operations on behalf of the United States Army Corps of Engineers (USACE) will commence on or about November 26, 2023 in the Federal Navigation Channel in the Chesapeake Bay, Elk River and C&D Canal from Pooles Island in the Chesapeake Bay to the Summit Highway Bridge in the C&D Canal. Loaded scows will be towed from the work area to the Unloader barge located at the Pearce Creek Dredge Containment Facility for offloading. The unloader barge will be staged on the South of the channel and North of Wroth Point. An 18" submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility. The Dredge KOKO V and/or KOKO VI will be dredging the area with the assistance of towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue daily until the estimated completion date of **March 31, 2024**. LNM 46/23

MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – DEMOLITION ACTIVITIES

Mariners are advised that a construction company, on behalf of Maryland State Highway Administration, is starting demolition of ten old bridge piers in the vicinity of the Conrail Bridge, across Susquehanna River, mile 1.0, between Harve de Grace and Perryville, MD. Phase 1 installation of bird deterrent netting system begins 7 a.m. to 5:30 p.m. from February 5, 2024, through **March 8, 2024**. Phase 2 demolition of ten bridge piers begin 7 a.m. to 5:30 p.m. from June 17, 2024, through **October 31, 2024**. All work being completed will be outside the navigation channel. The waterway will remain open to navigation. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. All mariners should use caution when transiting the area. LNM 06/24

MD - VA – POTOMAC RIVER – ALEXANDRIA CHANNEL – CONSTRUCTION

River Renew will begin building a turbidity curtain on October 25, 2021, in approximate position 38.8096919N, 77.038250912W. Once turbidity curtain is complete, a permeant seawall will be built, shore side of curtain. All work will be conducted from shore; however, seawall could extend 30ft into Oronoco Bay and the Potomac River. Project completion, anticipated to be **August 2024**.

LNM 41/22

DC

DC – POTOMAC RIVER - ANACOSTIA RIVER – BRIDGE DEMOLITION OPERATIONS

Demolition of the original center pier of the old Frederick Douglass Memorial Bridge across the Anacostia River in Washington, DC will begin on or about April 1, 2024 and run through **December 11, 2024**. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Marine barges with navigational lights will be positioned around the old, submerged center pier. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course through the work site. LNM 14/24

DC – UPPER POTOMAC RIVER – GEORGETOWN CHANNEL – SEAWALL REHABILITATION

Starting on April 15th, 2024 Cianbro Corporation will be mobilizing to begin the Tidal Basin and West Potomac Park Seawall Rehabilitation Project for The National Park Service. This project is scheduled from April 15th, 2024 to **February 1st, 2027**; with waterside activities being completed by the end of **2026**. Starting in mid-June of 2024, one (1) temporary trestle will be installed between 38.8805754591474N, -77.04249015204742W and will extend approximately 94 feet into the river. In July 2024, one additional (1) temporary trestle in the Tidal Basin will be installed at 38.88154282457337N, -77.04085444069864W and will extend approximately 55 feet into the basin. The work area in the Potomac River will span from Arlington Memorial Bridge to The Inlet Bridge following the shoreline of West Potomac Park in stages starting in March of 2025. Directly surrounding the work areas we will have turbidity curtain deployed to contain the work impact zone, two (2) Turbidity Monitoring Bouy's Twenty-Five (25) LF upstream and downstream from the immediate work area. Additional equipment such as boats, crane barges, and material barges in the Potomac River to facilitate the completion of the work. While work is in proximity to a navigable channel, mariners are asked to refrain from entering the work area and maintain a respectful distance with minimize wake to prevent any hazardous conditions from arising for the safety of our Team Members and the traveling public. LNM 14/24

VIRGINIA

VA – CAPE MAY TO CAPE HATTERAS – CHESAPEAKE BAY SOUTHERN APPROACH – DREDGE OPERATIONS

The hopper dredge "Stuyvesant" will be performing dredging operations offshore between Chesapeake Bay Southern Approach Lighted Buoys 7 & 8 (LLNRs 445, 450) through Chesapeake Bay Southern Approach Lighted Buoys 11 & 12 (LLNRs 465, 470). The Stuyvesant will use DNODS for offshore disposal utilizing Cells 3 & 4. The Stuyvesant will also be hydraulically placing material at Craney Island Dredged Material Management area offloading within the vicinity of the below area with the assistance of tug boats.

ALL VESSEL SHIP TRAFFIC PASSING HOPPER DREDGE STUYVESANT WHILE MOORED FOR OFFLOAD ADJACENT TO THE NORFOLK CHANNEL/CRANEY ISLAND, REQUEST MAXIMUM SPEED OF 5 KNOTS.

The Stuyvesant should be resuming operations in the Norfolk area on or about the March 22, 2024 and continue till **August 2024**.

VA - CAPE HENERY TO THIMBLE SHOAL LIGHT – CRAB CREEK & LONG CREEK – DREDGE OPERATIONS

Maintenance dredging operations by the Salmons, Inc. dredge barge for the City of Virginia Beach will commence on or about January 22, 2024 in the Crab Creek section and continue during daylight hours Monday through Friday until completion on or before February 28, 2024, and in the Long Creek area between March 1, 2024 and completed by **March 29, 2024**.

A dredge barge, 40' X 40' Shugart barge with a Volvo EC290C hydraulic excavator and two 30' X 40' barges for dredged material will be used as well as a 25' L X 14' W pusher boat, Miss Naomi. Barges will be spudded and tied to wharf during none work hours. LNM 04/24

VA – LYNNHAVEN RIVER WESTERN BRANCH – DREDGE OPERATIONS****

Salmons Incorporated will conduct maintenance dredging operations starting in the Cripple Creek area of Lynnhaven River Western Branch. Dredging will begin July 17, 2023 and will dredge during daylight hours, Monday through Friday and possibly Saturday until completed on or before **August 31, 2024**. Material will be loaded into barges by hydraulic excavator with pusher boat Miss Naomi moving barges to unloading area.

Chart 12254

VA – LYNNHAVEN RIVER EASTERN BRANCH – DREDGE OPERATIONS

Project on hold - H&H Enterprises will be dredging inside Lynnhaven River in Pleasure House Creek. Dredge spoil barge will be working in the Lynnhaven basin and Crab Creek area. The push boat, "Miss Jennifer", will be transiting with the dredge spoil barge from Lynnhaven River to Western Branch of the Elizabeth River and will be standing by on VHF-FM channels 13, 16 and cell 757-435-9667. Dredging operations will begin February 6, 2023 and end **January 2024**. For more information or questions, contact H&H Enterprises at 757-484-0308.

Chart 12222. LNM 05/23

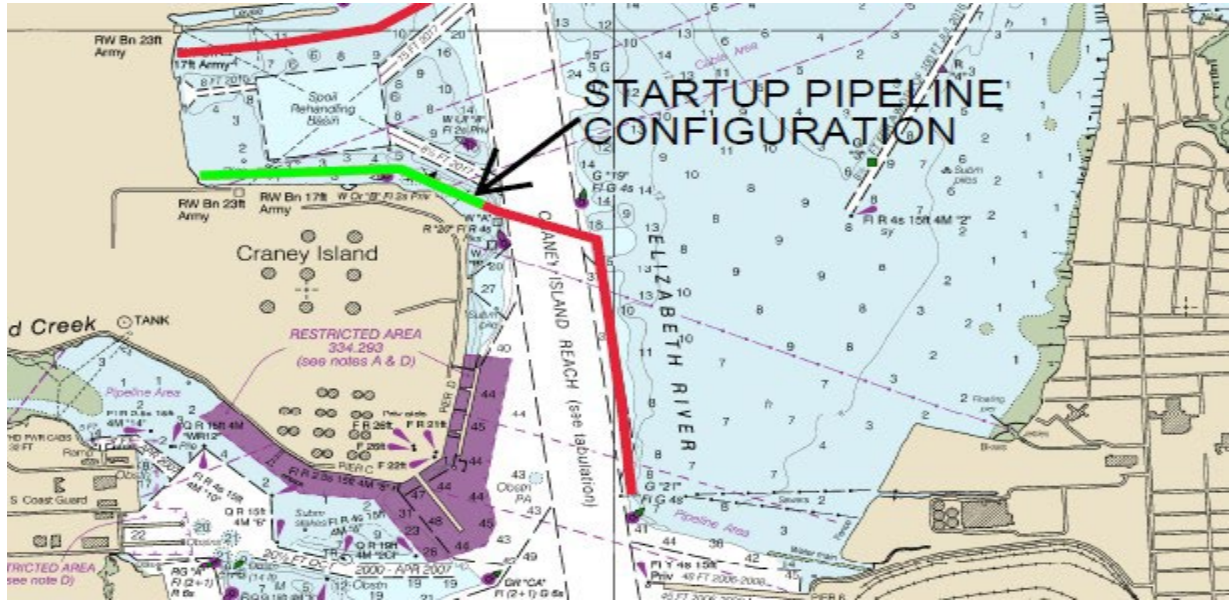
VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS

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

Charts 12222

VA – NORFOLK HARBOR AND ELIZABETH RIVER – ELIZABETH RIVER – DREDGE OPERATIONS

The Dredge Delaware, along with support equipment, will commence dredging operations on **April 16, 2024**, through **April 2025**, deepening the Elizabeth River (Norfolk Harbor Inner Channel). Crews will begin installing pipeline the final week of March prior to startup. Operations will be conducted between the Hampton River Bridge Tunnel and Elizabeth River Lighted Buoy 23 (LLNR 9710). Material will be pumped to Craney Island. A floating pipeline will be utilized behind the dredge which will be anchored off in and outside of the channel. Submerged pipeline will be utilized between the dredging area and Craney Island. The submerged pipeline will be marked with buoys approximately every 1000' with signs and lights placed at every pipeline entry and exit points. The maximum floating pipeline length will be approximately 4000' and will be anchored and tended by tugboats. The submerged and floating pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13, #16, and #65 VHF-FM. For any emergencies the dredge operator can be reached at 757-570-8453. Traffic should call at minimum 30 minutes prior to expected time of passage. Mariners are requested to exercise caution when approaching, passing, and leaving the dredging plant. All vessels are requested to contact the dredge prior to passing. LNM 13/24



VA – HAMPTON ROADS – WILLOUGHBY BAY – DREDGE OPERATION

W3 Marine and the dredge ER Adams will be in Willoughby Channel with scows LMC 230, LMC 231, and LMC 232 conducting dredging operations beginning on April 4 until **July 31, 2024**. The scows will be transporting spoil materials to the Craney Island area to be pumped upland with the barge Unloader #2. The barge Unloader #2 will be stationed alongside the containment area outside the channel near the rehandling basin. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dumpscows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge area. Mariners are reminded to strictly comply with Inland Rules of the Road. Chart 12245. LNM 13/24

VA – NORFOLK HARBOR AND ELIZABETH RIVER – ELIZABETH RIVER – DIVE OPERATIONS

Precon Marine, Inc. (PMI) will be mobilizing Vessels and Material Barge(s) just in the vicinity of the Hampton Roads Bridge Tunnel/ Norfolk Harbor Entrance Channel.

The proposed PMI project will consist of:
Magnetic Sensor (Diving) - 36°59'12.91"N 76°19'26.39"W
Sensor Shed - 36°58'38.44"N 76°18'55.49"W
Cable Run's - 36°59'12.91"N 76°19'26.39"W to 36°57'48.30"N 76°19'23.09"W

The proposed project will start on April 1st with mobilization and lasting approximately 12 Weeks. A crane mounted barge and a material barge will be staged inside the channel to conduct scope of work during the hours of 7am to 7pm. Commercial Divers will post Alpha Dive flag during all diving operations. The channel will remain open and operational. All Staged equipment shall have approved Navigational warning devices following Coast Guard rules and regulations. LNM 13/24

*****VA – HAMPTON ROADS – ELIZABETH RIVER – DREDGE OPERATION*****

Norfolk Dredging company will begin maintenance dredging on Norfolk Navy Base Piers, Norfolk, Virginia. Bucket dredge VIRGINIAN will begin dredging operations at the Norfolk Navy Base inside the Pier 12 and Pier 14 approaches 700 feet south of Elizabeth River Lighted Buoy 7 (LLNR 9475) on approximately April 10, 2024. The Dredge will be loading Mud Scows, and a Tug will tow them to the Norfolk Ocean Disposal Site (NODS) located offshore at Lat 36 57 17 N / Long 075 37 25 W.

The dredge will be working between Pier 2 and Pier 14, including pier approaches until further notice. The Dredge VIRGINIAN Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 60 minutes prior to the expected time of passage. All mariners are requested to stay clear of the dredge, barges, cranes, and tugs. Operators of vessels of all types should be aware that the barges are held in place by cables, attached to anchors some distance away from the equipment. Project will be conducted twenty-four (24) hours per day seven (7) days a week. For further information contact Norfolk Dredging Company at (757) 547-9391. LNM 15/24

VA – NORFOLK HARBOR AND ELIZABETH RIVER – SCOTT CREEK CHANNEL – PIER REPAIR

Crofton Construction Services, Incorporated (CCSI) will be performing repair of Crofton Bulkhead in Scott Creek. Specifically, there will be installed approximately 276 linear feet of replacement steel sheet pile bulkhead, an average 3 feet channel ward of an existing, deteriorating bulkhead withing Scotts Creek, adjacent to property situated at 16 Harper Avenue in the City of Portsmouth. The limits of construction are approximately .20 acres in size and the area is bound by the land on the NW and Scott Creek on the other three sides of the bulkhead at in the following location: 36°50'54.20"N, 76°18'56.41"W.

Beginning June 16, 2023, and continuing until **December 31, 2024**, approximately 198 days or until complete from 7:00 AM – 5:00 PM, five days a week. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction.

Barge(s) & vessel(s) will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined to the barges with crew boats working in the vicinity. The entire channel will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.

Chart 12253 LNM 23/23

VA – HAMPTON ROADS – HAMPTON RIVER – BULKHEAD REPAIR

Crofton Construction Services, Incorporated (CCSI) will be performing repairs of Bulkhead in Salters Creek. Specifically, there will be installed approximately 261 linear feet of replacement bulkhead, 230 linear feet of 10-foot wide wharf and 3'x3' concrete cap along the bulkhead along the Hampton River in Hampton., adjacent to property situated at 108 S. King St., Hampton. The limits of construction are approximately 15,000 square feet in size and the area is bound by Salters Creek on the south and the property lines of 108 S. King St., Hampton, at in the following location: 37°01'22.2"N 76°20'37.3"W.

Beginning December 1, 2023, and continuing until **August 4, 2024**, approximately 240 days or until complete from 7:00 AM – 5:00 PM, five days a week. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction. Barge(s) & vessel(s) will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined to the barges with crew boats working in the vicinity. The entire channel will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16. LNM 47/23

VA – HAMPTON ROADS – HAMPTON RIVER – SUBMARINE CABLE INSTALLATION

Shirley Branch Joint Venture will begin installation of a submarine cable adjacent to south side of the Pembroke Ave bridge on the Hampton River. Approximate position: Lat: 37°01'55"N, Long: 76°20'13"W. project will begin on February 13, 2024 to **March 29, 2024**, from 7 am to 6 pm, Monday-Friday. Work boats and support equipment will monitor VHF 74, 16 & 13. LNM 06/24

VA – HAMPTON ROADS - HAMPTON RIVER – BRIDGE CONSTRUCTION

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing construction on the I-64 Westbound Bridge over Hampton River and the East Branch of the Hampton River, and I-64 Eastbound Bridge over the Hampton River and I-64 Eastbound Bridge over the East Branch of the Hampton River, mile 1.2, at Hampton, VA. Construction began on March 4, 2024, and will continue through **December 31, 2026**, Monday through Saturday, from 6 a.m. to 6 p.m., daily. 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.

Construction includes widening and repairs of the I-64 Westbound Bridge, and replacement of I-64 Eastbound bridges. Work activities include pile driving, concrete bent cap construction, erection of precast concrete girders, superstructure deck placements, structural steel erection and removal of existing structures. To facilitate bridge construction, temporary work trestles will be constructed alongside the existing bridges (Westbound and then Eastbound), and crane barges, material barges and work boats will be stationed and/or operating in the vicinity of the bridges and navigational channel. The work trestle in the vicinity of Hampton Spit has a removable trestle span. Vessels intended transit to or from Hampton Spit may do so, if at least 24-hours notice is given to the project foremen.

Work vessels and barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 639-5179 or (252) 312-4876. Mariners should use extreme caution when navigating through the area.

VA – HAMPTON ROADS - NEWPORT NEWS – PIPELINE INSTALLATION PROJECT

A pipeline installation project will begin on or about August 1, 2023 and is expected to continue to **August 2025**. A temporary work platform measuring 200 feet in length by 90 feet in width will be constructed on the south side of the federal shipping channel and federally maintained anchorage area, approximately ¾ of a mile west of the Monitor-Merrimac Memorial Bridge Tunnel. Its approximate center at latitude/longitude 36.9486259°N, 076.4195787°W. At various stages of construction, series of piles will extend north ward from temporary work platform and barges will be moored to and around platform. The temporary work platform will be equipped with four (4) 360-degree visible amber warning lights, one (1) light at each corner. All mooring piles, buoys, and goal-post piles will also be individually equipped with one (1) 360-degree visible amber light atop each pile. On or about February 26, 2024, additional temporary mooring piles with a 360-degree visible amber light atop each pile will be installed. The additional piles will be used to secure an assembled pipe string floating in the water and are expected to remain in-place through August 2024. These additional mooring piles and in-water pipe string will occupy a curved path approximately 50 feet wide by 5,700 feet long between latitude/longitude 36.911340°N, 076.420517°W and 36.916799°N, 076.437499°W. Barges may also be present in the area, each individually equipped with four (4) 360-degree visible white warning lights, one (1) light at each corner. At no time will construction project affect, interfere with, obstruct, nor otherwise adversely impact marine traffic in the federal navigation channel or federally maintained anchorage area. Tugs, vessels, and platform operations associated with these construction activities will monitor VHF-FM channels 13 and 16 when work is in progress, or when vessels are operating in the project area. To reach an on-scene manager, contact Tommy Worten 813-957-7000. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Updated project information can be obtained from <https://www.hrsd.com/boat-harbor-underwater-transmission-pipe-installation>. Chart 12245 LNM 28/23, 48/23, 02/24, 03/24, 08/24.

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – NEWPORTS NEWS SHIPBUILDING – DREDGE PROJECT

Seaward Marine Corporation will begin maintenance dredging of Newport News Shipyard facility using crane barge and dump scows. Dredging will begin on May 20, 2023 and continue until **May 20, 2028**. Tender Tug, Matty T, will monitor VHF FM Channel 16, 13, 03. Operations will utilize two mooring buoys in approximate position: 36°58.825' N, 76°27.525' W, and 36°58.668' N, 76°27.386' W. All equipment will be lighted in accordance with regulations. For more information, contact Scott White, Project Manager, 757-641-2132.

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – DEEP CREEK CHANNEL – DREDGE OPERATIONS

W3 Marine and the dredges MOBRO 112, will be conducting dredging operations on the James River at the Deep Creek Channel and Basin beginning on February 15 until **June 15, 2024**. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dumpscows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge area. Mariners are reminded to strictly comply with Inland Rules of the Road. Approximate Position Center Point: 37-04-31.539N, 076-32-03.316W. LNM 06/24.

VA – YORKTOWN TO WEST POINT – UPPER YORK RIVER - SHORELINE STABILIZATION AND BREAKWATERS CONSTRUCTION

Coastal Design & Construction, Inc. will begin shoreline stabilization, stone breakwaters construction, and installing sand the southwest side of the Upper York River, along the Colonial National Historical Park, starting on February 20, 2023 to approximately **July 31, 2024**. Sixteen barges of various sizes will be moored in positions along the southwest side of the river, between Yorktown NAVAL Weapons Station and Cheatham Annex. All barges will be marked with constant White Light per Coast Guard requirements and moorings with slow flashing white lights. Tug Linda M will be monitoring VHF Channel 13 & 16. For more information, contact, Steven Bailey – Superintendent (Marine), Cell: 240-298-8701.
Chart 12243 LNM 07/23

VA – MOBJACK BAY AND YORK RIVER ENTRANCE – MILFORD HAVEN EAST – DREDGE OPERATION

Seaward Marine Corp will begin dredge and seawall project in Milford Haven East Channel and Haven Beach beginning on March 20, 2024. Tug Seaward 4 & 7 will work with SMC Dredge 1 and barge Kathie D. All equipment will monitor VHF FM CH 16, 13, 03. Project is expected to be completed by **July 1, 2024**. LNM 10/24

VA – RUDEE INLET – LAKE RUDEE, VIRGINIA BEACH – DREDGE OPERATIONS

Hydraulic dredging will take place in various locations in Lake Rudee, Virginia Beach. All material will be pumped via pipeline to the Lake Rudee DMMA site located in front of the Virginia Beach aquarium.

Projects to include Southside Marina, Virginia Beach Fishing Center, Fisherman's Wharf Marina, Rudee Turning Basin, Harbor Point Canals, and Shadowlawn Canal.

Dredging will take place from sunrise to sunset seven days a week and will be completed by **July 31, 2024**. Dredging will be performed by two Mud-Cat dredges and various work skiffs and will monitor Ch 10 & Ch 16. LNM 09/24

VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL - GREAT BRIDGE LOCK – FENDER SYSTEM REPAIRS

W. F. Magann Corporation, on behalf of the U S Army Corps of Engineers, will begin the repair of the Great Bridge Locks Fender System located on the Atlantic Coast Intracoastal Waterway – Albemarle and Chesapeake Canal (Mile Marker 11.3, N 36° 43.417'/W 076° 14.867) on April 15, 2024. Work is expected to be complete **August 01, 2024**.

Work may be conducted 7 days a week from 5 a.m. to 12 a.m. During the scheduled repairs, a crane barge, tugboat, work boats and divers will be near the Great Bridge Locks fender system.

During certain phases of the repair, the tugs, barges, work vessels and divers will reduce the horizontal clearance in the navigation span. Vessels that require tugs, barges, and work vessels to clear the navigation span should notify the project supervisor no less than one hour prior to navigation through the bridge.

During dive operations within the navigational span, navigation will be on demand and vessels should notify the project supervisor no less than one hour prior to navigation through the bridge.

Work vessels and supervisor can be reached on VHF-FM Channel 13 or (757) 620-3953. In the event of an emergency, please contact Chris Donnelly (757) 615-9405.

Mariners are reminded to maintain a safe distance from the working vessels and barges and are asked to use extreme caution while navigating through the area. LNM 14/24

NORTH CAROLINA

NC – OREGON INLET – DREDGING OPERATIONS

The "MISS KATIE" dredge vessel has routine dredging operations scheduled at Oregon Inlet, the Walter Slough Channel, the Crack, the Old House Channel, and ranges 14A-C, 15-17, and 17ext., periodically throughout the year, dependent upon weather conditions, maintenance, and/or other emergency dredging projects out of the area. Dredging operations will be performed on a schedule of 12 hours and/or 24 hours a day, seven (7) days a week. Material that is hopper dredged will be transported to a disposal site located in deep scour holes near the Basnight Bridge on the south side of Oregon Inlet and/or a nearshore site located off Pea Island. All mariners are requested to use caution in the area. MISS KATIE can be reached on VHF-FM CH 16 and 13. For more information, contact Jordan Hennessy at jhennessy@ejedredgng.com or [\(252\) 597-5752](tel:2525975752).

NC – CAPE HATTERAS – PAMLICO SOUND – OYSTER REEF CONSTRUCTION

SJ Hamill Construction, LLC will begin construction of about 50 oyster reefs comprised of stone in the Pamlico Sound. Center point of project is approximate position 35-23-12.95N, 075-58-14.27W. Storage of our materials and equipment will be Engelhard, NC, in the Engelhard Marine Industrial Park. Three small tugboats, a crew boat, and two rock barges will frequently be used to tow material from storage site to project sites.

NC – BEAUFORT INLET AND CORE SOUND – DREDGE OPERATIONS

Next Generation Logistics, LLC will begin maintenance dredging in Lookout Bight, Barden Inlet, and Back Sound. Dredging will begin February 1, 2024, to **April 30, 2024**. Dredge Crew Compass will monitor VHF 16 and working Channel of VHF 7. Disposal sites will be Bird Island and Lighthouse Beach. LNM 06/24

NC –NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – CAPE FEAR RIVER -INTERCOASTAL WATERWAY DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Newmarket* will be conducting dredging operations on the Intracoastal Waterway of North Carolina. Dredging activity will occur between New River – Cape Fear River Buoy 99 (LLNR 39547) and New River – Cape Fear River Light 100 (LLNR 39550). Operations to begin on April 1, 2024 and complete by **May 10, 2024**. LNM 13/24

NC – MOREHEAD CITY HARBOR – BEAUFORT INLET – DREDGE OPERATIONS

Marinex Construction, Inc. will commence mobilization operations with the Dredge "Savannah" and equipment the week of November 6th, 2023, for the Morehead City Inner Harbor Maintenance Project. The upper limit of work is Range C of the Beaufort Inlet Channel near Morehead City Channel Lighted Buoy 21 (LLNR 29445) and the outer limit of work will be Range A of the Beaufort Inlet Channel near Beaufort Inlet Channel Lighted Buoy 7 (LLNR 29284). Starting the week of **November 27, 2023**, the Dredge Savannah should commence work and will continue along ranges A, B, Cutoff, and C, between the limits on a 24 hour per day, 7 days per week basis through **April 15, 2024**. LNM 44/23. Chart 11547

NC – MOREHEAD CITY HARBOR – DREDGE OPERATIONS

Beginning on or around December 28, 2023, Dutra's clamshell dredge the *Harry S*, tug *Allie B*, dump scow *ES-15*, dump scow *MS-16*, and tender boat *Kimberly S* will be operating in the Morehead City Inner Harbor in waters adjacent to the NC State Port. The work area includes the waters in Bogue Sound East of Morehead City, North of Brandt Island, and West of Radio Island. Dredging is anticipated to take approximately 3 months with a work window ending **March 31, 2024**. During the operations, towing tug, *Allie B*, will be moving the two dump scows between the dredge area and the Ocean Dredged Material Disposal Site (ODMDS) which is located offshore approximately 3.5 South of Fort Macon. The equipment will operate 24 hours a day, 7 days a week until the assignment is complete. Mariners are urged to proceed with caution at a slow, safe speed when passing or overtaking one of the project vessels. The crew of the *Harry S* will monitor VHF channels 13, 16, and 82A for communication purposes.

NC – MOREHEAD CITY HARBOR – MOREHEAD CITY CHANNEL – SHORELINE STABILIZATION PROJECT

Carolina Marine Structures will begin a shoreline restoration and protection project on Fort Macon State Park, adjacent to the USCG Base in Fort Macon. All work will be conducted from the beach and will not interfere with marine traffic. Project is set to start on February 1, 2024 and be completed around **June 30, 2024**.

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – MASONBORO INLET – DREDGE OPERATIONS

Marinex Construction, Inc. hereby notifies the USCG that it will commence mobilization operations with the Dredge "Wadmalaw" and equipment the week of December 12th, 2023, for the Wrightsville Beach CSRM Project. Equipment and the dredge will be staged in Banks Channel just behind the southern tip of Wrightsville Beach. The job consists of dredging beach quality sand from Banks Channel and the Masonboro Inlet Channel and placing it in template on Wrightsville Beach. During the week of December 18, 2023 the Dredge Wadmalaw should commence work and will continue working in the Masonboro Inlet Channel and Banks Channel limits on a 24 hour per day, 7 days per week basis through **March 15, 2024**.

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – RICH INLET – NIXON CHANNEL – BEACH NOURISHMENT

Southwind Construction will begin work in Nixon Channel, New Hanover County North Carolina, Dredging Nixon Channel Borrow Area near Rich Inlet with sand placement on Figure 8 Island. Submerged and floating pipeline associated with dredging operation; will be used. Mariners are urged to transit at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be located along the south shoreline of Nixon Channel traversing from the described Borrow Area to the designated placement area at Figure 8 Island. A submerged line channel crossing is also proposed for the southern access route of Nixon Channel from the Borrow location on Figure 8 Island. Dredge Wilko and Workboats: Ann Kay & Danny Jo will begin January 23, 2024. Work will be conducted 24 hours a day, 7 days a week until **April 15, 2024**. LNM 04/24

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – MASON INLET & ICW – DREDGE OPERATIONS

Ahtna Marine and Construction Company will be dredging shoaled material from Mason Inlet, Mason Creek, and the ICW, with subsequent placement on the southern beachfront on Figure Eight Island. Dredging operations are expected to begin on or around November 6, 2023, and will be complete no later than **March 31, 2024**

Pipeline will be marked with flashing lights at night. Boaters are urged to maintain a safe distance from the dredge and pipeline to avoid potential interference with the dredging operations.

Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after arrangements have been made. Dredge and barges will be monitoring VHF Channels 16 and 79.

NC – CAPE FEAR RIVER – SUNNY POINT TERMINAL – DREDGE OPERATIONS

On or about March 31, 2024, the Dutra Clamshell Dredge DB Paula Lee, Tug "Sarah Dann", Dump Scow CK-7, and Work Boat "Trojan" will be operating in the lower Cape Fear River at the Military Ocean Terminal at Sunny Point (MOTSU). The MOTSU Base is located on the western side of the Cape Fear River between the Reaves Point Channel and the Upper Midnight Channel as designated by the security zone. Completion of project will take approximately 1.5 months putting completion close to **May 15, 2024**. TBD. During the operations, our towing tug, the Sarah Dann will be moving the dump scow between the dredge area and the Ocean Dredged Material Disposal Site (ODMDS) which is approximately 9 NM from the mouth of the Cape Fear River. The equipment will operate 24 hours a day, 7 days a week until the assignment is complete.

Mariners are urged to proceed with caution at a slow, safe speed when passing or overtaking one of the project vessels. The crew of the DB Paula Lee will monitor VHF channels 13, 16, and 78A for communication purposes.

NC – CAPE FEAR RIVER – DREDGE OPERATIONS

The Dredge BALTIMORE will commence dredging operations in the Cape Fear River on or about October 13, 2023. The project is expected to continue until approximately **June 2024**. The dredging work limits are approximately between Cape Fear River Lighted Buoy 18 (LLNR 30470) and the Cape Fear Memorial Bridge.

Scows will be towed from the jobsite to the Ocean Dredged Material Disposal Area in approximate position: 33-43-10.4669 N, 078-02-40.4923 W.

The Dredge Operators will standby on channels #13 and #16 VHF-FM. Traffic should call 60 minutes prior to the expected time of passage. Project will be conducted twenty-four (24) hours per day seven (7) days a week. To facilitate dredging of the navigation channel, USCG may temporarily relocate or remove some Aids to Navigation.

Chart 11537 LNM 40/23

NC – MYRTLE GROVE SOUND TO LITTLE RIVER – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Lexington* will be conducting dredging operations on the Atlantic Intracoastal Waterway of North Carolina. Dredging activity will occur in the vicinity of Carolina Beach Inlet between New River - Cape Fear River Daybeacon 152 (LLNR 39715) to New River - Cape Fear River Light 161 (LLNR 39755). Dredged material will be pumped hydraulically onto Carolina Beach. Operations to begin on March 18, 2024 and complete by **April 30, 2024**. LNM 12/24.

SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS
IN THE FIFTH COAST GUARD DISTRICT
ENCLOSURE (4)

NEW OR UPDATED INFORMATION

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

******MD - CHESAPEAKE BAY – EASTERN BAY AND SOUTH RIVER – FISHING CREEK – OYSTER CREEK – SWIM EVENT******

An annual swim event are scheduled to occur near Bay Ridge Beach at Annapolis on **April 28, 2024**, between 8:30 a.m. and 11:30 a.m. Up to 55 swimmers accompanied by kayaks and paddle boards will race in a counter-clockwise direction on a triangular course that starts and finishes on Bay Ridge Beach in Annapolis, MD. Mariners are urged to use caution when transiting the area, and remain alert for participants operating near the event area. The anchorage marina fleet captain on scene and be contacted on VHF-FM chan 16 and 72. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596 or (410) 576-2693. Chart 12289.

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – SAILING REGATTA

An annual sailing regatta is scheduled to occur at the mouth of the Severn River from **April 22, 2024 through April 26, 2024, from 9 a.m. to 6:30 p.m. each day**. Up to 10 sail boats (22 feet in length) will compete in multiple flights on a drop mark course near Eastport Yacht Club at the mouth of the Severn River at Annapolis, MD. More information on the 2024 Santa Maria Cup event can be obtained at website <http://www.santamariacup.org/>. Interested mariners may contact the race committee boat via marine band radio VHF-FM channel 69. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596. Chart 12282.

******MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – SAILING REGATTA******

An annual sailing regatta is scheduled to occur at the mouth of the Severn River from **April 27, 2024 through April 28, 2024, from 9 a.m. to 4 p.m. each day**. Up to 10 sail boats (22 feet in length) will compete in multiple flights on a drop mark course near Eastport Yacht Club at the mouth of the Severn River at Annapolis, MD. Interested mariners may contact the race committee boat via marine band radio VHF-FM channel 69. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596. Chart 12282.

******MD – CHESAPEAKE BAY – SEVERN RIVER – SPA CREEK – ANNAPOLIS HARBOR – MARINE CONSTRUCTION AND TOWING OPERATIONS******

Annapolis Boat Shows, Inc. will conduct in-water operations in support of the Annapolis Spring Sailboat Show in Annapolis Harbor at Annapolis, MD during **March 28, 2024-May 3, 2024**. Temporary pilings, floating docks and submerged electrical cables extending channelward from Ego Alley will be placed in Annapolis Harbor. To support the in-water operations in Annapolis Harbor, long tows of low-profile floating docks will occur across the Severn River and the Chesapeake Bay from Annapolis, MD to the Bay Bridge Marina at Stevensville, MD during April 15-18, 2024, then returning to Annapolis, MD during April 22-24, 2024. During these tows, mariners are urged to use extreme caution when transiting the area, and to operate at reduced speed to minimize wake near the towing operations. Information regarding special anchoring restrictions in Annapolis Harbor in the event of severe weather during this period should be directed to the Annapolis City Harbormaster's Office on marine band radio VHF-FM channel 71 or telephone (410) 263-7973. Charts 12282, 12283, 12270.

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES******

An annual sail boat race is scheduled to occur on the Patapsco River each Saturday **April 20, 2024**, between 11 a.m. and 5 p.m. Up to 20 sail boats (20 to 40 feet in length) will compete in a single race along a designated course located between the Fort McHenry National Monument and Historic Shrine and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the "Baltimore City Yacht Association Fall Racing Series" can be obtained at website <https://www.bcya.com>. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2693. Chart 12281.

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES******

An annual weekly sail boat racing series is scheduled to occur on the Patapsco River each Sunday during **April 23, 2024-October 22 2024**, between 11 a.m. and 5 p.m. Up to 20 sail boats (20 to 40 feet in length) will compete in a single race along a designated course located between the Fort McHenry National Monument and Historic Shrine and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the "Baltimore City Yacht Association Fall Racing Series" can be obtained at website <https://www.bcya.com>. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2693. Chart 12281.

******VA – MD – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – MATTAWOMAN CREEK – SWIM EVENT******

The swim segments of an annual triathlon event are scheduled to occur in Mattawoman Creek on **April 27, 2024**, between 8 a.m. and 11 a.m. Up to 500 participants (in organized groups) will compete in designated 1.5K/1500-meter (2 laps) and 750-meter (1 lap) swim races along a marked, 750-meter rectangular course located at the General Smallwood State Park at Marbury, MD. The swim races begin with an in water start off the marina's main dock, and end with an out water exit at the nearby boat ramp. Swimmers will be supported by sponsor-provided kayaks and stand-up paddleboards. The swim course will have yellow floating markers located at turns and orange floating markers located approximately every 75 meters along swim legs. Swim course set-up will occur the previous day. Safety patrol vessels on scene can be contacted on marine band radio VHF-FM channel 16 and 78A. Additional information on the "General Smallwood Triathlons" can be obtained at website www.kineticmultisports.com/. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596. Chart 12289.

VA – CAPE HENRY TO THIMBLE SHOAL LIGHT – BROAD BAY – BOAT RACES

American Society of Naval Engineers is sponsoring the Promoting Electric Propulsion Boat Races in Broad Bay, Virginia Beach, VA. The electric powered boat race will be **April 15 & 16, 2024**, from 7 a.m. until 4 p.m. daily. Mariners are advised to use caution when transiting the area.

VA – SOUTHERN CHESAPEAKE BAY – WEDNESDAY NIGHT REGATTAS

The Broad Bay Sailing Association is sponsoring the Little Creek Races Wednesday Night Series on April 3, 2024 running until **November 27, 2024** in Southern Chesapeake Bay, off the shores of Norfolk and Virginia Beach, VA. The sailboats will begin transiting to the racing area at 4:30 p.m. Mariners are requested to use caution when transiting the area.

VA – HAMPTON HARBOR – SAILBOAT RACES

The CCVR Racing is sponsoring the 2024 Spring Series each **Sunday, April 14th through April 28th**. The event will occur near the Hampton Flats. The sailboats will begin transiting to the racing area at 10 a.m. on the day of the race. Mariners are requested to use caution when transiting the area.

VA – WILLOUGHBY BAY - WILLOUGHBY RACERS THURSDAY NIGHT RACES

The Broad Bay Sailing Association is sponsoring the Willoughby Racers Thursday Races on April 4 running until **November 24, 2024** in Willoughby Bay, Norfolk VA. The sailboats will begin transiting to the racing area at 6:00 p.m. Mariners are requested to use caution when transiting the area.

*****VA – DISMAL SWAMP CANAL*****

The City of Chesapeake Parks and Recreation is sponsoring the Paddle for the Border in the Dismal Swamp Canal. The paddle boat regatta will begin on **May 4th** at 8 a.m. and end at 1 p.m. Mariners are advised to use caution when transiting in the area.

*****VA – SMITH MOUNTAIN LAKE STATE PARK*****

Virginia Amateur Sports is sponsoring the Smith Mountain Lake Triathlon on Smith Mountain Lake, VA. The Triathlon will begin on **May 4th** at 9:00 a.m. and end at 12:00 p.m. Mariners are requested to use caution when transiting the area.

NC – Atlantic Ocean and Banks Channel – Wrightsville Beach – Carolina Yacht Club Regattas

Mariners are advised that the Carolina Yacht Club will host a series of regattas in the Atlantic Ocean near Masonboro Inlet and Banks Channel in Wrightsville Beach, NC. Approximately 45 regattas will take place from March 2, 2024 through **January 1, 2025**. Race coordinators will monitor local vessel traffic and can be contacted via VHF Marine Radio Channel 78. The sailing schedule can be found at www.carolinayachtclub.org. For any questions or comments, please contact the Coast Guard Sector North Carolina Marine Event Coordinator at (910) 772-2221. No restrictions will be placed on the navigable channel.

NC – CAPE FEAR RIVER – WILMINGTON, NC – SOUTHERN GARDEN HISTORY SOCIETY FIREWORKS

Mariners are advised that the U.S. Coast Guard will enforce a temporary safety zone for the Southern Garden History Society on **April 13, 2024** from 6 PM to 7:30 PM. There will be a fireworks display launched from a barge off the stern of the Battleship over the Cape Fear River. No vessels will be allowed within 500 yards of the launch site.

VA – LAKE ANNA - RUMPUS IN BUMPASS TRIATHLON

Kinetik Endeavors LLC is sponsoring the Rumpus in Bumpass Triathlon on Lake Anna, in Bumpass, VA. The Triathlon will begin on **April 20, 2024** at 9 a.m. and end at 11 a.m. Mariners are requested to use caution when transiting the area.

**SUMMARY OF OFFSHORE RENEWABLE ENERGY INSTALLATIONS (OREI)
AND OPERATIONS IN SUPPORT OF OREI IN THE FIFTH COAST GUARD DISTRICT
ENCLOSURE (5)**

NEW OR UPDATED INFORMATION

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

NY – SEACOAST – OFFSHORE SURVEY OPERATIONS

Be advised that TDI-Brooks International vessel RV Nautilus (Radio Call Sign: YJQA8) will be conducting geotechnical survey operations in OCS-A 0544 offshore New York from approximately March 15, 2024 to **May 15, 2024**, weather permitting. Vessel will have restricted maneuverability during survey operations

Activities will be conducted within the following way point coordinates.

Pt 1 - 72.92419W, 40.29342 N Pt2 - 73.13008W, 40.14040N Pt3 - 73.22653W, 40.20390N Pt4 - 73.01389W, 40.35348N

Seafloor geotechnical sample data will be collected across the OCS-A 0544 lease area in support of the project. The vessel will be working with restricted/limited maneuverability while keeping station deploying geotechnical sampling equipment. The master requests a CPA of 0.5 – 1.0 mile to accommodate operations. This lease area is in District 1, but close to d1 & d5 border. LNM 11/24.

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

R/V GO Pursuit will be conducting benthic sampling and marine remote sensing with acoustic sources, i.e. multibeam, sonar, magnetometer, and high frequency sub-bottom profilers; to map the seafloor and near-surface conditions. Vessel may additionally run weather patterns or testing in sheltered areas without survey sensors. Offshore vessel operations are planned in OCS-A 0542 and in the polygon bounded by the following coordinates: NW = 74° 00' 48.7773" W, 40° 29' 05.3500" N NE = 73° 23' 09.8861" W, 40° 28' 39.9348" N SE = 73° 24' 38.0595" W, 39° 25' 40.8372" N SW = 74° 01' 42.6876" W, 39° 26' 05.3295" N Survey operations will begin February 2024, continuing until approximately **September 30, 2024**, and will be conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. Go Pursuit will monitor VHF-FM Ch 16. Average vessel speed will be 4.5 knots with towed sensors up to 600-feet behind vessel, maximum vessel speed is 10 knots during transits when not towing sensors.

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

M/V Fugro Explorer will be conducting a geotechnical site investigation, comprised of drilling and performance of downhole sampling and Piezo Cone Penetration Testing within Federal waters. Vessel may additionally run weather patterns or testing in sheltered areas without survey sensors. Offshore vessel operations are planned in OCS-A 0542 and in the polygon bounded by the following coordinates: NW = 74° 00' 48.7773" W, 40° 29' 05.3500" N NE = 73° 23' 09.8861" W, 40° 28' 39.9348" N SE = 73° 24' 38.0595" W, 39° 25' 40.8372" N SW = 74° 01' 42.6876" W, 39° 26' 05.3295" N Survey operations started in November 2023, continuing until approximately **April 30, 2024**, and will be conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. Fugro Explorer will monitor VHF-FM Ch 16. The vessel will be fixed to the seabed and requires at least two hours' notice to move; please observe a minimum 0.5NM passing clearance.

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *HOS Browning*, call sign XCBK8, will be conducting geotechnical survey operations, using a mobilized vibracoring system. Operations will occur within Lease 0541 area and have been ongoing since 2022 and continue to approximately **June 30, 2024**. The vessel will be going back and forth between the 4 sites below.

0541 NYBight

SW 73.6527816°W 39.1957859°N

SE 73.6250767°W 39.1935921°N

NE 73.4520561°W 39.4406587°N

NW 73.6344779°W 39.4857573°N

Project 2

SW 74.0295571°W 39.1877915°N

SE 73.9437933°W 39.2843943°N

NE 74.0473319°W 39.3761597°N

NW 74.1100203°W 39.3712173°N

The *OSS HOS Browning* will have restricted maneuverability during seafloor sampling operations and is requesting mariners working in or transiting through the area to give a 0.5 NM CPA. The *HOS Browning* will be monitoring VHF channels 16 and can be contacted on these frequencies for safe passing arrangements. LNM 02/24

Project 1

SW 74.0900119°W 39.1444729°N

SE 74.0295571°W 39.1877915°N

NE 74.1100203°W 39.3712173°N

NW 74.2487547°W 39.2754104°N

Project 3

SW 74.1079482°W 39.3743668°N

SE 73.9425979°W 39.3213875°N

NE 73.9387155°W 39.6729316°N

NW 74.0491456°W 39.5865579°N

NY - NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *R/V Westerly*, will be conducting survey operations, operating multibeam bathymetry; side scan sonar; marine magnetometer, and shallow/medium seismic to map the seafloor and near-surface sub-bottom conditions. Vessel may additionally run weather patterns or testing in sheltered areas without survey sensors. Average vessel speed will be 3.7 knots while towing sensors up to 425 feet behind vessel. Operations will continue through **June 2024**. Survey area will be bounded by the following approximate positions in, Lease area 0539, and along export route(s) originating at the lease and terminating outside of Lower New York Bay Long Beach NY and Manasquan NJ.

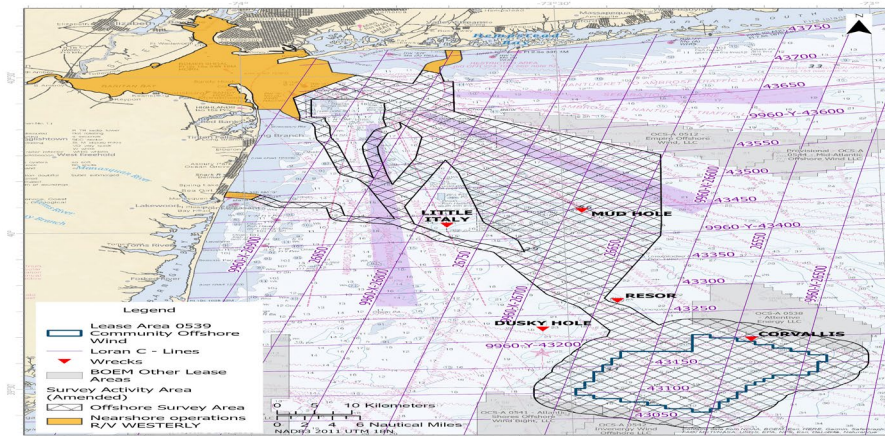
NW= 40° 42' 31.2098"N; 74° 02' 03.2042" W NE= 40° 42' 45.9071"N, 73° 58' 07.5237" W
SE = 40° 27' 56.4037"N, 73° 52' 02.5237" W SW = 40° 28' 53.1026"N, 74° 09' 42.6523" W

NW= 40° 34' 57.6583"N; 73° 41' 03.1808" W NE= 40° 34' 55.6788" N; 73° 39' 04.9101" W
SE = 40° 32' 12.0277" N, 73° 40' 10.1310" W W = 40° 33' 02.4341" N, 74° 41' 10.4384" W

NW= 40°07' 55.0000"N; 74°01' 37.4615"W NE= 40°05' 53.5374"N; 73°56' 33.0598W
SE= 40°04' 49.6295"N, 73°56' 39.4560"W SW= 40°06'34.5920"N, 74°01' 58.0821"W

The *R/V Westerly* will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 0.5 NM CPA. The *R/V Westerly*, will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12326, 12323



NY - NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

Sanco Swift will begin survey operations September 20, 2023 in lease area OCS-A 0539, approximately 32 nautical miles offshore of Little Egg Harbor, New Jersey and approximately 56 nm (104 km) offshore of Jones Beach, New York. The survey work proposed is for geophysical survey activities covering the entire Lease Area and export cable corridors.

Average vessel speed will be 4 knots with towed sensors up to 1300 feet (400 m) behind vessel and 390 feet (120 m) wide. Maximum vessel speed is 12 knots during transits when no towing sensors. Vessel will be restricted in its ability to maneuver when towing and approaching vessels are requested to pass at closest point of approach of 1 nautical mile.

Survey area bounded by:

39-23-00N, 073-14-21W 39-31-34N, 073-02-47W
39-36-45N, 073-02-38W 39-41-50N, 073-14-47W
39-41-55N, 073-20-27W 39-37-05N, 073-28-38W
39-30-27N, 073-32-49W 39-27-33N, 073-32-53W
39-23-06N, 073-21-06W 39-23-00N, 073-14-21W

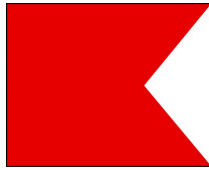
Survey operations will continue till **May 15, 2024**. Sanco Swift can be contacted on VHF-FM CH 16 or at captain.swift@sanco.no /

bridge.swift@sanco.no LNM 37/23

VA – NC – SEACOAST - UNEXPLODED ORDNANCE DISPOSITION CAMPAIGN - CVOW

Munitions and Explosives of Concern (MEC) Identification and Disposition:

MEC *identification* activity is nearly complete, and the Project is shifting to MEC *relocation* activities. MEC, formally referred to as Unexploded Ordnance (UXO), must be relocated to provide a safe working area within the export cable corridor to install the export cables and for the safe installation of monopile foundations and Inter-Array Cables in the lease area. The final positions of MEC will be advertised to the public upon completion. Project vessels HOS INNOVATOR, HOS WARLAND, and HOS MYSTIQUE will be starting MEC relocation activities in and around the export cable corridor offshore, followed by relocation in the NW section of the lease area, and then closer to shore east of the Dam Neck Ocean Disposal Site (DNODS). Vessels engaged in MEC operations will fly the international maritime signaling flag bravo.



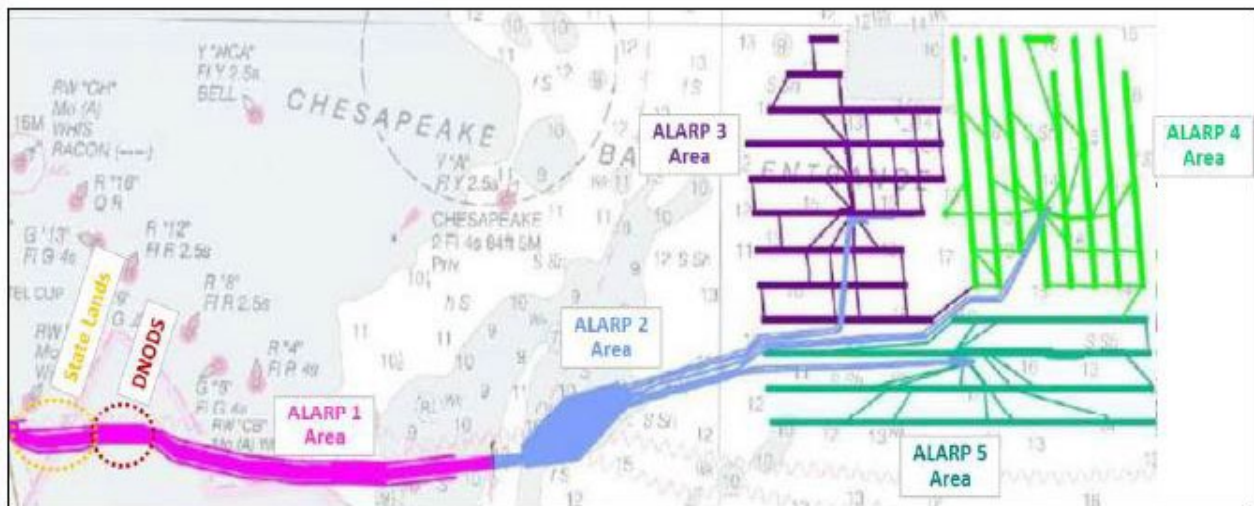
The U.S. Coast Guard (USCG) published [Docket Number USCG-2024-0081 to the Federal Register](#) to establish a temporary safety zone for navigable waters within a **1,000-yard radius** of the HOS INNOVATOR, HOS WARLAND, and/or the HOS MYSTIQUE. Operations are planned to relocate MEC in the Atlantic Ocean, within 12 miles of the shores of the State Military Reservation, in Virginia Beach, Virginia. The safety zone is needed to protect personnel, vessels, and other mariners and the marine environment from potential hazards created by these operations. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Virginia or a designated representative.

This rule is effective and subject to enforcement from January 26, 2024 through July 1, 2024. The USCG will issue a Broadcast Notice to Mariners via VHF-FM marine channel 16 when the zone is being enforced. For vessels requesting to enter the Safety Zone, coordinate with Project vessels on VHF Ch 16 prior to entry or with USCG.

Operations will also be conducted outside the 12nm boundary, both within the export cable corridor and the Lease Area. There will not be an established USCG safety zone surrounding these MEC operations; however, vessels are requested to maintain a 1,000-yard exclusionary zone surrounding project vessels flying the bravo signaling flag conducting relocation activities.

Disposition activities started in Area 2 in late February along the Offshore Export Cable (OEC) Corridor and will then move to the WTG sites in Area 3 (See the below Chartlet).

Additional project information is available on the Coastal Virginia Offshore Wind project web page (www.coastalvawind.com)

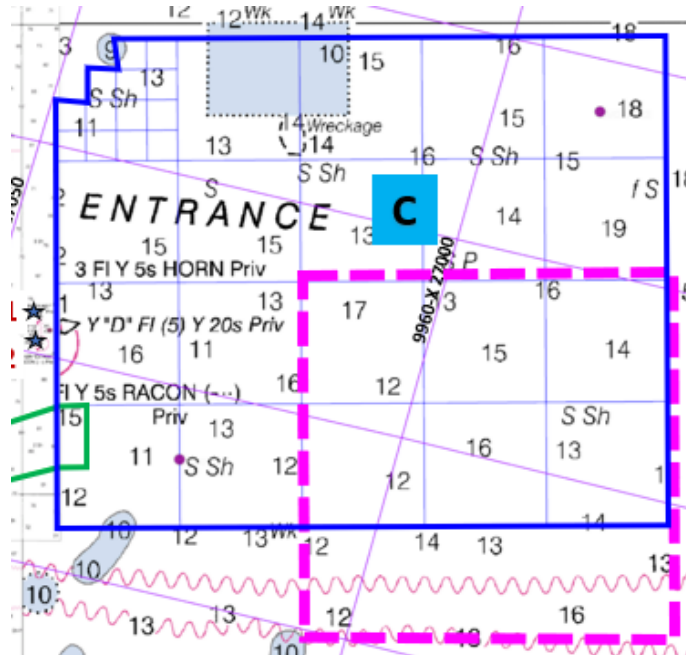


VA – SEACOAST - FISHERIES RESOURCE CHARACTERIZATION STUDIES

In partnership with the Virginia Institute of Marine Science (VIMS), the Virginia Marine Resource Commission (VMRC), and commercial fishermen, Dominion Energy is conducting resource assessment studies for Black Sea Bass, Channeled Whelk, and Atlantic Surfclam in and around the project area, specifically the areas outlined in the chartlets below.

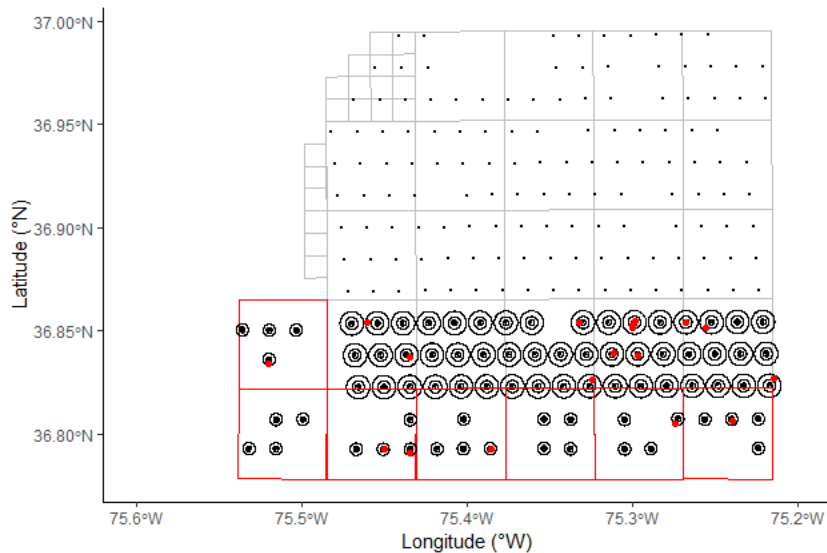
Area bound by: NW Corner: 36.849 N, 75.486 W, NE Corner: 36.849 N, 75.215 W, SE Corner: 36.801 N, 75.215 W, SW Corner: 36.801 N, 75.486 W. The use of novel acoustic release device technology eliminates the need for vertical lines and marker buoys in the water.

- Black Sea Bass:** The study consists of 8-strings of ventless traps with 6-traps per string. Sampling once per month, with a 48-hour soak, and acoustic release buoys are utilized to recover the gear. The chart below displays the sampling area, which includes locations south of the lease area. The study is currently taking place utilizing the VIMS R/V Bay Eagle and will continue through 2024.



Fisheries Survey Area (pink dotted line)

- Channeled Whelk:** The study uses 18-strings of 7 pots, a 48-hour soak time, and recovery by acoustic release buoys. This cooperative study will be completed in partnership with local commercial whelk fishermen and activities will continue through 2024. The CVOW lease site (with future turbine locations and sampling distance bands (inner, middle, far) and with one control area (red outline; outside the lease area). The March 2024 sampling locations (red dots) are shown.



Additional project information is available on the Coastal Virginia Offshore Wind project web page (www.coastalvawind.com) Chart 12200

TEMPORARY CHANGES to ATON - AMPLIFYING INFORMATION REGARDING SECTION III

(Information in this Enclosure is only for temporary relocated aids. See SECTION III for complete listing of temporary changes)

ENCLOSURE (6)

| LLNR | Aid Name | Status | BNM Ref | LNM St | Temporary Relocated to Approximate Position | |
|-------|--|-----------------------------|---------|--------|--|----------------|
| | | | | | Lat | Long |
| 3690 | Upper Delaware River Channel Lighted Buoy 10 | RELOCATED FOR DREDGING | 366D5 | 36/23 | 40-00-33.713N | 075-02-43.937W |
| 3860 | Upper Delaware River Channel Lighted Buoy 30 | RELOCATED FOR DREDGING | 366D5 | 36/23 | 40-04-09.533N | 074-55-37.761W |
| 3920 | Upper Delaware River Channel Lighted Buoy 36 | RELOCATED FOR DREDGING | 366D5 | 36/23 | 40-04-25.728N | 074-53-50.734W |
| 3925 | Upper Delaware River Channel Buoy 39 | RELOCATED FOR DREDGING | 366D5 | 36/23 | 40-04-46.170N | 074-53-08.618W |
| 3930 | Upper Delaware River Channel Lighted Buoy 40 | RELOCATED FOR DREDGING | 366D5 | 36/23 | 40-04-38.929N, | 074-53-05.935W |
| 3955 | Upper Delaware River Channel Lighted Buoy 43 | RELOCATED FOR DREDGING | 366D5 | 36/23 | 40-05-00.068N | 074-51-53.381W |
| 29284 | Beaufort Inlet Channel Lighted Buoy 7 | RELOCATED FOR DREDGING | 0470D5 | 49/23 | 34-40-13.012N | 076-40-18.676W |
| 29288 | Beaufort Inlet Channel Lighted Buoy 9 | RELOCATED FOR DREDGING | 0470D5 | 49/23 | 34-40-53.298N | 076-40-11.179W |
| 29294 | Beaufort Inlet Channel Lighted Buoy 11 | RELOCATED FOR DREDGING | 0020D5 | 04/24 | 34-41-01.977N | 076-40-08.880W |
| 29297 | Beaufort Inlet Channel Lighted Buoy 12 | RELOCATED FOR DREDGING | 0467D5 | 49/23 | 34-41-07.459N | 076-39-58.412W |
| 29310 | Beaufort Inlet Channel Lighted Buoy 14 | RELOCATED FOR DREDGING | 0467D5 | 49/23 | 34-41-35.931N | 076-40-05.883W |
| 29410 | Beaufort Inlet Channel Lighted Buoy 15 | RELOCATED FOR DREDGING | 0467D5 | 49/23 | 34-41-46.553N | 076-40-19.616W |
| 29425 | Morehead City Channel Lighted Buoy 17 | RELOCATED FOR DREDGING | 0477D5 | 49/23 | 34-41-59.169N | 076-40-37.397W |
| 30160 | Masonboro Inlet Buoy 3 | RELOCATED FOR DREDGING | 0083D5 | 08/24 | 34-10-38.560N | 077-48-20.729W |
| 30170 | Masonboro Inlet Lighted Buoy 5 | RELOCATED FOR DREDGING | 0083D5 | 08/24 | 34-10-51.762N | 077-48-38.479W |
| 30180 | Masonboro Inlet Buoy 7 | RELOCATED FOR DREDGING | 0083D5 | 08/24 | 34-11-04.852N | 077-48-59.381W |
| 30372 | Cape Fear River Entrance Channel Lighted Buoy 12 | RELOCATED FOR DREDGING | 563D5 | 47/22 | 33-51-51.608N | 078-01-00.117W |
| 30395 | Cape Fear River Channel Lighted Buoy 13A | RELOCATED FOR DREDGING | 563D5 | 47/22 | 33-52-51.527N | 078-00-29.915W |
| 30635 | Cape Fear River Channel Lighted Buoy 28 | RELOCATED FOR DREDGING | 0471NC | 43/23 | 33-59-13.409N | 077-56-44.520W |
| 30705 | Cape Fear River Channel Lighted Buoy 38 | RELOCATED FOR DREDGING/TRLB | 156D5 | 43/23 | 34-02-55.750N | 077-56-20.660W |
| 30841 | Cape Fear River Channel Lighted Buoy 58A | RELOCATED FOR DREDGING | 0132D5 | 12/24 | 34-09-54.360N | 077-57-34.320W |

******REPORTED UNEXPLODED ORDNANCES (UXO)******

Enclosure (7)

The Coast Guard advertises reported unexploded ordnances (UXO) information through local, Sector Broadcast Notice to Mariners (BNMs) and through the weekly, Fifth Coast Guard District LNM. BNMs are additionally available directly to mariners by email sign-up at the CG Navigation Center Web Site [Subscribe to Our RSS Feeds | Navigation Center \(uscg.gov\)](#). Information on proper reporting and safety procedures for UXOs can be found at the following link: <https://www.denix.osd.mil/uxo/>.

The following is a list of Reported Unexploded Ordnances (UXO) in Fifth Coast Guard District. New information will be highlighted in yellow.

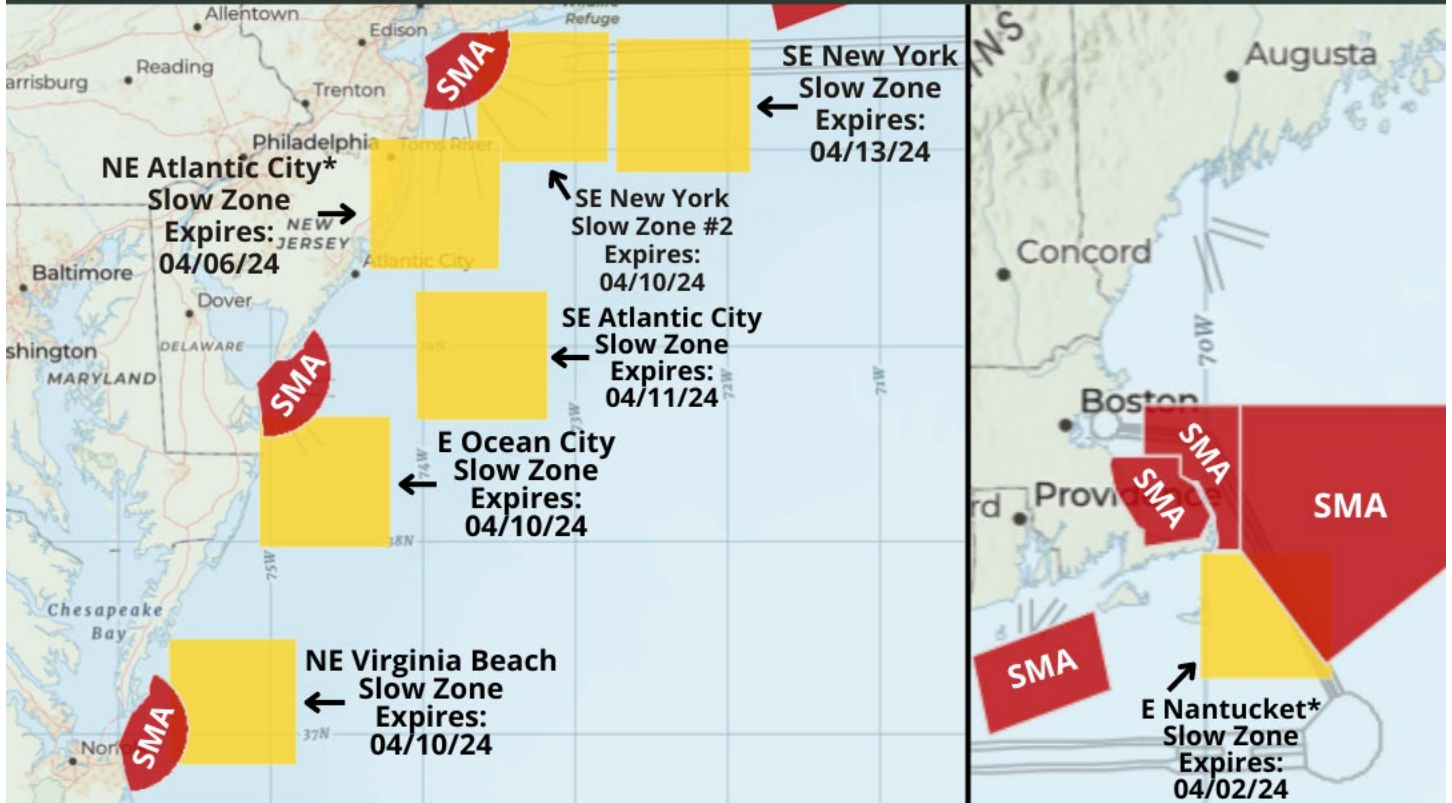
| LNM Added – UXO REF # | Latitude | Longitude | LNM Added – UXO REF # | Latitude | Longitude |
|-----------------------|----------------|-----------------|-----------------------|-----------------|-----------------|
| 19/23 - A1 M3281 | 36-48-04.3488N | 075-39-40.572W | 19/23 – A1 M3713 | 36-48-00.256N | 075-39-44.719W |
| 20/23 – A1 M2398 | 36-48-09.163N | 075-40-09.461W | 20/23 – A1 M4108 | 36-48-14.134N | 075-40-36.742W |
| 20/23 – A1 M1660 | 36-48-03.505N | 075-40-19.866W | 20/23 – A1 M1176 | 36-47-59.422N | 075-40-56.776W |
| 20/23 – A1 M4176 | 36-47-59.243N | 075-40-40.894W | 20/23 – A1 M1046 | 36-47-55.476N | 075-42-18.279W |
| 20/23 – A1 M467 | 36-47-56.662N | 075-41-54.717W | 20/23 – A1 M 2490 | 36-48-00.934" N | 075-41-08.176W |
| 20/23 – A1 M1042 | 36-48-02.523N | 075-41-25.176W | 20/23 – A1 M3738 | 36-48-15.167N | 075-39-56.484W |
| 20/23 – A1 M1095 | 36-48-15.167N | 075-39-56.484W | 20/23 – A1 M3416 | 36-48-02.302N | 075-43-13.289W |
| 20/23 – A1 M1823 | 36-47-56.095N | 075-43-48.899W | 21/23 – A1 M1823 | 36-47-56.095N | 075-43-48.899W |
| 21/23 – A1 M2084 | 36-48-00.203N | 075-43-43.218W | 21/23 – A1 M2027 | 36-48-01.787N | 075-45-24.997W |
| 21/23 – A1 M1276 | 36-48-13.791N | 075-39-56.586W | 24/23 – A1 M882 | 36-48-04.768N | 075-46-20.263W |
| 24/23 – A1 M287 | 36-47-51.493N | 075-45-58.878W | 25/23 – A2 M5443A | 36-50-57.0012N | 075-25-16.258W |
| 25/23 – A2 M5397 | 36-51-37.198N | 075-25-56.1W | 26/23 | 39-28-09.521N | 073-23-41.308W |
| 26/23 – A1 M1679 | 36-48-11.693N | 075-50-02.369W | 26/23 - A1 M2401 | 36-48-11.652N | 075-49-56.560W |
| 26/23 – A2 M5009 | 36-48-25.92N | 075-38-39.361W | 26/23 - A1 M5011 | 36-48-20.401N | 075-38-38.281W |
| 28/23 – A2 5002 | 36-48-26.751N | 075-38-50.486W | 28/23 - A1 1507 | 36-48-19.061N | 075-51-05.593W |
| 28/23 - A1 1612 | 36-48-31.355N | 075-50-34.784W | 28/23 - A1-M1378 | 36-48-29.317N | 075-51-29.738W |
| 28/23 - A1 M1382 | 36-48-29.318N | 075-51-28.876W | 28/23 - A1-M1393 | 36-48-28.290N | 075-51-26.762W |
| 28/23 - A1-M1446 | 36-48-28.504N | 075-51-18.009W | 28/23 - A1-M1502 | 36-48-26.593N | 075-51-08.710W |
| 28/23 - A1-M1515 | 36-48-29.579N | 075-50-59.905W | 28/23 - A1-M1519 | 36-48-29.495N | 075-50-59.560W |
| 28/23 – A1-M1568 | 36-48-23.742N | 075-50-54.076W | 28/23 – A1-M5020 | 36-49-39.705N | 075-34-23.925W |
| 28/23 – A2-M5025 | 36-49-47.534N | 075-34-30.241W | 28/23 – A2-M5060 | 36-50-04.368N | 075-33-14.319W |
| 28/23 – A2-M5356 | 36-51-46.141N | 075-23-03.48W | 28/23 – A2-M5408 | 36-51-36.961N | 075-23-19.201W |
| 28/23 – A2-M5508 | 36-52-13.26N | 075-21-05.698W | 28/23 – A2-M5200 | 36-50-01.871N | 075-32-39.450W |
| 28/23 – A2-M5286 | 36-50-31.711N | 075-32-30.463W | 28/23 – A1-M609 | 36-48-58.393N | 075-52-19.926W |
| 28/23 – A1-M3713 | 36-48-00.1872N | 075-39-44.6688W | 28/23 – A2 -M5220 | 36-50-49.605N | 075-30-12.542W |
| 28/23 - A1-M571 | 36-48-56.831N | 075-52-27.635W | 28/23 – A1–M2024 | 36-48-06.121N | 075-40-13.536W |
| 28/23 – A1–M2309 | 36-47-58.278N | 075-43-42.811W | 28/23 – A1-M4016 | 36-48-11.400N | 075-41-27.019W |
| 30/23 – A2-M5003 | 36-48-20.056N | 075-38-49.087W | 30/23 – A2-M5005 | 36-48-25.543N | 075-38-48.548W |
| 30/23 – A2-M5006 | 36-48-25.246N | 075-38-47.586W | 30/23 – A2-M5010 | 36-48-21.866N | 075-38-38.468W |
| 30/23 – A1-M1475 | 36-48-21.300N | 075-51-16.342W | 30/23 – A1-M1540 | 36-48-26.813N | 075-50-57.913W' |
| 30/23 – A1-M989 | 36-47-55.613N | 075-41-17.044W | 30/23 – A2-5400 | 36-50-54.829N | 075-23-28.697W |
| 31/23 – A1-M3483 | 36-48-10.651N | 075-48-42.200W | 31/23 – A2-M5069 | 36-50-33.236N | 075-30-45.012W |
| 32/23 – A3-M12681 | 36-52-06.253N | 075-28-15.329W | 32/23 – A3-M12802 | 36-52-06.202N | 075-27-20.001W |
| 32/23 – A3-M12660 | 36-52-13.124N | 075-28-18.121W | 32/23 – A3-M12664 | 36-52-11.750N | 075-28-17.862W |
| 32/23 – A3-M12981 | 36-52-05.765N | 075-26-27.903W | 32/23 – A3-M13129 | 36-52-09.388N | 075-25-33.600W |
| 32/23 – A3-M13157 | 36-52-10.267N | 075-25-30.162W | 32/23 – A3-M13171 | 36-52-09.272N | 075-25-25.539W |
| 32/23 – A3-M12960 | 36-53-04.942N | 075-26-31.522W | 32/23 – A3-M12970 | 36-53-05.451N | 075-26-29.614W |
| 32/23 – A3-13547 | 36-52-09.363N | 075-22-48.180W | 33/23 – A3-M12940 | 36-53-06.859N | 075-26-34.249W |
| 33/23 – A3-M12942 | 36-53-01.253N | 075-26-34.173W | 33/23 – A3-M12955 | 36-53-01.782N | 075-26-32.259W |
| 33/23 – A3-M12617 | 36-53-02.283N | 075-28-25.885W | 33/23 – A3-M13519 | 36-54-00.701N | 075-22-52.737W |
| 33/23 – A3-M13888 | 36-53-56.775N | 075-24-50.247W | 33/23 – A3-M14047 | 36-54-00.573N | 075-28-28.754W |
| 33/23 – A3-M13993 | 36-53-58.954N | 075-27-33.911W | 33/23 – A3-M11968 | 36-55-00.902N | 075-24-00.794W |
| 33/23 – A3-M12186 | 36-54-53.259N | 075-23-06.871W | 33/23 – A3-M12189 | 36-54-52.373N | 075-23-06.363W |
| 33/23 – A3-M12223 | 36-54-54.358N | 075-23-03.083W | 33/23 – A3-M12223-A | 36-54-54.233N | 075-23-03.147W |
| 33/23 – A3-M12226 | 36-54-54.046N | 075-23-02.485W | 33/23 – A3-M12236 | 36-54-55.407N | 075-23-00.306W |
| 33/23 – A3-M14020 | 36-53-59.663N | 075-27-33.347W | 33/23 – A3-M14055 | 36-54-01.037N | 075-27-33.182W |
| 33/23 – A3-M14001 | 36-53-59.586N | 075-25-46.929W | 34/23 – A3-M12128 | 36-55-51.623N | 075-23-14.675W |
| 34/23 – A3-M11180 | 36-59-30.921N | 075-25-28.610W | 34/23 – A3-M10664 | 36-59-37.790N | 075-26-24.876W |
| 34/23 – A3-M11181 | 36-58-40.340N | 075-25-28.062W | 34/23 – A3-M12474 | 36-57-45.516N | 075-21-29.763W |
| 34/23 – A3-M10169 | 36-56-46.569N | 075-27-58.305W | 34/23 – A3-M10229 | 36-54-57.231N | 075-27-45.345W |
| 34/23 – A3-M10233 | 36-54-52.203N | 075-27-44.868W | 34/23 – A3-M10246 | 36-54-56.861N | 075-27-43.122W |
| 34/23 – A3-M10262 | 36-54-59.682N | 075-27-40.293W | 34/23 – A3-M11738 | 36-57-43.379N | 075-24-26.366W |
| 35/23 – A3-M12897 | 36-54-28.623N | 075-27-39.272W | 35/23 – A3-M12730 | 36-54-17.100N | 075-27-37.082W |
| 35/23 – A3-M12865 | 36-53-48.652N | 075-26-38.577W | 35/23 – A3-M12879 | 36-53-51.858N | 075-26-37.910W |

| | | | | | |
|-------------------|----------------|----------------|--------------------|---------------|-----------------|
| 35/23 – A3-M13866 | 36-53-54.228N | 075-26-38.146W | 35/23 - A3-M10489 | 36-54-57.510N | 075-26-53.642W |
| 35/23 - A3-M12721 | 36-54-28.623N | 075-27-39.272W | 35/23 – A3-M10274 | 36-54-53.703N | 075-27-38.912W |
| 35/23 - A3-M11079 | 36-56-26.880N | 075-25-39.260W | 35/23 - A3-M12358 | 36-54-53.346N | 075-22-17.898W |
| 35/23 - A3-M13757 | 36-55-45.313N | 075-24-59.159W | 35/23 - A3-M12353 | 36-54-54.719N | 075-22-18.849W |
| 36/23 – A3-M12633 | 36-52-49.806N | 075-28-21.933W | 36/23 – A3-M13649 | 36-52-08.123N | 075-22-10.098W |
| 37/23 – A4-M6345 | 36-53-03.536N | 075-19-02.379W | 37/23 – A4-M6328 | 36-53-05.837N | 075-19-07.512W |
| 37/23 – A4-M6569 | 36-53-08.357N | 075-17-12.990W | 37/23 – A4-M12041 | 36-54-52.057N | 075-23-27.088W |
| 37/23 – A4-M6326 | 36-54-02.507N' | 075-19-08.752W | 37/23 – A4-M6508 | 36-54-58.543N | 075-17-25.671W |
| 37/23 – A4-M7140 | 36-58-41.461N | 075-20-45.097W | 37/23 – A4-7137 | 36-58-01.831N | 075-20-45.281W' |
| 37/23 – A3-M10854 | 36-57-33.898N | 075-26-04.534W | 37/23 – A3-M14216 | 36-58-01.572N | 075-25-17.253W |
| 37/23 – A4-M7483 | 36-58-37.381N | 075-19-47.622W | 37/23 – A4-M7111A | 36-58-36.706N | 075-20-49.819W |
| 38/23 – A3-M13016 | 36-52-08.592N | 075-26-04.242W | 38/23 – A3-M13002 | 36-52-08.994N | 075-26-15.026W |
| 38/23 – A3-M12999 | 36-52-09.287N | 075-26-18.351W | 38/23 – A3-M12829 | 36-52-07.532N | 075-27-00.043W |
| 39/23 – A3-M7736 | 36-56-47.035N | 075-19-36.600W | 39/23 – A3-M10530 | 36-56-46.272N | 075-26-45.027W |
| 39/23 – A3-M10343 | 36-56-45.173N | 075-27-22.535W | 39/23 – A4-M8010 | 36-57-41.119N | 075-18-41.589W |
| 40/23 – A3-M12935 | 36-53-19.989N | 075-26-34.704W | 40/23 – A4-M9028 | 36-57-39.771N | 075-15-58.750W |
| 40/23 – A3-M9063 | 36-57-40.148N | 075-15-55.079W | 41/23 – A4-M8537 | 36-57-46.184N | 075-16-55.070W |
| 41/23 – A4-M9489 | 36-57-47.782N | 075-15-00.268W | 41/23 – A5-M16562 | 36-52-11.501N | 075-20-50.321W |
| 41/23 – A3-M11226 | 36-55-22.975N | 075-25-22.675W | 41/23 – A5-M16546 | 36-52-14.674N | 075-20-52.801W |
| 42/23 – A3-M14007 | 36-53-59.175N | 075-28-03.133W | 42/23 – A3-M13957A | 36-53-57.931N | 075-28-00.651W |
| 42/23 – A3-M13957 | 36-53-57.868N | 075-28-00.504W | 42/23 – A3-12941 | 36-53-24.961N | 075-26-34.511W |
| 42/23 – A3-10340 | 36-54-54.801N | 075-27-22.593W | 42/23 – A3-10401 | 36-54-54.280N | 075-27-09.237W |
| 42/23 – A3-M10386 | 36-54-53.761N | 075-27-12.715W | 42/23 – A3-10541 | 36-55-51.947N | 075-26-41.825W |
| 42/23 – A3-M10542 | 36-55-51.436N | 075-26-41.715W | 43/23 – A5-M16944 | 36-52-08.878N | 075-19-55.478W |
| 43/23 – A5-M18000 | 36-52-09.973N | 075-16-16.657W | 43/23 – A5-M18010 | 36-52-10.158N | 075-16-14.816W |
| 43/23 – A5-M18022 | 36-52-06.598N | 075-16-11.317W | 43/23 – A5-M18025 | 36-52-11.317N | 075-16-12.949W |
| 43/23 – A5-M18015 | 36-52-11.860N | 075-16-12.949W | 43/23 – A5-M18305 | 36-52-07.557N | 075-14-22.456W |
| 43/23 – A5-M18326 | 36-52-13.772N | 075-14-14.172W | 44/23 – A5-M18459 | 36-52-15.476N | 075-13-22.657W |
| 44/23 – A5-M17322 | 36-51-15.231N | 075-18-48.755W | 44/23 – A5-M16630 | 36-51-10.355N | 075-20-40.766W |
| 44/23 – A5-M16658 | 36-51-15.792N | 075-20-35.968W | 44/23 – A5-M16478 | 36-49-26.397N | 075-21-20.065W |
| 44/23 – A5-M16463 | 36-49-27.141N | 075-21-23.904W | 44/23 – A5-M11622 | 36-49-23.666N | 075-22-17.279W |
| 44/23 – A5-M16171 | 36-49-23.672N | 075-22-24.695W | 45/23 – A5-M17132 | 36-49-23.287N | 075-19-30.432W |
| 45/23 – A5-M15551 | 36-49-22.249N | 075-25-13.282W | 45/23 – A5-M15566 | 36-49-24.047N | 075-25-10.670W |
| 45/23 - A5-M17393 | 36-49-20.517N | 075-18-38.443W | 45/23 – A5-M18649 | 36-49-22.449N | 075-13-02.358W |
| 45/23 – A5-M18542 | 36-49-28.124N | 075-13-04.053W | 45/23 – A5-M18650 | 36-49-29.698N | 075-13-00.542W |
| 45/23 – A5-M18061 | 36-50-19.449N | 075-16-02.650W | 45/23 – A5-M18076 | 36-50-21.719N | 075-15-59.170W |
| 45/23 – A5-M18212 | 36-50-19.063N | 075-14-58.377W | 46/23 – A5-M16137 | 36-50-16.527N | 075-22-32.067W |
| 46/23 – A5-M16682 | 36-50-22.534N | 075-20-32.981W | 46/23 – A5-M17048 | 36-50-16.146N | 075-19-39.550W |
| 46/23 – A5-M17635 | 36-50-20.593N | 075-17-48.579W | 46/23 – A5-M17878 | 36-50-22.892N | 075-16-48.910W |
| 46/23 – A5-M15203 | 36-50-20.358N | 075-27-02.957W | 46/23 – A5-M15062 | 36-49-25.179N | 075-27-56.624W |
| 47/23 – A5-02382 | 36-48-53.290N | 075-53-29.940W | 47/23 – A5-M15209 | 36-49-17.500N | 075-27-02.092W |
| 47/23 – A5-M15919 | 36-51-18.094N | 075-23-31.094W | 47/23 – A5-M16392 | 36-51-19.102N | 075-21-42.164W |
| 48/23 – A4-M9562 | 36-56-29.341N | 075-14-49.024W | 48/23 – A5-M15612 | 36-51-22.212N | 075-25-01.923W |
| 48/23 – A5-M15656 | 36-51-22.023N | 075-24-51.801W | 49/23 – A5-M9454 | 36-58-19.307N | 075-15-03.108W |
| 49/23 – A5-M15976 | 36-51-14.792N | 075-23-20.731W | 49/23 – A5-M15983 | 36-51-14.034N | 075-23-20.005W |
| 49/23 – A4-M6634 | 36-54-17.745N | 075-16-34.555W | 49/23 – A5-M9107 | 36-57-31.478N | 075-15-49.926W |
| 49/23 – A4-M9114 | 36-57-23.211N | 075-15-47.854W | 49/23 – A5-M16080 | 36-50-25.105N | 075-22-50.551W |
| 49/23 – A5-M16114 | 36-50-27.999N | 075-22-36.504W | 49/23 – A5-M16193 | 36-50-39.080N | 075-22-21.809W |
| 49/23 – A5-M15863 | 36-50-22.282N | 075-23-57.155W | 49/23 – A5-M15440 | 36-50-17.628N | 075-25-53.287W |
| 49/23 – A4-M6656 | 36-54-22.850N | 075-16-30.651W | 49/23 – A5-M15892 | 36-50-08.263N | 075-23-41.556W |
| 49/23 – A5-M15296 | 36-49-26.603N | 075-26-46.103W | 50/23 – A4-M7001 | 36-55-56.918N | 075-14-12.095W |
| 50/23 – A5-M15465 | 36-49-21.322N | 075-25-29.685W | | | |
| 50/23 – A5-M16906 | 36-51-42.239N | 075-20-01.243W | 50/23 – A5-M16255 | 36-49-23.222N | 075-22-07.175W |
| 50/23 – A5-M16755 | 36-51-30.382N | 075-20-26.309W | 50/23 – A5-M16838 | 36-51-26.984N | 075-20-08.769W |
| 50/23 – A5-M16811 | 36-50-55.787N | 075-20-11.185W | 50/23 – A5-16733 | 36-50-56.820N | 075-20-29.528W |
| 51/23 - A4-M6788 | 36-54-00.213N | 075-15-46.871W | 51/23 – A4-M6896 | 36-54-01.171N | 075-15-02.750W |
| 51/23 – A4-6892 | 36-54-01.962N | 075-15-10.886W | 51/23 – A4M7029 | 36-54-00.488N | 075-13.47.371W |
| 51/23 – A5-M17276 | 36-49-48.303N | 075-18-54.559W | 51/23 – A4-M6585 | 36-53-06.678N | 075-17-05.908W |
| 51/23 – A5-M17774 | 36-50-02.812N | 075-17-13.806W | 51/23 – A5-M18197 | 36-49-40.876N | 075-15-04.608W |
| 51/23 – A5-M17084 | 36-49-59.437N | 075-19-35.895W | 51/23 – A4-M6288 | 36-53-02.994N | 075-19-13.681W |
| 52/23 – A5-M17529 | 36-50-49.672N | 075-18-35.989W | 52/23 – A5-M17422 | 36-50-14.197N | 075-18-09.256W |
| 52/23 – A5-M18348 | 36-52-12.120N | 075-14-10.238W | 52/23 –A5-M18411 | 36-50-59.345N | 075-13-51.728W |
| 52/23 – A5-M18413 | 36-50-59.112N | 075-13-51.144W | 52/23 – A5-M18425 | 36-52-09.232N | 075-13-43.971W |
| 52/23 – A5-M18493 | 36-51-41.614N | 075-13-17.040W | 52/23 – A5-M18515 | 36-51-23.500N | 075-13-14.738W |
| 52/23 – A5-M17706 | 36-50-19.937N | 075-17-35.232W | 52/23 – A5-M17723 | 36-50-19.937N | 075-17-29.248W |
| 52/23 – A5-M17902 | 36-50-19.518N | 075-16-45.198W | 52/23 – A5-M18130 | 36-50-20.756N | 075-15-44.039W |
| 52/23 – A5-M18139 | 36-50-19.786N | 075-15-36.754W | 03/24 – A5-M17701 | 36-50-20.071N | 075-17-36.090W |
| 03/24 – A5-M18187 | 36-51-24.329N | 075-15-08.063W | 03/24 – A4-6400 | 36-54-55.715N | 075-18-30.795W |
| 03/24 – A4-6471 | 36-55-01.243N | 075-18-30.795W | 03/24 – A2-M5407 | 36-51-03.346N | 075-20-15.422W |
| 03/24 – A2-M5459 | 36-50-58.363N | 075-20-33.385W | 03/24 – A2-M5379 | 36-54-54.776N | 075-17-16.948W |
| 04/24 – A4-7148 | 36-58-49.869N | 075-20-43.951W | 05/24 – A4-8038 | 36-57-38.785N | 075-1838.120W |

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|-------------------------|---------------|----------------|----------------------|---------------|----------------|
| 05/24 – A4-8021 | 36-57-39.184N | 075-18-40.011W | 05/24 – A4-7580 | 36-58-22.864N | 075-19-41.678W |
| 05/24 – A4-7561 | 36-58-20.090N | 075-19-42.458W | 08/24 – A1-M01340 | 36-47-59.31N | 075-41-39.67W |
| 08/24 – A1-M00703 | 36-48-04.60N | 075-41-41.87W | 09/24 – A1-M01882 | 36-48-21.28N | 075-39-49.02W |
| 12/24 – A2-M05011A | 36-48-20.55N | 075-38-38.25W | 13/24 – A2-DEB24-003 | 36-50-47.61N | 075-26-21.71W |
| 13/24 – A2-DEB24-24-008 | 36-52-25.66N | 075-21-01.13W | 15/24 – A1-M01416 | 36-48-05.30N | 075-40-18.49W |



ATTENTION ALL BOATERS: SLOW DOWN TO 10 KNOTS OR LESS FOR RIGHT WHALES



Red Areas = Annual Seasonal Management Area (SMA): 10 knots or less required for boats 65 feet and bigger. These speeds are also recommended for smaller boats.



Yellow Areas = where right whales have been sighted (* Dynamic Management Area) or heard. Recommended slow down zones for ALL vessels.



If a Slow Zone overlaps with a SMA, mandatory speed reductions are required. All DMAs/Slow Zones do not apply to inshore waters



U.S. Coast Guard Sector Maryland-NCR

2401 HAWKINS POINT ROAD, BLDG 70

BALTIMORE, MD 21226-1791

Phone: (410) 576-2525

MARINE SAFETY INFORMATION BULLETIN 036-24

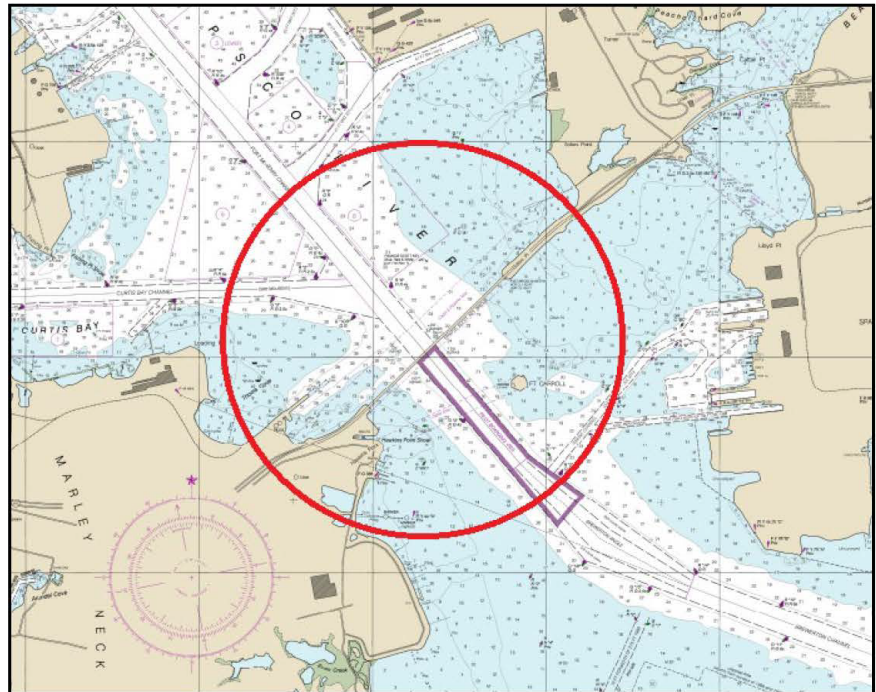
March 26, 2024

Port of Baltimore Safety Zone – Francis Scott Key Bridge Marine Casualty

Effective immediately a safety zone is established for all navigable waters of the Chesapeake Bay within a 2000-yard radius of the Francis Scott Key Bridge. The 948-foot Singapore-flagged vessel DALI struck the Francis Scott Key Bridge on March 26, 2024.

The safety zone is intended to protect personnel, vessels, and the marine environment in these navigable waters. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative. The COTP is currently issuing a Broadcast Notice to Mariners (BNM) via VHF-FM marine channel 16. Mariners are requested to monitor the VHF channel 16 for the latest information.

You may not enter the safety zone described above unless authorized by the COTP or the COTP's designated representative. To seek permission to enter, contact the COTP or the COTP's representative by telephone at (410) 576-2525 or on Marine Band Radio VHF-FM channel 16 (156.8 MHz). Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.



If you have any questions regarding the contents of this bulletin, please contact the Command Center at (410) 576-2525, or via email at d05-smb-sectormd-ncr-sec@uscg.mil.

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U.S. Coast Guard Sector Maryland-NCR

2401 HAWKINS POINT ROAD, BLDG 70

BALTIMORE, MD 21226-1791

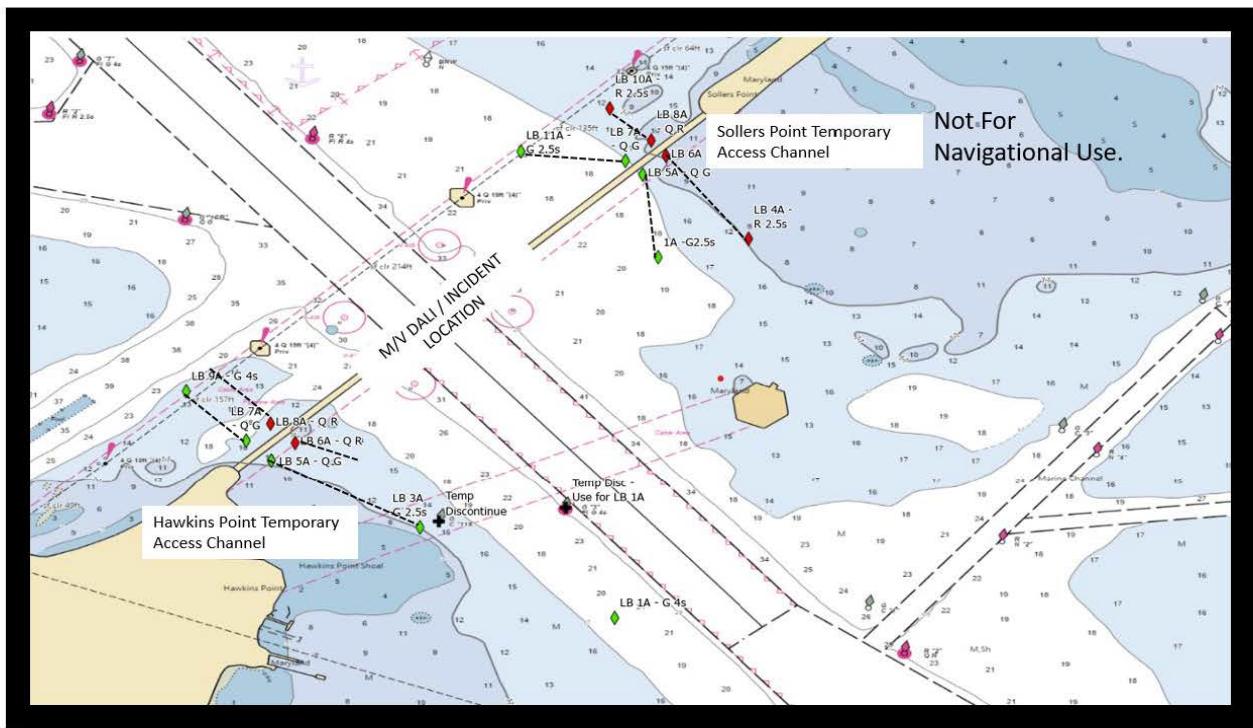
MTSRecoveryMDNCR@uscg.mil

MARINE SAFETY INFORMATION BULLETIN 039-24

April 4, 2024

Port of Baltimore Safety Zone – Key Bridge Response 2024
Temporary Alternate Channels Update

This Marine Safety Information Bulletin replaces and cancels MSIB 037-24 and MSIB 038-24.



The Captain of the Port (COTP) has established two temporary alternate channels for commercially essential vessels: the Sollers Point Temporary Alternate Channel is located on the northeast side of the main ship channel and the Hawkins Point Temporary Alternate Channel is located on the southwest side of the main ship channel. Both are in the vicinity of the Francis Scott Key Bridge. This action was part of a phased approach to opening the main federal channel. These temporary channels are marked with government lighted aids to navigation and will be limited to transit at the discretion of the COTP and during daylight hours only.

Due to updated surveys and waterway user feedback, these channels have had aids repositioned to facilitate transits through best water. The updated approximate locations of aids to navigation can be found in Broadcast Notice to Mariners, and in the near future found in the USCG Light List/Local Notice to Mariners.

The Sollers Point Temporary Channel has a controlling depth of 11 feet, a 264-foot horizontal clearance, and vertical clearance of 95 feet.

The Hawkins Point Temporary Channel has a controlling depth of 14 feet, a 280-foot horizontal clearance, and vertical clearance of 124 feet.

The current 2,000-yard safety zone around the Francis Scott Key Bridge (see [MSIB 036-24](#)) remains in effect and is intended to protect personnel, vessels, and the marine environment. No vessel or person will be permitted to enter the safety zone without first obtaining permission from the COTP or a designated representative. The COTP is currently issuing a Broadcast Notice to Mariners (BNM) via VHF-FM marine channel 16. Mariners are requested to monitor the VHF channel 16 for the latest information.

You may not enter the safety zone described above unless authorized by the COTP or the COTP's designated representative. To obtain permission to enter the safety zone and transit through the temporary alternate channel, you must, **as early as possible but no less than 4 hours prior to getting underway**, contact the Marine Transportation System Recovery Branch at (505) 203-8141. These requests must be received between the hours of 8 a.m. to 6 p.m. For movements scheduled to occur before 10 a.m. must be received prior to 6 p.m. the previous day. **All movements are subject to response and recovery efforts.**

As you approach the safety zone and prior to entry, contact the on-scene Patrol Commander on VHF channel 81A (157.075 MHz). Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

Baxter B. Smoak
BAXTER B. SMOAK
COMMANDER, U.S. COAST GUARD
USCG SECTOR MARYLAND-NCR