



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

LOCAL NOTICE TO MARINERS

District: 5

Week: 20/23

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, (757) 398-6220 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, 2022 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2023 (56th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2022 (54rd) 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

US- Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See enclosed compliance guide for specific times, areas, and exceptions to this law. Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16.

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 Allison Ferreira, Regional Office, 978-281-9103
Inquiries about the right whale Slow Zone program: Alicia Schuler, Protected Resources Division (978) 281-9235.
Further Slow Zone details: <https://www.fisheries.noaa.gov/feature-story/help-endangered-whales-slow-down-slow-zones>.
Reducing Ship Strike: <https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-vessel-strikes-north-atlantic-right-whales>.

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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
- Must be Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds
- Timed to energize for 45 minutes from last VHF activation

Automated Information System (AIS) Transponder Signals:

- AIS transponders should be placed on all Significant Peripheral Structure (SPS) or other significant locations within the wind energy facility.
- Capable of transmitting signals marking the locations of all structures within the facility.
- 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 12211 12214 12221 12318

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*******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 \(uscg.gov\)](https://www.denix.osd.mil/uxo/). Once identified, NOAA will then chart the UXO location so they are available on electronic navigation chart updates. Information on proper reporting and safety procedures for UXOs can be found at the following link: <https://www.denix.osd.mil/uxo/>.

For an active list of UXO, see ENC 7.

LNM: 18/23

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/boatinged/class_finder/index.php

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

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

witness theft of material from, disturbance of, or damage to a sunken military craft are asked to report it to the nearest Coast Guard unit.

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

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.

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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." 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 - 0223, 0226, 0227, 0228, 0230-23.

Sector Delaware Bay (DB) - BNM - 0077, 0088, 0093, 0094-23.

Sector Maryland-National Capital Region (MD-NCR) - BNM - 0021, 0064, 0067, 0068, 0073-23.

Sector Virginia (VA) - BNM - 0077, 0078, 0080-23.

Sector North Carolina (NC) - BNM - 0121, 0178, 0179, 0180, 0181, 0182, 0183, 0184, 0185, 0186, 0187, 0188, 0189-23.

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 |
|------|--|--------|-----------|----------|--------|---------|
| 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 |
| 690 | Cape Lookout Shoals Lighted Buoy 4 | OFF STA | 11544 462NC | 47/22 |
| 845 | Frying Pan Shoals Lighted Buoy 4FP | MISSING | 11536 0135NC | 15/23 |
| 1100 | Little Egg Inlet Lighted Buoy 1 | MISSING | 12316 241DB | 46/22 |
| 1105 | Little Egg Inlet Lighted Buoy 2 | BUOY DMGD/LT EXT | 12316 0051DB | 10/23 |
| 1318 | Longport Channel Buoy 8 | OFF STA | 12316 0073DB | 14/23 |
| 1415 | Townsend's Inlet Lighted Buoy 6 | MISSING | 12316 265DB | 52/22 |
| 1420 | Townsend's Inlet Buoy 8 | OFF STA | 12316 0058DB | 12/23 |
| 1425 | Townsend's Inlet Buoy 10 | OFF STA | 12316 0059DB | 12/23 |
| 1535 | Brown Shoal Light | LT EXT/RAC INOP | 12214 102DB | 23/21 |
| 1555 | Brandywine Shoal Light | LT EXT | 12214 135DB | 26/22 |
| 1600 | Elbow of Cross Ledge Light | LT EXT | 12304 341DB | 26/22 |
| 1620 | Delaware Bay Main Channel Light 32 | REDUCED INT | 12304 0068DB | 13/22 |
| 1675 | Cape May Canal West Entrance North Jetty Light 11 | LT IMCH/SS INOP | 12316 0060DB | 32/20 |
| 1715 | Maurice River Lighted Buoy 5 | OFF STA | 12304 0078DB | 01/23 |
| 1725 | Maurice River Channel Lighted Buoy 8 | MISSING | 12304 134DB | 26/22 |
| 1955 | Fortescue Entrance Lighted Buoy 2F | OFF STA | 12304 0055DB | 03/23 |
| 2055 | Delaware Bay East Icebreaker Light 2 | LT EXT | 12214 203DB | 35/20 |
| 2097 | Rehoboth Bay Channel Warning Light A | STRUCT DEST/TRUB | NONEVA | 25/22 |
| 2580 | Reedy Island Range Front Light | REDUCED INT | 12311 0028DB | 29/19 |
| 2610 | Reedy Island Gap South Daybeacon 1 | DAYMK MISSING | 12311 0053DB | 45/21 |
| 2735 | New Castle Range Rear Light | LT EXT | 12311 103DB | 20/22 |
| 3140 | Marcus Hook Range Rear Light | LT EXT | 12312 0030DB | 06/23 |
| 4753 | Ocean City Inlet Junction Lighted Buoy OC | MISSING/TRLB | 12211 0030MD | 11/23 |
| 4765 | Isle of Wight Bay Warning Buoy A | MISSING | 12211 NONEVA | 13/23 |
| 6485 | Virginia Inside Passage Lighted Wreck Buoy WR244 | MISSING | 12221 0053VA | 15/23 |
| 6605 | Wachapreague Inlet Buoy 1 | MISSING | 12210 084VA | 42/21 |
| 6610 | Wachapreague Inlet Buoy 2 | OFF STA | 12210 085VA | 21/22 |
| 6615 | Wachapreague Inlet Buoy 3 | OFF STA | 12210 086VA | 21/22 |
| 6795 | North Inlet Warning Daybeacon A | STRUCT DEST | 12210 072VA | 19/22 |
| 6805 | Great Machipongo Inlet Buoy 2 | OFF STA | 12210 NONEDB | 10/23 |
| 6810 | Great Machipongo Inlet Buoy 3 | MISSING | 12210 NONEVA | 21/21 |
| 6815 | Great Machipongo Inlet Lighted Buoy 4 | MISSING | 12210 135VA | 30/22 |
| 8395 | Brewerton Channel Eastern Extension Range Rear Light | LT EXT | 12278 061MD | 18/21 |
| 8693 | Pooles Island Light | LT EXT | 12278 110MD | 24/21 |
| 8995 | Elk River Channel North Range Rear Light | LT EXT | 12277 0071MD | 19/23 |
| 9370 | Norfolk Entrance Reach Range Front Warning Light | LT EXT | 12245 184VA | 35/21 |
| 9375 | Norfolk Entrance Reach Range Rear Warning Light | LT EXT | 12245 185VA | 35/21 |
| 9545 | Elizabeth River Lighted Buoy 15 | MISSING / Temp V-AIS: MMSI 993672621 | 12245 0066VA | 17/23 |
| 9832 | Portsmouth Marine Terminal Daybeacon 10 | DAYMK DMGD | 12253 196VA | 45/22 |
| 10655 | Naval Boat Channel Light 10 | LT EXT | 12245 015VA | 02/22 |
| 10783 | Newport News Anchorage L Lighted Mooring Buoy CG | MISSING | 12245 237VA | 52/22 |
| 10843 | Golf 2 Anchorage Lighted Mooring Buoy A | OFF STA | 12245 041VA | 09/22 |
| 10870 | Newport News Lighted Buoy 9 | MISSING / Temp V-AIS: MMSI 993672495 | 12245 0072VA | 18/23 |

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|---------|---|-------------------------|-------|--------|-------|
| 10905 | Hampton River Channel Light 6 | DAYMK MISSING | 12245 | 0059VA | 16/23 |
| 11780 | DEEP WATER SHOALS WARNING LIGHT | DAYMK MISSING | 12248 | 0067VA | 17/23 |
| 12795 | James River Channel Light 168 | STRUCT DEST/TRLB | | 239VA | 51/19 |
| 13155 | Poquoson Flats Channel Daybeacon 4 | DAYMK DMGD | 12221 | 0061VA | 14/23 |
| 13160 | Poquoson Flats Channel Daybeacon 5 | DAYMK DMGD | 12221 | 0051VA | 14/23 |
| 13490 | York Spit Warning Daybeacon | DAYMK MISSING | 12238 | 0062VA | 16/23 |
| 13496 | York River East Range Front Light | STRUCT DEST/LT EXT/TRLB | 12241 | 0077VA | 40/21 |
| 13497 | York River East Range Rear Light | LT EXT | 12241 | 0058VA | 16/23 |
| 14450 | Horn Harbor Warning Daybeacon A | DAYMK MISSING | 12238 | 053VA | 11/21 |
| 14780 | Milford Haven Daybeacon 4 | STRUCT DEST/TRUB | 12225 | 174VA | 42/22 |
| 16050 | Dymer Creek Entrance Light 7 | LT EXT | 12225 | 0078VA | 19/23 |
| 17285 | St. Catherine Sound Upper Entrance Warning Daybeacon D | STRUCT DEST/TRLB | | 258MD | 43/21 |
| 19330 | Herring Bay Light 3 | DAYMK MISSING | 12266 | 0053MD | 16/23 |
| 19780 | Triton Light | LT EXT | 12283 | 312MD | 36/22 |
| 21667 | Nassawadox Creek Warning Daybeacon J | STRUCT DEST/TRUB | | 005VA | 02/20 |
| 23150 | Tyler Creek Channel Light 11 | DAYMK MISSING | 12230 | 339MD | 40/22 |
| 23800 | Webster Cove Channel Daybeacon 3 | STRUCT DEST/TRLB | 12230 | 064MD | 19/21 |
| 23980 | Nanticoke River Channel Light 6 | STRUCT DMGD | 12230 | 097MD | 11/22 |
| 24055 | Bivalve Channel Daybeacon 3 | STRUCT DEST/TRLB | 12230 | 228MD | 26/22 |
| 24515 | Middle Island Bridge West Channel Wreck Daybeacon WR1W | MISSING/TRUB | 12264 | 0037MD | 04/18 |
| 24601 | Tar Bay Warning Daybeacon F | STRUCT DEST | 12264 | 383MD | 51/19 |
| 26180 | Leeds Creek Daybeacon 1 | STRUCT DEST | 12270 | 0043MD | 14/23 |
| 27985 | Oregon Inlet Lighted Buoy 3 | OFF STA/LT EXT | | 354NC | 37/22 |
| 27990 | Oregon Inlet Lighted Buoy 4 | OFF STA | | 0165NC | 17/23 |
| 27993 | Oregon Inlet Lighted Buoy 5 | MISSING | | 0041NC | 06/23 |
| 27995 | Oregon Inlet Jetty Light | LT EXT/DAYMK MISSING | | 166NC | 19/21 |
| 28460 | Wanchese Channel Daybeacon 5 | STRUCT DEST/TRUB | | 495NC | 50/22 |
| 28653 | Hatteras Inlet Lighted Buoy 5 | MISSING | | 396NC | 40/22 |
| 28660 | Hatteras Inlet Lighted Buoy 6 | MISSING | | 066NC | 09/17 |
| 28665 | Hatteras Inlet Lighted Buoy 7 | MISSING | | NONENC | 37/19 |
| 28667 | Hatteras Inlet Lighted Buoy 8 | MISSING | | NONENC | 37/19 |
| 28722.3 | Barney Slough Channel Lighted Buoy 6 | TRLB | | 353NC | 45/21 |
| 28900 | Ocracoke Inlet Lighted Buoy 1 | LT EXT | | 142NC | 18/22 |
| 28905 | Ocracoke Inlet Lighted Buoy 2 | BUOY DMGD/LT EXT | | 142NC | 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 Lighted Buoy 6 | MISSING | | 101NC | 12/21 |
| 28925 | Ocracoke Inlet Buoy 7 | MISSING | | 102NC | 12/21 |
| 28930 | Ocracoke Inlet Lighted Buoy 10 | MISSING | | 103NC | 12/21 |
| 28964 | Teaches Hole Channel Lighted Buoy 27 | MISSING | | 159NC | 20/22 |
| 28995 | Silver Lake Entrance Daybeacon 4 | STRUCT DEST/TRUB | | 454NC | 43/22 |
| 29056 | Big Foot Slough Channel Light 9A | STRUCT DEST/TRLB | | 469NC | 48/22 |
| 29077 | Big Foot Slough Channel Daybeacon 12 | STRUCT DEST/TRUB | | 0016NC | 03/23 |
| 29425 | Morehead City Channel Lighted Buoy 17 | OFF STA | 11547 | 0031NC | 04/23 |
| 29450 | Morehead City Channel Lighted Buoy 23 | BUOY DMGD | 11547 | NONENC | 18/23 |
| 29655 | New River Inlet Lighted Buoy 1 | MISSING | 11541 | 295NC | 33/22 |
| 29660 | New River Inlet Lighted Buoy 2 | MISSING | 11541 | 465NC | 33/22 |
| 29665 | New River Inlet Buoy 3 | MISSING | 11541 | 0062NC | 09/23 |

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| 29712 | New River Inlet Buoy 9A | OFF STA | 11541 | 0161NC | 16/23 |
| 29735 | New River Channel Wreck Light WR12 | STRUCT DEST/TRLB | 11541 | 494NC | 31/20 |
| 29740 | New River Channel Light 13 | OFF STA/STRUCT DMGD/TRLB | 11541 | 078NC | 11/19 |
| 29745 | New River Channel Daybeacon 15 | STRUCT DEST/TRUB | 11541 | 0122NC | 19/23 |
| 29895 | New River Channel Light 46 | STRUCT DMGD | 11542 | 0184NC | 19/23 |
| 29975 | New Topsail Inlet Buoy 1 | OFF STA | 11541 | 0066NC | 09/23 |
| 29985 | New Topsail Inlet Buoy 2 | MISSING | 11541 | 0036NC | 05/23 |
| 30032 | Old Topsail Creek Buoy 1 | OFF STA | | 0069NC | 09/23 |
| 30037 | Old Topsail Creek Buoy 7 | OFF STA | 11541 | 0172NC | 18/23 |
| 30048 | Banks Slough Channel Buoy 2BS | MISSING | 11541 | 0065NC | 09/23 |
| 30150 | Masonboro Inlet Buoy 1 | OFF STA | 11541 | 0094NC | 11/23 |
| 30165 | Masonboro Inlet Buoy 4 | OFF STA | 11541 | 528NC | 01/23 |
| 30280 | Carolina Beach Inlet Buoy 4 | MISSING | 11534 | 451NC | 46/22 |
| 30295 | Carolina Beach Inlet Buoy 7 | MISSING | 11534 | 0044NC | 06/23 |
| 30420 | Oak Island Channel Light 2 | STRUCT DEST/TRLB | 11534 | 274NC | 29/22 |
| 30640 | Lower Midnight Channel North Range Front Light | STRUCT DEST/TRLT | 11534 | 0168NC | 17/23 |
| 30740 | Upper Liliput Range Rear Light | LT EXT | 11534 | | 17/23 |
| 30950 | Cape Fear River Turning Basin Light B | STRUCT DEST/TRLB | 11537 | 024NC | 16/20 |
| 30985 | Northeast Cape Fear River Light 4 | STRUCT DEST/TRLB | 11537 | 098NC | 11/21 |
| 30990 | Northeast Cape Fear River Light 6 | STRUCT DEST/TRLB | 11537 | 097NC | 11/21 |
| 31010 | Lockwoods Folly Inlet Lighted Buoy 1 | MSLD SIG | 11534 | 0118NC | 14/23 |
| 31241.2 | Currituck Sound Research Platform C | STRUCT DMGD | | 019NC | 05/18 |
| 31360 | Durant Island Daybeacon 1D | STRUCT DMGD | | 390NC | 39/21 |
| 31485 | Albemarle Sound Light 1AS | STRUCT DEST/TRLB | 11553 | 0051NC | 07/23 |
| 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 |
| 32295 | Frisco Approach Light 4 | STRUCT DEST/TRLB | | 507NC | 42/19 |
| 32340 | Oliver Reef Light | STRUCT DEST/TRLB | | 277NC | 30/22 |
| 32370 | Royal Shoal Light 3 | DAYMK MISSING | | 315NC | 41/21 |
| 32710 | Swanquarter Bay Light 8 | DAYMK MISSING | | 491NC | 50/22 |
| 32855 | Pungo River Junction Light PR | STRUCT DEST/TRLB | 11553 | 133NC | 17/22 |
| 33470 | Bay River Daybeacon 20 | STRUCT DEST/TRUB | | 282NC | 31/22 |
| 33517 | West Bay Restricted Area Light I | DAYMK MISSING | 11544 | 413NC | 39/18 |
| 33517.1 | West Bay Restricted Area Light J | DAYMK MISSING | 11544 | 413NC | 39/18 |
| 33623 | Rattan Bay Restricted Area Light A | DAYMK MISSING | 11541 | 413NC | 39/18 |
| 33623.1 | Rattan Bay Restricted Area Light B | DAYMK MISSING | 11541 | 413NC | 39/18 |
| 33623.2 | Rattan Bay Restricted Area Light C | DAYMK MISSING | 11541 | 413NC | 39/18 |
| 33623.4 | Rattan Bay Restricted Area Light E | DAYMK MISSING | 11541 | 413NC | 39/18 |
| 33623.6 | Rattan Bay Restricted Area Light G | DAYMK MISSING | 11541 | 413NC | 39/18 |
| 33623.7 | Rattan Bay Restricted Area Light H | DAYMK MISSING | 11541 | 413NC | 39/18 |
| 33765 | Smith Creek Channel Daybeacon 5 | STRUCT DEST/TRUB | 11541 | NONENC | 47/22 |
| 33835 | Neuse River Channel Light 9 | STRUCT DEST/TRLB | | 508NC | 51/22 |
| 34270 | Trent River Daybeacon 6 | STRUCT DEST/TRUB | | 0030NC | 04/23 |
| 34290 | Trent River Daybeacon 12 | STRUCT DEST/TRUB | | 164NC | 18/21 |
| 34450 | Thorofare Channel Daybeacon 7 | STRUCT DEST/TRUB | 11544 | 348NC | 37/22 |
| 34825 | Beaufort Harbor Channel Daybeacon 5 | STRUCT DEST/TRUB | 11547 | 0056NC | 07/23 |

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| 34970 | Manasquan River Daybeacon 8 | STRUCT DEST/TRLB | 12324 | 167DB | 32/22 |
| 35115 | New Jersey Intracoastal Waterway Buoy 38 | OFF STA | 12324 | 0066DB | 13/23 |
| 35125 | New Jersey Intracoastal Waterway Light 40 | LT EXT | 12324 | 0094DB | 20/23 |
| 35170 | New Jersey Intracoastal Waterway Light 47 | DAYMK MISSING | 12324 | 0063DB | 13/23 |
| 35205 | New Jersey Intracoastal Waterway Lighted Buoy 56 | MISSING | 12324 | 0063DB | 13/23 |
| 35538 | New Jersey Intracoastal Waterway Buoy 130B | OFF STA | 12316 | 0083DB | 17/23 |
| 35955 | New Jersey Intracoastal Waterway Buoy 246 | TRUB | 12316 | 0088DB | 18/23 |
| 36280 | New Jersey Intracoastal Waterway Buoy 342 | OFF STA | 12316 | 0064DB | 13/23 |
| 36415 | New Jersey Intracoastal Waterway Daybeacon 382 | STRUCT DEST/TRLB | 12316 | 0084DB | 17/23 |
| 36425 | New Jersey Intracoastal Waterway Buoy 384 | MISSING | | 0056DB | 12/23 |
| 36790 | Cape May Canal West Entrance North Jetty Light 11 | LT IMCH/SS INOP | 12316 | 0060DB | 32/20 |
| 37595 | Great Bridge to Albemarle Sound Warning Daybeacon | STRUCT DEST/TRLB | 12206 | 294NC | 37/21 |
| 37680 | Great Bridge to Albemarle Sound Light 135 | DAYMK MISSING | 12206 | 0188NC | 20/23 |
| 37885 | Alligator River Light 22 | LT EXT | 11553 | 0129NC | 14/23 |
| 37895 | Alligator River Light 26 | DAYMK MISSING | 11553 | 0173NC | 18/23 |
| 38140 | Pungo River Junction Light PR | STRUCT DEST/TRLB | 11553 | 133NC | 17/22 |
| 38175 | Goose Creek Daybeacon 8 | STRUCT DEST/TRUB | 11543 | 0098NC | 12/23 |
| 38210 | Goose Creek Light 19 | STRUCT DEST/TRLB | 11553 | 215NC | 25/22 |
| 38230 | Goose Creek Daybeacon 24 | STRUCT DEST | 11553 | 0180NC | 19/23 |
| 38360 | Adams Creek Daybeacon 14 | STRUCT DEST/TRUB | 11541 | 288NC | 32/22 |
| 38420 | Core Creek Daybeacon 26 | STRUCT DEST/TRUB | 11541 | 0156NC | 16/23 |
| 38450 | Russell Slough Daybeacon 3 | STRUCT DEST/TRUB | 11541 | 0096NC | 11/23 |
| 38490 | Newport Marshes Daybeacon 32 | STRUCT DEST/TRLB | 11541 | 0042NC | 06/23 |
| 38525 | Morehead City Channel Lighted Buoy 23 | BUOY DMGD | 11547 | NONENC | 18/23 |
| 38629 | Morehead City Harbor Channel Turning Basin Daybeacon B | TRLB | 11545 | 0007NC | 02/23 |
| 38765 | Bogue Sound Light 3B | STRUCT DEST/TRLB | 11547 | 0174NC | 09/23 |
| 38850 | Bogue Sound Light 9 | STRUCT DEST/TRLB | 11541 | 315NC | 34/22 |
| 38925 | Bogue Sound Light 21 | STRUCT DEST/TRLB | 11541 | 402NC | 42/22 |
| 39025 | Bogue Sound Light 41 | STRUCT DEST/TRLB | 11541 | 0104NC | 13/23 |
| 39060 | Bogue Sound Daybeacon 45B | STRUCT DEST/TRUB | 11541 | 415NC | 43/22 |
| 39215 | Bogue Sound - New River Light 59 | STRUCT DEST/TRLB | 11541 | 0171NC | 17/23 |
| 39215 | Bogue Sound - New River Light 59 | STRUCT DMGD | 11541 | 0058NC | 08/23 |
| 39235 | Bogue Sound - New River Light 65 | STRUCT DEST/TRLB | 11541 | 358NC | 38/22 |
| 39300 | Bogue Sound - New River Buoy 72A | OFF STA | 11541 | 0181NC | 19/23 |
| 39355 | New River - Cape Fear River Daybeacon 17 | STRUCT DEST/TRUB | 11541 | 0167NC | 17/23 |
| 39375 | New River - Cape Fear River Light 27 | STRUCT DEST | 11541 | 0170NC | 17/23 |
| 39380 | New River - Cape Fear River Daybeacon 29 | STRUCT DEST/TRUB | 11541 | 0166NC | 17/23 |
| 39450 | New River - Cape Fear River Light 61 | STRUCT DEST/TRLB | 11541 | 355NC | 37/22 |
| 39460 | New River - Cape Fear River Daybeacon 69 | STRUCT DEST/TRUB | 11541 | 0097NC | 11/23 |
| 39465 | New River - Cape Fear River Light 71 | STRUCT DEST/TRLB | 11541 | 414NC | 43/22 |
| 39510 | New River - Cape Fear River Daybeacon 90 | STRUCT DEST | 11541 | | 18/23 |
| 39545 | New River - Cape Fear River Light 98 | STRUCT DEST/TRLB | 11541 | 0073NC | 10/23 |

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| 39605 | New River - Cape Fear River Daybeacon 123 | STRUCT DEST/TRUB | 11541 | 0108NC | 13/23 |
| 39610 | New River - Cape Fear River Daybeacon 124 | STRUCT DEST/TRUB | 11541 | 0088NC | 11/23 |
| 39655 | New River - Cape Fear River Light 137 | STRUCT DEST | 11541 | 0177NC | 18/23 |
| 39680 | New River - Cape Fear River Daybeacon 143 | STRUCT DMGD | 11534 | 0187NC | 20/23 |
| 39750 | New River - Cape Fear River Daybeacon 159 | STRUCT DEST/TRUB | 11534 | 434NC | 45/22 |
| 39915 | Lower Midnight Channel North Range Front Light | STRUCT DEST/TRLT | 11534 | 0168NC | 17/23 |
| 40055 | Cape Fear River - Little River Daybeacon 5 | STRUCT DEST/TRLB | 11534 | 161NC | 19/20 |
| 40060 | Cape Fear River - Little River Light 7 | STRUCT DEST/TRLB | 11534 | 477NC | 51/20 |
| 40065 | Cape Fear River - Little River Daybeacon 8 | STRUCT DEST/TRLB | 11534 | 169NC | 20/20 |
| 40110 | Cape Fear River - Little River Daybeacon 28 | STRUCT DEST/TRUB | 11534 | 406NC | 01/22 |
| 40130 | Cape Fear River - Little River Daybeacon 36 | STRUCT DEST/TRUB | 11534 | 276NC | 34/21 |
| 40220 | Cape Fear River - Little River Daybeacon 46 | STRUCT DEST/TRUB | 11534 | 502NC | 50/22 |
| 40285 | Cape Fear River - Little River Daybeacon 63 | STRUCT DEST/TRUB | 11534 | 235NC | 27/20 |
| 40305 | Cape Fear River - Little River Daybeacon 71 | STRUCT DEST/TRUB | 11534 | 306NC | 27/20 |
| 40315 | Cape Fear River - Little River Daybeacon 73 | STRUCT DEST/TRUB | 11534 | 178NC | 20/21 |
| 40323 | Cape Fear River - Little River Buoy 76 | MISSING | 11534 | 0081NC | 10/23 |
| 40325 | Cape Fear River - Little River Light 77 | OFF STA/STRUCT DEST/TRLB | 11534 | 0157NC | 32/20 |
| 40330 | Cape Fear River - Little River Light 78 | STRUCT DEST/TRLB | 11534 | 214NC | 24/20 |
| 40335 | Cape Fear River - Little River Daybeacon 80 | STRUCT DEST/TRUB | 11534 | 604D5 | 49/19 |
| 40350 | Cape Fear River - Little River Light 83 | STRUCT DEST/TRLB | 11534 | 511NC | 44/22 |
| 40360 | Cape Fear River - Little River Light 85 | STRUCT DEST/TRLB | 11534 | 378NC | 40/20 |
| 40385 | Cape Fear River - Little River Light 93 | STRUCT DEST/TRLB | 11534 | 480NC | 51/19 |
| 40395 | Cape Fear River - Little River Daybeacon 97 | STRUCT DEST/TRUB | 11534 | 374NC | 32/20 |
| 40405 | Cape Fear River - Little River Daybeacon 99 | STRUCT DEST/TRUB | 11534 | 0131NC | 14/23 |
| 40410 | Cape Fear River - Little River Light 101 | STRUCT DEST/TRLB | 11534 | 0119NC | 14/23 |
| 40440 | Cape Fear River - Little River Daybeacon 113 | STRUCT DEST/TRUB | 11534 | 217NC | 25/22 |
| 40445 | Cape Fear River - Little River Daybeacon 115 | STRUCT DMGD | 11534 | 0128NC | 14/23 |
| 40455 | Cape Fear River - Little River Light 117 | STRUCT DEST/TRLB | 11534 | 407NC | 42/20 |
| 40460 | Cape Fear River - Little River Light 119 | STRUCT DEST/TRLB | 11534 | 277NC | 34/21 |

DISCREPANCIES (FEDERAL AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|--|-------------------|-----------|----------|--------|---------|
| 670 | Cape Lookout Light | RELIGHTED | 11545 | 0075NC | 10/23 | 20/23 |
| 1460 | Cape May Harbor Range Rear Light | RELIGHTED | 12317 | 0090DB | 18/23 | 20/23 |
| 2117 | Rehoboth Bay Channel Buoy 10 | RESET ON STATION | 12214 | 0057DB | 12/23 | 20/23 |
| 4417 | Indian River Inlet Lighted Buoy 16 | RESET ON STATION | | NONEDB | 20/23 | 20/23 |
| 4419 | Indian River Inlet Buoy 16A | RESET ON STATION | | 0093DB | 19/23 | 20/23 |
| 4500 | Indian River Channel Buoy 24 | WATCHING PROPERLY | | 0089DB | 18/23 | 20/23 |
| 7995 | Craighill Channel Entrance Range Front Light | RELIGHTED | 12282 | 0075MD | 20/23 | 20/23 |
| 8000 | Craighill Channel Entrance Range Rear Light | RELIGHTED | 12278 | 0078MD | 20/23 | 20/23 |
| 8330 | Swan Point Channel North Range Rear Light | RELIGHTED | 12278 | 0076MD | 20/23 | 20/23 |

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| 8415 | Brewerton Channel Eastern Extension Lighted Buoy 5 | RELIGHTED | 12278 | 0065MD | 19/23 | 20/23 |
| 8700 | Pooles Island North Range Rear Light | WATCHING PROPERLY | 12274 | 0077MD | 20/23 | 20/23 |
| 10130 | Lynnhaven Inlet Light 1L | WATCHING PROPERLY | 12254 | 0076VA | 20/23 | 20/23 |
| 10470 | Little Creek Harbor Entrance Lighted Buoy 2 | RELIGHTED | 12255 | NONEVA | 20/23 | 20/23 |
| 20200 | Magothy River Light 10 | WATCHING PROPERLY | 12282 | 0047MD | 15/23 | 20/23 |
| 27315 | Bush River Light 3 | WATCHING PROPERLY | 12274 | 0071MD | 19/23 | 20/23 |
| 28722.1 | Barney Slough Channel Buoy 5 | RESET ON STATION | | 0142NC | 15/23 | 20/23 |
| 28735.3 | Hatteras Inlet Channel Lighted Buoy 13 | WATCHING PROPERLY | | NONENC | 20/23 | 20/23 |
| 28756 | Hatteras Inlet Channel Buoy 17A | RESET ON STATION | | 0071NC | 09/23 | 20/23 |
| 29083 | Big Foot Slough Channel Light 13 | WATCHING PROPERLY | | 0141NC | 15/23 | 20/23 |
| 29087 | Big Foot Slough Channel Light 14BF | WATCHING PROPERLY | | 0139NC | 15/23 | 20/23 |
| 29284 | Beaufort Inlet Channel Lighted Buoy 7 | WATCHING PROPERLY | 11547 | 530NC | 01/23 | 20/23 |

DISCREPANCIES (PRIVATE AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|----------|--|---------------------------|-----------|----------|--------|---------|
| 952 | Stockton University Lighted Data Buoy F | OFF STA | 12324 | 0061DB | 12/23 | |
| 2790 | Bulkhead Shoal Channel Buoy 4A | OFF STA | 12311 | 259DB | 52/22 | |
| 7660.1 | Cove Point Lighted Warning Buoy F | OFF STA | 12264 | 0055MD | 17/23 | |
| 10157 | Crab Creek Wreck Buoy WR3A | OFF STA | 12254 | 182VA | 35/20 | |
| 10157.09 | Crab Creek Warning Daybeacon A | MISSING | 12254 | NONEVA | 51/22 | |
| 10157.1 | Crab Creek Warning Buoy B | MISSING | 12254 | NONEVA | 51/22 | |
| 10186 | Lynnhaven River Daybeacon 1LR | MISSING | 12254 | 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 | 12254 | 057VA | 13/22 | |
| 10332.01 | Lynnhaven River Eastern Branch Buoy 2EB | MISSING | 12254 | 113VA | 24/21 | |
| 10332.03 | Lynnhaven River Eastern Branch Buoy 2A | MISSING | 12254 | 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 | 173VA | 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 | |
| 10574 | Crumps Bank Data Buoy | MISSING | 12245 | 205VA | 46/22 | |
| 10762 | Lafayette River Junction Daybeacon A | STRUCT DMGD | 12245 | 0075VA | 19/23 | |
| 11564.1 | James River Oyster Sanctuary Daybeacon NTH | DAYMK MISSING/STRUCT DMGD | 12248 | 213VA | 48/22 | |
| 11800 | Surry Power Station Daybeacon 2 | STRUCT DEST | 12248 | 214VA | 48/22 | |
| 11810 | Surry Power Station Daybeacon 5 | DAYMK MISSING | 12248 | 215VA | 48/22 | |
| 11820 | Surry Power Station Daybeacon 9 | STRUCT DEST | 12248 | 216VA | 48/22 | |
| 11933 | HRSD Williamsburg WWTP Outfall Warning Buoy A | MISSING | 12248 | 217VA | 48/22 | |

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| 12055 | Virginia Power Groin Light A | LT EXT | 12253 | 0028VA | 03/20 |
| 12060 | Virginia Power Groin Light B | LT EXT | 12253 | 008VA | 03/20 |
| 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 |
| 13575 | Virginia Power Underwater Obstruction Light A | DAYMK DMGD | 12241 | NONEVA | 04/23 |
| 13960 | Croaker Landing Daybeacon 1 | STRUCT DEST | 12243 | 232HR | 11/18 |
| 13965 | Croaker Landing Daybeacon 2 | STRUCT DEST | 12243 | 233HR | 11/18 |
| 14565 | Milford Haven East Channel Light 3 | LT EXT/STRUCT DMGD | 12238 | 169VA | 40/22 |
| 14585 | Milford Haven East Channel Lighted Buoy 4A | OFF STA | 12238 | 113VA | 25/22 |
| 14595 | Milford Haven East Channel Danger Light 6 | LT IMCH | | 170VA | 40/22 |
| 15005 | Broad Creek Northern Branch Daybeacon 1N | MISSING | | 107HR | 20/19 |
| 15010 | Broad Creek Northern Branch Daybeacon 2 | MISSING | | 108HR | 20/19 |
| 15015 | Broad Creek Northern Branch Daybeacon 4 | MISSING | | 109HR | 20/19 |
| 15020 | Broad Creek Northern Branch Daybeacon 5 | MISSING | | 166VA | 40/22 |
| 15045 | Broad Creek Northern Branch Daybeacon 11 | DAYMK MISSING | | 167VA | 40/22 |
| 15555 | VA Power Cable Crossing East Tower Light A | LT EXT | | 288VA | 50/22 |
| 15560 | VA Power Cable Crossing Middle Tower Light B (2) | LT EXT | | 229VA | 50/22 |
| 15565 | VA Power Cable Crossing West Tower Light C | LT EXT | | 230VA | 50/22 |
| 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 |
| 18251.2 | Neabsco Creek Channel Lighted Buoy 3 | LT IMCH | | 280MD | 31/22 |
| 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 |
| 18666 | Mirant Potomac River LLC Light A | LT EXT | | 236MD | 40/21 |
| 18668 | Mirant Potomac River LLC Light B | LT EXT | | 237MD | 40/21 |
| 18965 | Mill Creek (Patuxent River) Daybeacon 7 | STRUCT DEST/TRLB | 12264 | 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 | 12264 | 214MD | 30/21 |
| 19350 | South Herrington Harbour Range Rear Light | REDUCED INT | 12266 | 144MD | 28/21 |
| 19355 | South Herrington Harbour Entrance Light 1 | REDUCED INT | 12266 | 144MD | 28/21 |
| 19875 | Chesapeake Harbor Jetty Light 9 | LT EXT | 12282 | 273MD | 24/22 |
| 19875 | Chesapeake Harbor Jetty Light 9 | LT IMCH/DAYMK MISSING | 12282 | 206MD | 30/19 |
| 20067 | Sharps Point Light | LT EXT | 12283 | 179MD | 31/21 |
| 20430 | Pennwood Channel Range Front Light | LT EXT | 12278 | 178MD | 16/20 |
| 20975 | CSX Coal Pier Dolphin Light A | LT EXT | 12281 | NONEMD | 22/22 |
| 20995 | CSX Ore Pier Obstruction Light E | STRUCT DEST | 12278 | 174MD | 22/22 |

| | | | | | |
|----------|--|----------------------|-------|--------|-------|
| 24547 | Honga River Oyster Sanctuary Lighted Danger Buoy B | MISSING | 12264 | NONEMD | 52/22 |
| 24628 | Bluff Point Warning Buoy SW | MISSING | | NONEMD | 50/22 |
| 24628.1 | Bluff Point Warning Buoy NW | MISSING | | NONEMD | 50/22 |
| 24628.2 | Bluff Point Warning Buoy NE | MISSING | | NONEMD | 50/22 |
| 25015 | Cambridge Municipal Yacht Basin Light 2 | LT EXT | 12266 | 320MD | 37/22 |
| 26135 | Wye River Daybeacon 5 | STRUCT DEST/TRUB | 12270 | 124MD | 14/22 |
| 26700 | Davis Creek Entrance Daybeacon 2 | STRUCT DMGD/TRUB | 12278 | 267MD | 44/17 |
| 27065 | Longs Creek Daybeacon 1 | STRUCT DEST | 12278 | 334MD | 44/20 |
| 27075 | Longs Creek Daybeacon 4 | DAYMK IMCH | 12278 | 336MD | 44/20 |
| 31416.5 | Whitehall Shores Channel Daybeacon 2 | DAYMK MISSING | 12206 | 585NC | 47/17 |
| 31419.6 | Whitehall Shores West Channel Daybeacon 1 | DAYMK MISSING | 12206 | 584NC | 47/17 |
| 31550 | Albemarle Plantation Marina Daybeacon 3 | DAYMK MISSING | | 327NC | 27/22 |
| 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 |
| 33428 | Swan Point Warning Light C | LT EXT/DAYMK MISSING | | 505NC | 12/15 |
| 33428.5 | Swan Point Warning Daybeacon D | LT EXT/DAYMK MISSING | | 506NC | 12/15 |
| 39847 | Carolina Beach State Park Daybeacon 1 | STRUCT DEST | 11537 | 294NC | 33/22 |
| 39847.1 | Carolina Beach State Park Daybeacon 2 | STRUCT DMGD | 11537 | 293NC | 33/22 |
| | Bodkin Creek Speed Limit Dbn A | STRUCT DEST | 12278 | 315MD | 36/22 |
| | City Of Norfolk Outfall Warning Light At Ocean View Park | LT EXT | 12255 | NONEVA | 51/22 |
| | Elizabeth River Eastern BR Water Main South Lt | STRUCT DMGD | 12253 | 125VA | 27/20 |
| | Gosnold Hope Channel Daybeacon 6 | STRUCT DEST | 12222 | 242HR | 12/18 |
| | Hambleton Cove Daybeacon 1 | DAYMK MISSING | 12270 | NONEMD | 43/20 |
| | Hambleton Cove Daybeacon 3 | DAYMK MISSING | 12270 | 302MD | 41/20 |
| | Hambleton Cove Daybeacon 5 | DAYMK MISSING | 12270 | 302MD | 41/20 |
| | Moore Creek Daybeacon 4 | DAYMK MISSING | | NONEVA | 40/22 |
| | Moore Creek Daybeacon 9 | DAYMK MISSING | | NONEVA | 40/22 |
| | Wolf Trap Artificial Reef Buoy A | MISSING | 12225 | NONEVA | 04/23 |
| | York County Mooring Buoy A | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| | York County Mooring Buoy B | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| | York County Mooring Buoy C | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| | York County Mooring Buoy D | DAYMK IMCH | 12241 | 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. | LNM St | LNM End |
|------|--------|----------|----------|--------|---------|
|------|--------|----------|----------|--------|---------|

None

PLATFORM DISCREPANCIES CORRECTED

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

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|--|------------------------|-----------|----------|--------|---------|
| 2095 | Rehoboth Bay Channel Buoy 1 | DISCONTINUED | 12214 | 219D5 | 16/21 | |
| 9205 | Thimble Shoal Channel Lighted Bell Buoy 1TS | RELOCATED FOR DREDGING | 12222 | 138D5 | 11/22 | |
| 9210 | Thimble Shoal Channel Lighted Buoy 2 | RELOCATED FOR DREDGING | 12254 | 138D5 | 11/22 | |
| 9215 | Thimble Shoal Channel Lighted Buoy 3 | RELOCATED FOR DREDGING | 12222 | 138D5 | 11/22 | |
| 9220 | Thimble Shoal Channel Lighted Buoy 4 | RELOCATED FOR DREDGING | 12254 | 138D5 | 11/22 | |
| 9225 | Thimble Shoal Channel Lighted Buoy 5 | RELOCATED FOR DREDGING | 12245 | 138D5 | 11/22 | |
| 9230 | Thimble Shoal Channel Lighted Buoy 6 | RELOCATED FOR DREDGING | 12254 | 138D5 | 11/22 | |
| 9235 | Thimble Shoal Channel Lighted Buoy 7 | RELOCATED FOR DREDGING | 12254 | 143D5 | 11/22 | |
| 9240 | Thimble Shoal Channel Lighted Gong Buoy 8 | RELOCATED FOR DREDGING | 12254 | 143D5 | 11/22 | |
| 9255 | Thimble Shoal Channel Lighted Bell Buoy 9 | RELOCATED FOR DREDGING | 12254 | 060D5 | 06/20 | |
| 9260 | Thimble Shoal Channel Lighted Buoy 10 | RELOCATED FOR DREDGING | 12254 | 060D5 | 06/20 | |
| 9265 | Thimble Shoal Channel Lighted Buoy 11 | RELOCATED FOR DREDGING | 12254 | 060D5 | 06/20 | |
| 9270 | Thimble Shoal Channel Lighted Buoy 12 | RELOCATED FOR DREDGING | 12254 | 060D5 | 06/20 | |
| 9275 | Thimble Shoal Lighted Buoy 13 | RELOCATED FOR DREDGING | 12254 | 0153D5 | 13/23 | |
| 9280 | Thimble Shoal Lighted Buoy 14 | RELOCATED FOR DREDGING | 12254 | 0153D5 | 13/23 | |
| 9285 | Thimble Shoal Lighted Buoy 15 | RELOCATED FOR DREDGING | 12245 | 0153D5 | 13/23 | |
| 9290 | Thimble Shoal Lighted Buoy 16 | RELOCATED FOR DREDGING | 12245 | 0153D5 | 13/23 | |
| 9295 | Thimble Shoal Lighted Buoy 17 | RELOCATED FOR DREDGING | 12245 | 0153D5 | 13/23 | |
| 9300 | Thimble Shoal Lighted Buoy 18 | RELOCATED FOR DREDGING | 12245 | 0153D5 | 13/23 | |
| 10524 | Little Creek Harbor Lighted Buoy 7 | TRLB | 12255 | 0164D5 | 14/23 | |
| 18695 | Alexandria Lighted Buoy 5 | TRLB | | 0163D5 | 14/23 | |
| 29425 | Morehead City Channel Lighted Buoy 17 | RELOCATED FOR DREDGING | 11547 | 323D5 | 26/22 | |
| 29745 | New River Channel Daybeacon 15 | TRUB | 11541 | 386D5 | 28/21 | |
| 30355 | Cape Fear River Entrance Channel Lighted Buoy 9 | RELOCATED FOR DREDGING | 11534 | 563D5 | 47/22 | |
| 30360 | Cape Fear River Entrance Channel Lighted Buoy 10 | RELOCATED FOR DREDGING | 11534 | 563D5 | 47/22 | |
| 30372 | Cape Fear River Entrance Channel Lighted Buoy 12 | RELOCATED FOR DREDGING | 11534 | 563D5 | 47/22 | |
| 30395 | Cape Fear River Channel Lighted Buoy 13A | RELOCATED FOR DREDGING | 11534 | 563D5 | 47/22 | |
| 31015 | Lockwoods Folly Inlet Lighted Buoy 2 | DISCONTINUED | 11534 | 0165D5 | 14/23 | |
| 31020 | Lockwoods Folly Inlet Buoy 3 | DISCONTINUED | 11534 | 0165D5 | 14/23 | |
| 31025 | Lockwoods Folly Inlet Buoy 4 | DISCONTINUED | 11534 | 0165D5 | 14/23 | |
| 31027 | Lockwoods Folly Inlet Buoy 5 | DISCONTINUED | 11534 | 0165D5 | 14/23 | |
| 31030 | Lockwoods Folly Inlet Buoy 6 | DISCONTINUED | 11534 | 0165D5 | 14/23 | |
| 31035 | Lockwoods Folly Inlet Buoy 7 | DISCONTINUED | 11534 | 0165D5 | 14/23 | |
| 31040 | Lockwoods Folly Inlet Buoy 8 | DISCONTINUED | 11534 | 0165D5 | 14/23 | |

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 | | | | | | |
| (Temp) | ADD | NATIONAL DOCK CHANNEL BUOY 3 | | | CGD01 at 40-41-09.001N | 074-02-48.001W |
| | Green can | | | | | |
| | Corrective Action | Object of Corrective Action | | | Position | |

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

| | | | | | | |
|--|-----------------|------------------|------------------------|---------------|-----|--------------|
| 11534 | 40th Ed. | 01-SEP-19 | Last LNM: 10/21 | NAD 83 | | 20/23 |
| ChartTitle: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek | | | | | | |
| Main Panel 202 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK - -. Page/Side: - | | | | | | |
| | | | | | NOS | |
| LAST EDITION | | | | | -- | -- |
| No new editions of chart 11534 will be published. It will be canceled on 02-Aug-23. 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 . | | | | | | |
| 11535 | 13th Ed. | 01-FEB-12 | Last LNM: 39/20 | NAD 83 | | 20/23 |
| ChartTitle: Little River Inlet to Winyah Bay Entrance | | | | | | |
| Main Panel 213 LITTLE RIVER INLET TO WINYAH BAY ENTRANCE. Page/Side: N/A | | | | | | |
| | | | | | NOS | |
| LAST EDITION | | | | | -- | -- |
| No new editions of chart 11535 will be published. It will be canceled on 30-Aug-23. 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 . | | | | | | |
| 11536 | 20th Ed. | 01-JAN-15 | Last LNM: 39/20 | NAD 83 | | 20/23 |
| ChartTitle: Approaches to Cape Fear River | | | | | | |
| Main Panel 211 APPROACHES TO CAPE FEAR RIVER. Page/Side: A | | | | | | |
| | | | | | NOS | |
| LAST EDITION | | | | | -- | -- |
| No new editions of chart 11536 will be published. It will be canceled on 30-Aug-23. 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 . | | | | | | |
| 11537 | 40th Ed. | 01-FEB-15 | Last LNM: 27/20 | NAD 83 | | 20/23 |
| ChartTitle: Cape Fear River Cape Fear to Wilmington | | | | | | |
| Main Panel 200 CAPE FEAR RIVER - CAPE FEAR TO WILMINGTON. Page/Side: A | | | | | | |
| | | | | | NOS | |
| LAST EDITION | | | | | -- | -- |
| No new editions of chart 11537 will be published. It will be canceled on 02-Aug-23. 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 . | | | | | | |

| | | | | | |
|---|--|------------------|------------------------|---------------|--------------|
| 11539 | 20th Ed. | 01-SEP-14 | Last LNM: 46/17 | NAD 83 | 20/23 |
| <i>ChartTitle: New River Inlet to Cape Fear</i> | | | | | |
| Main Panel 500 NEW RIVER INLET TO CAPE FEAR NORTH CAROLINA. Page/Side: A | | | | | |
| LAST EDITION | No new editions of chart 11539 will be published. It will be canceled on 30-Aug-23. 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 -- |
| 11541 | 42nd Ed. | 01-FEB-19 | Last LNM: 19/23 | NAD 83 | 20/23 |
| <i>ChartTitle: Intracoastal Waterway Neuse River to Myrtle Grove Sound</i> | | | | | |
| Main Panel 501 NEUSE RIVER - -. Page/Side: - | | | | | |
| LAST EDITION | No new editions of chart 11541 will be published. It will be canceled on 30-Aug-23. 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 -- |
| 11542 | 20th Ed. | 01-DEC-17 | Last LNM: 19/23 | NAD 83 | 20/23 |
| <i>ChartTitle: New River; Jacksonville</i> | | | | | |
| Main Panel 506 NEW RIVER - -. Page/Side: - | | | | | |
| LAST EDITION | No new editions of chart 11542 will be published. It will be canceled on 30-Aug-23. 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 -- |
| 11543 | 25th Ed. | 01-APR-15 | Last LNM: 45/17 | NAD 83 | 20/23 |
| <i>ChartTitle: Cape Lookout to New River</i> | | | | | |
| Main Panel 507 CAPE LOOKOUT TO NEW RIVER. Page/Side: A | | | | | |
| LAST EDITION | No new editions of chart 11543 will be published. It will be canceled on 30-Aug-23. 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 -- |
| 11544 | 42nd Ed. | 01-FEB-20 | Last LNM: 45/17 | NAD 83 | 20/23 |
| <i>ChartTitle: Portsmouth Island to Beaufort, Including Cape Lookout Shoals</i> | | | | | |
| Main Panel 508 PORTSMOUTH ISL TO BEAUFORT INCL CAPE LOOKOUT SHOALS - -. Page/Side: - | | | | | |
| LAST EDITION | No new editions of chart 11544 will be published. It will be canceled on 30-Aug-23. 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 -- |
| 11545 | 67th Ed. | 01-JUL-19 | Last LNM: 52/20 | NAD 83 | 20/23 |
| <i>ChartTitle: Beaufort Inlet and Part of Core Sound; Lookout Bight</i> | | | | | |
| Main Panel 509 BEAUFORT INLET AND PART OF CORE SOUND - -. Page/Side: - | | | | | |
| LAST EDITION | No new editions of chart 11545 will be published. It will be canceled on 02-Aug-23. 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 -- |
| 11547 | 40th Ed. | 01-JUL-15 | Last LNM: 52/20 | NAD 83 | 20/23 |
| <i>ChartTitle: Morehead City Harbor</i> | | | | | |
| Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: A | | | | | |
| LAST EDITION | No new editions of chart 11547 will be published. It will be canceled on 30-Aug-23. 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 -- |

| | | | | | | |
|---|--|-----------|-----------------|--------|---------------------------|----------------|
| 12210 | 46th Ed. | 01-NOV-19 | Last LNM: 52/21 | NAD 83 | | 20/23 |
| ChartTitle: Chincoteague Inlet to Great Machipongo Inlet;Chincoteague Inlet | | | | | | |
| Main Panel 550 CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET - -. Page/Side: - | | | | | NOS | |
| LAST EDITION | No new editions of chart 12210 will be published. It will be canceled on 30-Aug-23. 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. | | | | -- | -- |
| 12211 | 49th Ed. | 01-MAY-20 | Last LNM: 44/17 | NAD 83 | | 20/23 |
| ChartTitle: Fenwick Island to Chincoteague Inlet;Ocean City Inlet | | | | | | |
| Main Panel 552 FENWICK ISLAND TO CHINCOTEAGUE INLET - -. Page/Side: - | | | | | NOS | |
| LAST EDITION | No new editions of chart 12211 will be published. It will be canceled on 30-Aug-23. 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. | | | | -- | -- |
| 12214 | 51st Ed. | 01-MAR-19 | Last LNM: 45/17 | NAD 83 | | 20/23 |
| ChartTitle: Cape May to Fenwick Island | | | | | | |
| Main Panel 554 CAPE MAY TO FENWICK ISLAND - -. Page/Side: - | | | | | NOS | |
| LAST EDITION | No new editions of chart 12214 will be published. It will be canceled on 30-Aug-23. 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. | | | | -- | -- |
| 12304 | 49th Ed. | 01-DEC-18 | Last LNM: 10/22 | NAD 83 | | 20/23 |
| ChartTitle: Delaware Bay | | | | | | |
| Main Panel 667 DELAWARE BAY - -. Page/Side: - | | | | | NOS | |
| LAST EDITION | No new editions of chart 12304 will be published. It will be canceled on 30-Aug-23. 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. | | | | -- | -- |
| 12316 | 37th Ed. | 01-OCT-18 | Last LNM: 19/23 | NAD 83 | | 20/23 |
| ChartTitle: Intracoastal Waterway Little Egg Harbor to Cape May;Atlantic City | | | | | | |
| CHART NJ-IWW-LITTLE EGG HARBOR TO CAPE MAY. Page/Side: N/A | | | | | | |
| DELETE | New Jersey Intracoastal Waterway Light 449 | | | | CGD05 39-00-25.111N | 074-49-24.375W |
| ADD | New Jersey Intracoastal Waterway Lighted Buoy 449 Green FI G 4s | | | | CGD05 at 39-00-25.111N | 074-49-24.375W |
| Main Panel 674 LITTLE EGG HARBOR TO CAPE MAY - -. Page/Side: - | | | | | NOS | |
| LAST EDITION | No new editions of chart 12316 will be published. It will be canceled on 05-Jul-23. 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. | | | | -- | -- |
| 12318 | 45th Ed. | 01-APR-10 | Last LNM: 46/17 | NAD 83 | | 20/23 |
| ChartTitle: Little Egg Inlet to Hereford Inlet;Absecon Inlet | | | | | | |
| Main Panel 680 LITTLE EGG INLET TO HEREFORD INLET. Page/Side: N/A | | | | | NOS | |
| LAST EDITION | No new editions of chart 12318 will be published. It will be canceled on 02-Aug-23. 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. | | | | -- | -- |
| 12324 | 37th Ed. | 01-DEC-18 | Last LNM: 19/23 | NAD 83 | | 20/23 |
| ChartTitle: Intracoastal Waterway Sandy Hook to Little Egg Harbor | | | | | | |
| Main Panel 683 SANDY HOOK TO LITTLE EGG HARBOR NEW JERSEY - -. Page/Side: - | | | | | NOS | |

LAST EDITION No new editions of chart 12324 will be published. It will be canceled on 05-Jul-23. 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>. -- --

12326 53rd Ed. 01-JAN-16 Last LNM: 09/20 NAD 83 20/23
ChartTitle: Approaches to New York Fire Island Light to Sea Girt

Main Panel 690 APPROACHES TO NEW YORK FIRE ISLAND LIGHT TO SEA GIRT. Page/Side: A
NOS

LAST EDITION No new editions of chart 12326 will be published. It will be canceled on 30-Aug-23. 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>. -- --

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

| Approved Project(s) | Project Date | Ref. LNM |
|---------------------|--------------|----------|
| None | | |

Advance Notice(s)

NJ – INTRACOASTAL WATERWAY – AIDS TO NAVIGATION CHANGE

On or about 14 May 2023 the Coast Guard will make the following changes to the aids to navigation marking the New Jersey Intracoastal Waterway (NJICW). This action is being taken due to the age and extensive deterioration of the steel piles, the necessity to prevent future hazards to navigation and the inaccessibility to the aids by Coast Guard assets. These aid stations will be considered for rebuilding when funds and operations permit.

Change Manasquan River Daybeacon 8 (LLNR 34970) to Manasquan River Buoy 8 (LLNR 34970) Red Nun. Removed when endangered by Ice.

Change NJICW Daybeacon 45 (LLNR 35165) to NJICW Buoy 45 (LLNR 35165) Green Can with yellow square ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 54 (LLNR 35198) to NJICW Buoy 54 (LLNR 35198) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 168 (LLNR 35680) to NJICW Buoy 168 (LLNR 35680) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 184 (LLNR 35750) to NJICW Buoy 184 (LLNR 35750) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

After removal of wreckage, change NJICW Lighted Wreck Buoy WR222 (LLNR 35870) to NJICW Buoy 222 (LLNR 35870) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 348 (LLNR 36330) to NJICW Buoy 348 (LLNR 36330) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change Schellenger Daybeacon 2 (LLNR 36775) to Schellenger Buoy 1 (LLNR 36775) Red Nun. Removed when endangered by Ice.

Charts: 12316 12324 LNM: 13/23

MD – APPROACHES TO BALTIMORE HARBOR – SPARROWS POINT CHANNEL – AID TO NAVIGATION CHANGE

On or about June 8, 2023 the Coast Guard will change Sparrows Point Buoy 2 (LLNR 20560) to Sparrows Point Lighted Buoy with a flashing 2.5 second red; LED; light with a nominal range of 4nm and will change the nominal range to 4nm on Sparrows Point Lighted Junction Buoy SP (LLNR 20555).

Charts: 12273 12278 12281 LNM: 17/23

MD – PINEY POINT TO LOWER CEDAR POINT – POTOMAC RIVER – AID TO NAVIGATION CHANGE

Due to the deteriorated condition of Ragged Point Warning Light (LLNR 16940) which has been deemed unsafe to access. On or about June 1, 2023 the Coast Guard will change Ragged Point Warning Light to Ragged Point Warning Daybeacon with NW dayboards and establish Ragged Point Obstruction Light in approximate position: 38 09 16.212N-76 36 04.260W with NW dayboards worded "Danger" on pile, a 15' optic height and flashing 4 second white light with a nominal range of 5nm.

LNM: 16/23

VA – YORK RIVER – YORKTOWN AND VICINITY – AID TO NAVIGATION CHANGE

On or about June 10, 2023 the Coast Guard will remove the wreckage from the damaged York River East Range Front Light (LLNR 13496) and discontinue the; deteriorating, York River East Rear Range (LLNR 13497).

Charts: 12221 12238 12241 LNM: 18/23

VA – RAPPAHANNOCK RIVER – INDIAN CREEK – AID TO NAVIGATION CHANGE

On or about June 8, 2023 the Coast Guard will install a flashing 2.5 second red; LED; light with a nominal range of 4nm on former Indian Creek Daybeacon 8 (LLNR 16095).

Chart 12225 LNM: 17/23

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

None

Closing

Docket No.

Ref. LNM

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/lnms/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 – APPROACHES TO BALTIMORE HARBOR – BODKIN CREEK – AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing following changes to Bodkins Point Shoal and Bodkins Creek:

Change: Bodkin Point Shoal Buoy 1 (LLNR 20310) to Bodkin Point Shoal Daybeacon 1 with SG dayboards on pile.

Rename: Bodkin Creek Approach Daybeacon 5 (LLNR 20320) to Bodkin Creek Daybeacon 5.

Discontinue: Bodkin Creek Junction Buoy BC (LLNR 20325).

Rename: Bodkin Creek Entrance Light 7 (LLNR 20330) to Bodkin Creek Light 7.

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 22, 2023 to be considered in the analysis. Refer to project number 05-23-25(D)

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Portsmouth, VA 23704

Charts: 12273 12278 12281

LNM: 13/23

MD – APPROACHES TO BALTIMORE HARBOR – PENNWOOD CHANNEL – AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing changing Pennwood Junction Buoy Buoy PW (LLNR 8175); 1st class unlighted nun buoy, to Pennwood Lighted Junction Buoy PW; 7x17LR, with a flashing (2+1) 6s second red; LED; light with a nominal range of 4nm. The new lighted buoy will be consistent with the other lighted buoys marking the Brewerton Channel. Additionally, remove the word "Channel" from the all the Pennwood 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](#) (uscg.gov)

All comments will be carefully considered and are requested prior to July 3, 2023 to be considered in the analysis. Refer to project number 05-23-027(D)

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Portsmouth, VA 23704

Chart 12278

LNM: 19/23

VA – SEACOAST – CHESAPEAKE BAY ENTRANCE – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing removing the sound signals from the below listed aids.

Change: Wachapreague Inlet Lighted Whistle Buoy W (LLNR 305) to Wachapreague Inlet Lighted Buoy W.

Change: North Chesapeake Entrance Lighted Bell Buoy NCA (LLNR 385) to North Chesapeake Entrance Lighted Buoy NCA.

Change: North Chesapeake Entrance Lighted Gong Buoy NCB (LLNR 390) to North Chesapeake Entrance Lighted Buoy NCB.

Change: North Chesapeake Entrance Lighted Bell Buoy NCC (LLNR 395) to North Chesapeake Entrance Lighted Buoy NCC.

Change: North Chesapeake Entrance Lighted Gong Buoy NCD (LLNR 400) to North Chesapeake Entrance Lighted Buoy NCD.

Change: Chesapeake Bay Entrance Lighted Whistle Buoy CH (LLNR 405) to Chesapeake Bay Entrance Lighted Buoy CH.

Change: Chesapeake Bay Southern Approach Lighted Whistle Buoy CB (LLNR 410) to Chesapeake Bay Southern Approach Lighted Buoy CB.

Change: Chesapeake Channel Lighted Bell Buoy 2C (LLNR 7035) to Chesapeake Channel Lighted Buoy 2C.

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 July 3, 2023 to be considered in the analysis. Refer to project number 05-23-028(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: 12200 12207 12208 12210 12211 12221 12222

LNLM: 19/23

VA – JAMES RIVER OXBOW – CHESTERFIELD – BRIDGE PROPOSAL

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

WATERWAY AND LOCATION: James River Oxbow, at position (37.372424, -77.360040), at Chesterfield, VA.

CHARACTER OF WORK: The proposed project is to build a new bridge that will span approximately 10,000 linear feet and will involve a 2-lane roadway with shoulders on a new alignment from Henricus Park to Corporate Village Parkway, including a bridge across the James River Oxbow. The proposed roadway will also include a shared use pedestrian path and new public utilities along the length of the project. The need for this new access to Henricus Park is due to Dominion Energy's coal-ash landfill exhumation of coal combustion, located along the current Henricus Park Road. The exhumation process will span multiple years, requiring a new long-term multimodal access road and path to access the Park. The purpose of the project is to construct three new facilities within Dutch Gap and James River Conservation Areas, that will provide park access to the public, replace the Dutch Gap Boat Launch, implement operational best practices and compliment the proposed new roadway and bridge into Henricus Park.

The new bridge will be a fixed bridge with a horizontal clearance of 160 feet and a vertical clearance of 29 feet above mean high water.

A copy of Preliminary Public Notice D05PPN-062023, which describes the proposal in detail, can be obtained by calling (757) 398-6587 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than June 26, 2023.

LNLM: 19/23

NC – OCRACOE INLET AND NORTHERN CORE SOUND – THOROFARE CHANNEL – CHANGE DAYBEACON 7 TO BUOY 7

Due to the published Controlling Depth and shoaling in Thorofare Channel between West Bay and Core Sound, Thorofare Channel Daybeacon 7 (LLNR 34450) is not able to be serviced or rebuild by a Coast Guard Construction Tender. The Coast Guard is proposing changing Thorofare Daybeacon 7 to a Thorofare Buoy 7 to provide a reliable aid to navigation, enable routine servicing and maintenance by a different type of vessel. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/Inms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to 20 Jun 2023 to be considered in the analysis. Refer to project number 05-23-026(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: Ward B. Posey
Portsmouth, VA 23704

Chart 11544

LNLM: 17/23

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

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

Charts: 12210 12211

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

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

Charts: 12222 12254

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

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

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

- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.
During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pickup truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

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

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsized 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 12245 12254

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

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

Chart 12241

LNM: 37/20

VA - 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.

NY - NJ - DE - MD - VA - 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.

Program is currently in effect in the following areas:

****No active slow zones in district 5 area.****

For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to [rightwhale.msr\(at\)noaa.gov](mailto:rightwhale.msr(at)noaa.gov).

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-ship-strikes-north-atlantic-right-whales>.

LNM: 17/23

NJ - DELAWARE BAY-MAURICE RIVER - PROPOSED BRIDGE REPLACEMENT

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

WATERWAY AND LOCATION: Maurice River, mile 23.9, at Millville, Cumberland County, NJ.

CHARACTER OF WORK: The proposed project is to replace the superstructure and substructure rehabilitation. The purpose of the project is to eliminate the structural deficiencies and improve the condition of the Route 49 Bridge over Maurice River.

The existing fixed bridge has a horizontal clearance of 60 feet and a vertical clearance of 3.72 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 60 feet and a vertical clearance of 3.46 feet above mean high water.

A copy of Preliminary Public Notice D05PPN-05-2023, which describes the proposal in detail, can be obtained by calling (757) 398-6557 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than June 16, 2023.

Chart 12304

LNM: 19/23

NJ - SANDY HOOK TO LITTLE EGG HARBOR - LITTLE EGG HARBOR - HAZARD TO NAVIGATION

A cofferdam has been installed in Little Egg Harbor approximately one mile northwest of Ham Island. In approximate position, 39° 36' 33.744" N, 074° 14' 24.179" W. The structure extends approximately 10' above the water line and is surrounded by yellow painted pilings. Six of these pilings have white lights placed on top of them. Mariners are advised to exercise caution when transiting the area.

Chart 12324

LNM: 14/21

NJ - NEW JERSEY INTRACOASTAL WATERWAY - SHARK RIVER-SOUTH CHANNEL - POINT PLEASANT CANAL - INSIDE THOROFARE

Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing inspections on the following bridges:

The SR 13 (Bridge Street) Bridge across the New Jersey Intracoastal Waterway (NJICW), Point Pleasant Canal, at mile 3.9, at Point Pleasant Township, Ocean County, NJ, which will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., daily, on May 15, 2023, and May 16, 2023. The SR 88 (Veterans Memorial) Bridge across the NJICW, Point Pleasant Canal, mile 3.0, at Point Pleasant Township, Ocean County, NJ, which will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., daily, from May 18, 2023, and May 19, 2023. During work hours, an under-bridge inspection unit and safety boat will be located in and around the vicinity of the navigable channel, reducing the vertical clearance of the bridge in the closed position to approximately 25 feet and approximately 25 feet, respectively.

The US40-322 (North Albany Avenue) Bridge across the NJICW, Inside Thorofare, mile 70.0, at Atlantic City, Atlantic County, NJ, which will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., daily, from May 22, 2023, and May 23, 2023, and the SR 71 (Main Street) Bridge across Shark River, South Channel, mile 0.8, between Belmar and Avon-by-the-Sea, Monmouth County, NJ, which will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., from May 24, 2023, and May 25, 2023. During work hours, an under-bridge inspection unit and safety boat will be located in and around the vicinity of the navigable channel, reducing the vertical clearance of the bridge in the closed position to approximately 5 feet and approximately 5 feet, respectively.

Inspection personnel, equipment, vehicle, and vessel will relocate from the navigable channel, upon request. Vessels that can safely transit through the bridge during periods with a 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 safely transit through the bridge, if at least a 30-minute prior notice is given to the project foreman. The bridge will open for emergencies, if at least a 30-minute prior notice is given. At all other times, the drawbridges will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(c)(1), Part 117.733 (b)(1), Part 117.733(h)(1), Part 117.751(b), respectively. The work vehicle and safety vessel may be reached on VHF-FM channel 13 and 16 and the project foreman may be reached at (201) 214-7242. Mariners should use caution when navigating through the area.

Charts: 12316 12324

LNM: 19/23

NJ - DELAWARE BAY - DELAWARE RIVER - RANCOCAS CREEK

Mariners are advised that a temporary deviation has been approved by the Coast Guard to allow the US Route 543 (Riverside-Delanco) Bridge across Rancocas Creek, mile 1.3, at Burlington County, NJ, to change its operating schedule to reduce the number of bridge 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).

LNM: 19/23

PA - SCHUYLKILL RIVER - PHILADELPHIA - OVERHEAD TRANSMISSION LINES

Beginning approximately May 28th, 2023, and continuing until approximately June 9th, 2023, Riggs Distler will commence removing existing overhead transmission lines over the Schuylkill River and replacing them with new overhead transmission lines between the University Avenue bridge and the Greys Ferry Avenue bridge. The approximate position of this work is: 39° 56' 37.254" N, 75° 12' 4.753" W. Operations include wire pulling and tensioning equipment set up on both sides of the Schuylkill River. Wire pulling activity will only take place during day-light hours. There will be no in-river activity such as barges, equipment, or small craft associated with the pulling of the wire.

When the work crews are notified of an approaching vessel by spotters on both bridges the wire pulling will cease until the vessel has cleared the work area. Normal above water clearance will be available during this time. Once the vessel has cleared the crossing wire pulling will continue. At the end of each work day all wires will be pulled to a safe height and secured with wire grips, rigging and safeties.

Job Site Contacts: Steve Koontz - RDC Superintendent SKoontz@riggsdistler.com (856) 287-7813 Matt Wild - General Foreman

PA – SCHUYLKILL RIVER – PHILADELPHIA – OVERHEAD TRANSMISSION LINES

MWild@riggsdistler.com (920) 204-9372.

Chart 12313

LNLM: 19/23

PA – SCHUYLKILL RIVER – PHILADELPHIA – DIRECTIONAL DRILLING

Carson Corporation will conduct a directional drill underneath the Schuylkill River on 3/31/2023 to install a sludge force main for the Philadelphia Water Department. The drill is taking place just south of the George C. Platt Bridge. No in-water guidelines, wires, or equipment are being used. The bore path of the drill is 30' from the lowest point of the Schuylkill River. The project is expected to be complete by 5/28/2023. For more information, please reach out to Nate Hubbard, (713) 703-3634, nhubbard@carsoncorporation.net.
Drill Locations: 39.898696N, -75.206198W, 39.896210N, -75.212721W.

Chart 12313

LNLM: 19/23

******DE – NJ – DELAWARE RIVER TO WILMINGTON – DELAWARE RIVER (MAIN CHANNEL) – NEW CASTLE RANGE – DREDGING – ONE WAY TRAFFIC******

All mariners are advised of dredging operations being conducted from May 12, 2023, until May 31, 2023, in New Castle Range. There will be one way traffic utilizing the red buoy side of the channel between Delaware River Lighted buoy 13 (LLNR 2740) and Delaware River Light 15 (LLNR 2830). The Dredge ESSEX will be dredging on the green side of the channel and should be contacted 30 min to 1 hour prior to passing on VHF-FM radio channels 6 and 13 and for additional information. Mariners are reminded to transit the area with extreme caution.

Chart 12311

LNLM: 20/23

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.

Chart 12311

LNLM: 38/22

DE – NJ – DELAWARE RIVER – NEW CASTLE RANGE – DREDGE OPERATIONS

The Dredge ESSEX, along with support equipment, will commence pipeline movements and dredging operations in and around the New Castle Range or about Saturday, May 6, 2023. The project is expected to continue until approximately June 5, 2023. A pipeline will run from the dredging area to the Reedy Point Disposal Area in Delaware.

The submerged pipeline will be marked with buoys and appropriate signs and lights placed at pipeline entry and exit points.

The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For any emergencies the dredge operator can be reached at 757-353-0455.

Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendee equipment will be navigating. Dredging operations will be conducted 24/7 all fishnets, crab pots and structures in the general area must be removed prior to commencement of work. All vessels are requested to contact the dredge prior to passing.

Chart 12311

LNLM: 18/23

DE – MD – SEACOAST – ATLANTIC OCEAN – AUTONOMOUS MARITIME VEHICLE DATA COLLECTION

Liquid Robotics (www.liquid-robotics.com), in partnership with the University of Delaware, will conduct continuous autonomous, unmanned maritime vehicle operations from NOVEMBER 11, 2022 through NOVEMBER 11, 2023 in areas offshore of Delaware and Maryland, bounded by the following coordinates:

Offshore Delaware:

38° 44' 13.038" N, 74° 52' 34.5858" W

38° 44' 8.1852" N, 74° 35' 1.0464" W

38° 29' 22.6062" N, 74° 34' 34.5792" W

38° 29' 8.7648" N, 74° 39' 53.6646" W

Offshore Maryland:

38° 27' 52.7652" N, 74° 51' 58.9068" W

38° 28' 3.324" N, 74° 46' 32.3862" W

38° 14' 48.1482" N, 74° 35' 25.5114" W

38° 14' 54.7368" N, 74° 51' 37.0872" W

Operations consist of scientific ocean data collection. Wave Glider carries no fuel, lubricants, or hydrocarbons, is wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of typically 1kt, and designed to give way or part if encountered by a vessel. It is surfboard size, copper in color, with a contact plaque and mast extending 1 meter above the surface supporting a flag. Mariners are urged to transit the area with caution. For up-to-date information, mariners can contact Liquid Robotics Operations Center at +1 408 636 4205, or by email at support@liquid-robotics.com.

Chart 12200

LNLM: 44/22

******MD – FENWICK ISLAND TO CHINCOTEAGUE INLET – OCEAN CITY INLET – ISLE OF WIGHT (SINEPUXENT) BAY******

Mariners are advised that the US 50 (Harry W. Kelley Memorial) Bridge, over Isle of Wight (Sinepuxent) Bay, mile 0.5, at Ocean City, MD, will be maintained in the closed-to-navigation position to facilitate the Ocean City Air Show. The bridge will remain in the closed position from 3 p.m. through 3:55 p.m. on Saturday June 10, 2023, and on Sunday June 11, 2023. The bridge will be able to open for emergencies. 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 117.559. Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 12211

LNLM: 20/23

MD – CHESAPEAKE BAY – SURVEY OPERATIONS

Continuing through the end of May 2023, the R/V Oyster Bay II will be conducting hydrographic survey operations in the waters of Central Chesapeake Bay, MD. Survey operations will be bounded from approximately 38° 09.44'N to the north and 38°41.13N to the south and will include

MD – CHESAPEAKE BAY – SURVEY OPERATIONS

Herring Bay and Magothy River and Sillery Bay along the western shore and the Chester River to Buckingham Warf and Possum Point, Prospect Bay, Eastern Bay, Crab Alley Bay, Wye River, Miles River, and Poplar Island Narrows along the eastern shore.

The R/V Oyster Bay II is a 30', Aluminum hulled survey vessel. The vessel is equipped over the side sonar mounts and sonars. The vessel will primarily be conducting operations 0600-1800hrs. The R/V Oyster Bay II will maintain watch on VHF channels 13 and 16.

There may be occasional unmanned aerial aircraft (Drone) activities conducting photogrammetry within the survey area.

Leidos requests that all vessels give the R/V Sea Innovator and R/V Oyster Bay a wide berth to avoid becoming fouled in the towed equipment or otherwise interfering with surveying operations.

Chart 12263

LNM: 15/23

MD – HONGA, NANTICOKE, WICOMICO RIVERS, AND FISHING BAY - NANTICOKE RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Maryland Department of Transportation, will be performing maintenance on the SR 313 (Sharptown Road) Bridge, over Nanticoke River at mile 30.0, in Sharptown, MD. The maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; which began in March 2023, will continue through August 31, 2023. A containment system will be located on and around the vicinity of the bridge for the entirety of the maintenance period. The containment system will reduce the vertical clearance of the bridge to approximately 46 feet of vertical clearance above mean high water. The project foreman can be reached at (727) 515-9174 or (727) 237-3948. Mariners should use caution navigating through the area.

LNM: 19/23

******MD – PATUXENT RIVER NAS, MD – GPS TESTING******

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate Testing Center Point Patuxent River NAS, MD, 38°15'39.2"N 76°26'08.9"W, with a possible impact radius of 28 NM at 50 feet above ground level from Testing Center Point. GPS testing is scheduled to be conducted on 22 May – 16 Jun 2023. More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period, GPS users are encouraged to report any GPS service outages that they experience to the Navigation Information Service by calling (703) 313-5900 or by using the NAVCEN web site to submit a GPS problem report. For additional information, you may contact the Navigation Information Service watch stander at (703) 313-5900.

Chart 12264

LNM: 20/23

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS– SEVERN RIVER – ANNAPOLIS HARBOR – TEMPORARY ACCESS CHANNEL

In support of the annual U. S. Naval Academy Blue Angels Air Show practice and performance demonstrations over the Severn River at Annapolis, MD during May 23-24, 2023, a marked channel will be temporarily established in the Severn River near Horn Point. The floating markers will be set on or about noon on Monday, May 22, 2023 and removed after the event on Thursday, May 25, 2023. Located between Spa Creek Entrance Buoy 1SC (LLNR 19905) and Annapolis Harbor Channel LB 5 (LLNR 19730), this channel is intended to allow vessels to transit into and out of Annapolis Harbor during the air show event. Vessels operating in this area do so at their own discretion. The temporary access channel will include eight unlit red floating markers and seven unlit green floating markers, located in the following approximate positions:

****FOR MARKER LOCATIONS, SEE ENCLOSURE 8****

At no time while the regulated area is being enforced will event spectators be permitted to obstruct either the temporary access channel, or the federal navigation channel outside of the regulated area. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2596, or email MDNCRMarineEvents@uscg.mil. See ENC 8.

Charts: 12282 12283

LNM: 17/23

******MD – BALTIMORE AND VICINITY – DREDGE OPERATIONS******

On or about June 1, 2023, Cashman Dredging and Marine Contracting Co., LLC will begin dredging operations in the Baltimore Harbor Channels, Brewerton Angle, Brewerton Channel Eastern Extension, Craighill Angle, and Tolchester Channel. The work areas are located on NOAA Charts 12270, 12278, & 12281 inside the coordinates listed in ENC 3.

The project will utilize the Dredge Dale Pyatt and dump scows Joe Verrochi, MERC Shevlin, Kurt Schulte, and DMT - 7253. Loaded scows from the Brewerton Angle will be transported to Cox Creek, located on Marley Neck, for disposal by the off-loader barge Kraken. Cox Creek on Marley Neck is located on NOAA Chart 12281. Loaded scows from the Brewerton Channel Eastern Extension, Craighill Angle, and Tolchester Channel will be transported to the Northern Access Channel at Poplar Island for disposal by the off-loader barge Kraken. Poplar Island North Access Channel is located on NOAA Chart 12270. Loaded scows will be transported by the tugboats Charles James, Michael Daigle, John Joseph, Indian Dawn, and Kendall Hebert. The marine equipment will be supported by the survey vessel "Cape Elizabeth" and the support vessel "Brooks Hooks." All vessels will monitor VHF channels 16, 13, and 67.

Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 24 hours daily, Monday through Sunday. Marine operations will be completed on or before Sept 15, 2023.

Charts: 12270 12278 12281

LNM: 20/23

MD – POTOMAC RIVER –CHESAPEAKE BAY TO PINEY POINT- POTOMAC RIVER-SMITH POINT VA TO BRETON BAY, MD

Mariners are advised that artificial reef construction operations are scheduled to occur in the lower Potomac River through Wednesday, May 31, 2023, from 4 a.m. to 6 p.m., daily for the Potomac River Fisheries Commission (PRFC). A contractor will operate 160' deck barge and a 50' tug Miss Morgan at a permitted underwater site known as Kitt's Point artificial reef, located southeast of the mouth of the St. Mary's River in St. Mary's County, MD, and a site known as Hog Island artificial reef, located Northeast of Hog Island in Northumberland County, at the following approximate coordinates:

38° 04.960' N, 076° 24.907' W

38° 02.160' N, 076° 27.343' W

Both locations will be marked with four orange buoys. Interested mariners may contact the on-scene vessel Chesapeake Charm via marine band radio VHF-FM Channel 10.

LNM: 12/23

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

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

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

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

******MD – VA – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – NICE/MIDDLETON BRIDGE DEMOLITION – SAFETY ZONE******

To facilitate bridge 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 March 30, 2023 through 11:59 p.m. on June 23, 2023. 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°21'38.74" N, 077°00'52.99" W, thence east to 38°21'52.67" N, 076°59'2.51" W, thence south along the shoreline to 38°21'43.45" N, 076°58'56.64.22" W, thence west to 38°21'28.91" N, 077°00'52.81" W, and thence north along the shoreline back to the beginning point, located in 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. These coordinates are based on datum NAD 83. The demolition operations will impede vessels requiring the use of the channel in this area. The federal channel will be closed during a detonation on June 7, 2023 at approximately 8 a.m. until demolition and debris removal is completed. The Federal channel will be impacted for up to 48 hours after demolition, due to the removal of the main span trusses. 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 781-953-1465 or on Marine Band Radio VHF-FM channels 13 and 16 from the pusher tug Miss Stacy. If permission is granted, mariner 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 telephone number (410)-576-2519 or (410)-576-2693 or MDNCRWaterways@uscg.mil.

LNM: 13/23

******MD – CHESAPEAKE BAY – POTOMAC RIVER- ANACOSTIA RIVER- NAVY CEREMONIAL GUARD-NAVY YARD******

Mariners are advised that the Navy Ceremonial Guard will be conducting a 21-gun salute via cannon, using blank rounds from the Waterfront Saluting Battery of the Washington Navy Yard, in position 38° 52' 18.087" N 076° 59' 40.2612" W, overlooking the Anacostia River in Washington, DC. The Ceremonies will be conducted on Memorial Day, Monday May 29, 2023, Independence Day, Tuesday July 4, 2023, from 12 p.m. to 1230 p.m. The 21 Gun Salute will not affect the navigational channel. All mariners should use caution when transiting the area. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

LNM: 20/23

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

DC– POTOMAC RIVER-DISTRICT OF COLUMBIA-ANACOSTIA RIVER

Mariners are advised that an engineering firm, on behalf of District Department of Transportation, will be performing inspections at I-695 Bridge, mile 1.2, 11th Street (Martin Luther King Jr. Avenue SE) Bridge, over Anacostia River and I-66 (T. Roosevelt) Bridge, mile 111.4 over the Potomac River. The inspection will start 8 a.m. to 5 p.m. from March 13, 2023, through March 17, 2023. The main channel will not be obstructed. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request and may be reached on VHF-FM channel 13. Mariners are requested to notify the project foreman at least 10 minutes prior to navigation through the bridge and should use caution when transiting the

DC– POTOMAC RIVER-DISTRICT OF COLUMBIA-ANACOSTIA RIVER

area.

LNM: 11/23

DC– POTOMAC RIVER-DISTRICT OF COLUMBIA-ANACOSTIA RIVER

Mariners are advised that an engineering firm, on behalf of District of Columbia Department of Transportation, will be performing inspections on the highway bridges I-395 Bridge and 14th Street Bridge over the Potomac River, mile 109.8, at Washington DC. The inspections will be performed between 7 a.m. to 5 p.m., from May 15, 2023, through May 19, 2023. The main channels will not be obstructed. Inspection personnel, equipment and vessel will relocate from the navigable channel upon request and may be reached on VHF-FM channel 13 & 16. All mariners should use caution when transiting the area.

LNM: 16/23

**DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – POTOMAC RIVER - GEORGETOWN CHANNEL-
TEMPORARY NO WAKE ZONE**

Due to ongoing construction on the Metro Rail Bridge across the Potomac River, at mile marker 109.8, for the WMATA Yellow Line Rehabilitation Project, the DC Harbor Master has established a temporary "NO WAKE" zone in effect through May 31, 2023. This zone will include the entire 14th Street Bridge complex.

LNM: 35/22

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

On or around March 1, 2023, 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 Shane Meehan (757) 835-7830, smeehan@cmgroupva.com.

Charts: 12222 12245

LNM: 09/23

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>.

Charts: 12222 12245

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, 2023. 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

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on 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 are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536- 9863 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>.

Charts: 12222 12245

LNM: 23/21

VA – NORFOLK HARBOR AND ELIZABETH RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm on behalf of the city of Portsmouth is requesting to temporarily close the navigation channel to set girders for the new bridge at the US 17 (Churchland) Bridge across the Western Branch of the Elizabeth River, mile 1.72, at Portsmouth, VA. The main navigation channel will be partially blocked with approximately 35 feet of horizontal clearance for mariners to pass from May 9, 2023, to June 30, 2023. All personnel and equipment will move from the main navigation channel upon request with a two-hour advanced notice. 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.

Chart 12253

LNM: 19/23

VA – NEWPORT NEWS CHANNEL - MONITOR MERRIMAC SMALL BOAT FENDER SYSTEM DAMAGE

Mariners are advised that the Monitor Merrimac Bridge Tunnel small boat channel fender system is damaged. Portions of the wooden structure are protruding into the small boat channel. The repair schedule is TBD. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12222

LNM: 45/22

******VA – JAMES RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Lower James River, VA from 06/01/2023 thru 07/15/2023 for the purpose of harvesting oyster shells. Work hours are 24 hours a day, 7 days a week. There will be one 200' x 50' dredge (vessel name: Oyster Bay), one 250' x 50' barge (un-named) for oyster shells, one 220' x 60' barge (un-named) for oyster shells, one 180' x 54' barge (un-named) for oyster shells; One, 81.4' x 28' tugboat (vessel name: Lucinda Smith), skiff (un-named), and other support vessels. The work area will be a square with corners at 36°57'22"N / 76°26'53"W and 36°57'00"N / 76°27'00"W and 36°56'12"N / 76°45'25"W and 36°55'50"N / 76°25'50"W. The dredge Oyster Bay will be spudded in place and other vessels moored to the dredge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12248

LNM: 20/23

******VA – JAMES RIVER - OYSTER SHELL DREDGING AND PLANTING EQUIPMENT MOORING AREA******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Lower James River, VA from 06/01/2023 thru 07/15/2023 for the purpose of harvesting oyster shells. Work hours are 24 hours a day, 7 days a week. Two mooring will be anchored South-West of the dredging area to create an anchorage for One (1) 250' x 50' barges and One (1) 220' x 60' barges, One (1) 185' x 54', One (1) 110' x 35'. The anchorage area will be at approximately 36°56'30"N / 76°26'10"W and 36°56'57"N / 76°26'9"W. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12248

LNM: 20/23

******VA – LOWER JAMES RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Lower James River, VA from 06/01/2023 thru 07/15/2023 for the purpose of planting oyster shells. Work will be intermittent but is possible 24 hours a day, 7 days a week. There will be one 81.4' x 30' tugboat (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°01'17"N / 76°29'17"W; 37°00'41"N / 76°27'55"W; 36°59'25"N / 76°31'06"W; AND 36°56'03"N / 76°27'04"W;. The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12248

LNM: 20/23

******VA – NEWPORT NEWS TO JAMESTOWN ISLAND – JAMES RIVER – GOOSE HILL RANGE - DREDGE OPERATIONS******

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington and support equipment will be conducting dredging operations at Goose Hill Channel on the James River. Operations will be ongoing between James River Channel Lighted Buoy 44 (LLNR 11987) and James River Channel Lighted Buoy 53 (LLNR 12105) from May 22, 2023 to August 01, 2023. Prior to approach, the dredge can be reached via VHF Radio Channels #13 and #16. For emergency the dredge operator can be contacted at phone number 757-635-2578.

Chart 12248

LNM: 20/23

******VA – YORK RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the York River, VA from 06/01/2023 thru 07/15/2023 for the purpose of planting oyster shells. Work will be intermittent but is possible 24 hours a day, 7 days a week. There will be one 81.4' x 30' tugboat (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°16'24"N / 76°31'54"W; 37°14'37"N / 76°28'28"W; 37°14'33"N / 76°26'39"W;.

******VA – YORK RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12241

LNM: 20/23

******VA – RAPPAHANNOCK RIVER ENTRANCE – MILFORD HAVEN – SEDIMENT SAMPLING OPERATIONS******

Between 05 June and 09 June 2023, EA Engineering, Science, and Technology, Inc., PBC (EA) will be conducting sediment sampling operations in the Milford Haven Channel between Milford Haven Lighted Buoy 3 (LLNR 14773) and Milford Haven Daybeacon 4 (LLNR 14780), near the Narrows Point Jetty in Hudgins, VA. Work will be performed during daylight hours aboard the R/V CanDu, a 37 foot by 16 foot shallow draft pontoon barge configured in a 4-point mooring system owned and operated by Ocean Surveys, Inc. The R/V CanDu will be conducting sediment sampling operations along the margins and in the centerline of the Milford Haven Channel near the Narrows Point Jetty penetrating the riverbed and request a slow bell and no wake. The R/V CanDu will be monitoring VHF channels 13 and 16 and can be reached directly via cell phone by contacting Mr. Michael Durbano (609-332-0534).

LNM: 20/23

******VA – CHESAPEAKE BAY - RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN INLET, HILLS BAY******

Mariners are advised that the Virginia Department of Transportation has requested a temporary deviation of the operating regulations for the State Route 223 drawbridge across Milford Haven Inlet, mile 0.1, at Hudgins, VA. Due to significant delays in fabrication of mechanical elements of the bridge's swing span, the drawbridge will remain in the closed-to-navigation position on May 8, 2023, and from May 9, 2023, through October 12, 2023. During the closure periods, the bridge will open on signal for vessel traffic at 11 a.m., 7 p.m., and 10 p.m. on May 8, 2023, and at 2 a.m., 5 a.m., 8 a.m., 11 a.m., 7 p.m. and 10 p.m. from May 9, 2023, through October 12, 2023. Vessels able to pass through the drawbridge in the closed position may do so at any time. The vertical clearance of the drawbridge in the closed-to-navigation position is 12 feet above mean high water. The drawbridge will be able to open for emergency vessels commencing May 8, 2023, at 11 a.m. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.

LNM: 18/23

******VA – LOWER RAPPAHANNOCK RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Lower Rappahannock River, VA from 06/01/2023 thru 07/15/2023 for the purpose of planting oyster shells. Work will be intermittent but is possible 24 hours a day, 7 days a week. There will be one 81.4' x 30' tugboat (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°40'02"N / 76°28'37"W; 37°36'55"N / 76°18'42"W; 37°36'39"N / 76°18'19"W; 37°36'30"N / 76°18'14"W; 37°38'20"N / 76°32'36"W; 37°38'06"N / 76°32'30"W; 37°36'35"N / 76°20'34"W; 37°34'19"N / 76°17'08"W; 37°34'38"N / 76°18'18"W; 37°37'08"N / 76°30'48"W; 37°34'28"N / 76°18'37"W; 37°34'36"N / 76°18'59"W; 37°34'37"N / 76°18'07"W; 37°34'32"N / 76°17'57"W; 37°34'39"N / 76°17'35"W; AND 37°34'42"N / 76°16'54"W.

The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

LNM: 20/23

******VA – UPPER RAPPAHANNOCK RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Upper Rappahannock River, VA from 06/01/2023 thru 07/15/2023 for the purpose of planting oyster shells. Work will be intermittent but is possible 24-hours a day, 7 days a week. There will be one 81.4' x 30' tugboat (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°43'31"N / 76°35'14"W; 37°43'12"N / 76°34'56"W; 37°42'45"N / 76°34'54"W; 37°41'05"N / 76°34'43"W; 37°41'56"N / 76°34'36"W; 37°41'27"N / 76°34'19"W; AND 37°41'25"N / 76°34'20"W;.

The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

LNM: 20/23

******VA – PIANKATANK RIVER AND CHESAPEAKE BAY - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Piankatank River and Chesapeake Bay, VA from 06/01/2023 thru 07/15/2023 for the purpose of planting oyster shells. Work will be intermittent but is possible 24 hours a day, 7 days a week. There will be one 81.4' x 30' tugboat (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°32'01"N / 76°23'04"W; 37°31'36"N / 76°20'52"W; 37°30'51"N / 76°19'38"W; 37°31'50"N / 76°14'59"W; AND 37°30'28"N / 76°14'41"W;.

The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

LNM: 20/23

******VA – WICOMICO RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Wicomico River, VA from 06/01/2023 thru 07/15/2023 for

******VA – WICOMICO RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT******

the purpose of planting oyster shells. Work will be intermittent but is possible 24 hours a day, 7 days a week. There will be one 81.4' x 30' tugboat (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°49'24"N / 76°18'52"W; 37°49'17"N / 76°18'37"W; 37°48'33"N / 76°18'02"W; 37°47'37"N / 76°17'13"W; AND 37°49'00"N / 76°17'17"W;. The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

LNM: 20/23

******VA – POCOMOKE SOUND - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Pocomoke Sound, VA from 06/01/2023 thru 07/15/2023 for the purpose of planting oyster shells. Work will be intermittent but are possible 24-hours a day, 7 days a week. There will be one 81.4' x 30' tugboat (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°56'59"N / 75°42'35"W; 37°56'48"N / 75°43'00"W; 37°56'40"N / 75°44'29"W; 37°56'14"N / 75°45'00"W; 37°55'25"N / 75°44'45"W; AND 37°44'55"N / 75°51'37"W. The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

LNM: 20/23

******VA – TANGIER SOUND - OYSTER SHELL DREDGING AND PLANTING PROJECT******

Mariners are advised that H & L Contracting will be conducting dredging operations in the Tangier Sound, VA from 06/01/2023 thru 07/15/2023 for the purpose of planting oyster shells. Work will be intermittent but are possible 24-hours a day, 7 days a week. There will be one 81.4' x 30' (vessel name: Lucinda Smith), one 250 x 50' barge (un-named) for oyster shells, a 25.9' x 16' push boat (vessel name: Uncle Bill), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°54'17"N / 75°56'40"W; 37°55'15"N / 75°58'25"W; 37°52'25"N / 75°55'48"W; 37°52'10"N / 75°55'36"W; 37°51'58"N / 75°55'34"W; 37°51'40"N / 75°55'26"W; AND 37°51'38"N / 75°55'40"W;. The barge will be moored in place by means of Danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H & L Supervisors, Keith Johnson (631-553-1034), Brian Danielson (631-572-0817) and Jordy Johnson (850-557-8593). All Superintendents will be available 24 hours per day. Mariners are advised to reduce speed and proceed with caution in the area.

LNM: 20/23

VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL - GREAT BRIDGE LOCK - ADJUSTED LOCKING SCHEDULE

Due to an electrical infrastructure malfunction at the Great Bridge facility, the lock is being operated on generator power. Starting on 20 April 2023 at 0600 and until permanent repairs can be made, lockings will occur every other hour (12 lockings per 24-hour period). The times of the lockings are as follows:

0000, 0200, 0400, 0600, 0800, 1000, 1200, 1400, 1600, 1800, 2000, 2200.

Vessels drafting less than 6 feet are encouraged to utilize the Dismal Swamp Canal for transit. All attempts will be made to reduce the impacts to vessels transiting the Albemarle and Chesapeake Canal, however, minor delays should be anticipated.

Chart 12206

LNM: 16/23

******VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL ******

Spring and Associates Inc. will be conducting horizontal directional drilling operations near the Albemarle Sound Intercoastal Water Way at Centerville Turnpike Bridge in Chesapeake, VA. To conduct this boring operation, the pipe string of approximately 1100 feet of 20-inch HDPE will be floated into the ICW along the bank of the ICW and managed by Crofton Diving. The Pipe will NOT interfere with navigable waters of the ICW. The pipe will only be staged floating in the water for approximately 10 hours. See coordinates below for staging area of pipe. All float plan operations will be conducted along the shoreline as to not impede traffic within the channel.

Float Plan will begin on May 17th and end on the 18th, 2023. No equipment will be obstruction navigational devices or be within the channel and crews will be monitoring the following radio frequencies: VHF channels 13&16.

Chart 12206

LNM: 20/23

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

Mariners are advised that the owner and operator of the Route 168 (Great Bridge) across Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 12.0, Chesapeake, VA, has requested a temporary deviation due to highway lane restriction. To facilitate the request, the Bridge will be remain in the closed-to-navigation position from May 16, 2023, to May 31, 2023, from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays. The Route 168 (Great Bridge) has a vertical clearance of 8 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 100 feet. Vessels able to pass through these bridges in the closed position may do so at any time. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.

Chart 12206

LNM: 20/23

NC – ALBEMARLE SOUND – HYDROGRAPHIC SURVEY

Geodynamics will conduct survey operations beginning February 23, 2023 and are expected to end on June 20, 2023. Surveys will be conducted 24 hours a day, 7 days a week, on the RV Substantial, and 12 hours a day, on the RV Four Points, the RV Benthos, and the RV Chinook. It is requested to provide ½ nautical mile distance when possible. Mariners are urged to transit at their slowest safe speed in the vicinity of the survey vessels to minimize wake. All survey vessels have AIS and will monitor VHF channels 16/13. For more information, contact Dave Bernstein, the project

NC – ALBEMARLE SOUND – HYDROGRAPHIC SURVEY
manager, 252-422-8428 or dave@geodynamicsgroup.com.
Chart 12206

LNM: 09/23

NC – CURRITUCK BEACH LIGHT – WIMBLE SHOALS – CROATAN SOUND - BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the fixed spans at the William B. Umstead Bridge over Croatan Sound, mile 2.8, in Dare County, NC. The maintenance will not affect operations or restrict the height or width of the main navigational channel. Maintenance will be from 7:00 a.m. March 15, 2023, through 6:00 p.m. December 15, 2023. The project foreman can be contacted on VHF-FM channel 13 and (252) 423-0114. All mariners should use caution when transiting the area.
LNM: 12/23

******NC – ALBEMARLE SOUND- CHOWAN RIVER – BRIDGE MAINTENANCE******
Mariners are advised that an engineering firm, on behalf of the North Carolina Department of Transportation, will be performing maintenance and concrete repairs to the concrete superstructure at the Chowan River Bridge (US 17) across the Chowan River, mile 2.0, near Edenton, NC. The maintenance will be conducted from June 1, 2023, to October 31, 2023; seven days a week during daylight hours. Work floats and barges will be working in the vicinity of the bridge. All work will be conducted outside the navigation channel. Mariners should use caution when transiting the area.
LNM: 20/23

NC – CAPE HATTERAS TO LITTLE RIVER INLET – FRYING PAN SHOALS – SURVEY OPERATION
University of North Carolina Wilmington will conduct sonar surveys in the vicinity of Frying Pan Shoals, NC for scientific research purposes. UNCW's R/V Cape Fear. The survey will include a towed sidescan sonar, towed chirp subbottom profiler, and a towed magnetometer from UNCW's R/V Cape Fear. The surveys will take place between May 8-12, 2023 and between May 15-19, 2023 and will include 24 hour operations.
Survey area is bounded by:
North Bound: 34°10'0"N South Bound: 33°15'0"N
West Bound: 78°10'0"W East Bound: 77°20'0"W
R/V Cape Fear requests a .5nm CPA and can be reached on VHF Radio Channels 16/13.
Chart 11520
LNM: 18/23

******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 - ATLANTIC INTRACOASTAL WATERWAY - MOREHEAD CITY HARBOR-BOGUE SOUND
Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will continue to be performing maintenance on the SR 1184 (Atlantic Beach Bridge) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 206.7, between Morehead City, NC and Atlantic Beach, NC. The maintenance, which began September 2020, will continue to be conducted from 9 a.m. through 3 p.m., and 6 p.m. through 7 a.m.; 7 days a week; through June 16, 2023. During the maintenance period, two 20-foot work vessels, 20-foot work floats will be located around the vicinity of the bridge. The bridge navigation span will be unrestricted at all times. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (703) 865-1041 or (703) 231-8589. Mariners should use caution navigating through the area.
Chart 11547
LNM: 19/23

******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 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 11543, 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 11543,

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

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.

Charts: 11541 11542 11543

LNM: 10/22

NC – CAPE FEAR RIVER – CORE SAMPLING

Athena Technologies will be conducting work to collect vibracores within the Cape Fear River - Wilmington Harbor shipping channel starting May 8, 2023 until September 23, 2023. Vibracores are to be collected in the following reaches: Smith Island Channel, Baldhead-Caswell, Southport, Battery Island, Horseshoe Shoal, Lower Lilliput, Upper Lilliput, and Keg Island (Southern Half). Majority of these vibracore locations are on the outer edge of the channel footprint.

Vibracores will be collecting during daylight hours. R/V Artemis will be monitoring VHF 16.

Chart 11537

LNM: 18/23

NC – CAPE FEAR RIVER – OBSTRUCTION

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

Chart 11537

LNM: 40/20

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 |
|------------|---|---------------------------------|-----------------------|---------------|--------------|------------------|----------------------------|
| 28702 | Hatteras Connector Buoy 13 | 35-12-07.657N 075-46-42.665W | | | | Green Can. | 20/23 |
| | | * | | | | | |
| 28704 | Hatteras Connector Lighted Buoy 14 | 35-12-14.878N 075-47-03.239W | Q R | | 4 | Red. | 20/23 |
| | | * | | | | | |
| 29502 | Bogue Inlet Lighted Buoy 2A | 34-38-40.851N 077-06-24.277W | Q R | | 4 | Red. | 20/23 |
| | | * | | | | | |
| 36625 | NEW JERSEY INTRACOASTAL WATERWAY LIGHT 449 | | | | | | Remove from list. 20/23 |
| | | * | | | | | |
| 36625 | New Jersey Intracoastal Waterway Lighted Buoy 449 | 39-00-25.111N 074-49-24.375W | Fl G 4s | | 4 | Green. | 20/23 |
| | | * | | | | | |
| * | * | * | * | * | * | * | * |

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. U.S. Naval Academy Blue Angels Air Show.

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 - OYSTER CREEK CHANNEL – SHOALING

Hazard to navigation - There has been a report of shoaling in the NJICW in the vicinity of Oyster Creek Channel Buoy 39 (LLNR 1093), encroaching channel ward to an approximate water depth of two and a half feet. SEC DB BNM 226-21

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 NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported:

NJICWW Light 4 (LLNR 34995).

NJICWW Light 38 (LLNR 35115).

NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).

NJICWW Daybeacon 49 (LLNR 35108).

NJICWW Daybeacon 58 (LLNR 35215) to Buoy 75 (LLNR 35290).

NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).

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 – 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.

MARYLAND SHOALING

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

Shoaling - a USACE survey conducted on March 23, 2023 has identified shoaling throughout the channel between Ocean City Inlet Lighted 12 (LLNR 4757) and Ocean City Inlet Lighted 14 (LLNR 4761), indicating depths of less than 7.5 feet at mean low water. Shoaling has also been identified between Ocean City Inlet Lighted 8 (LLNR 4745) and Ocean City Inlet Lighted 10 (LLNR 4750) extending from the north to mid-channel to depths of less than 9.5 feet at mean low water. Mariners are advised to use caution in the area.
Chart 12211 See MD-NCR BNM 0067-23

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 4 (LLNR 25931) to a depth of 1 foot at mean low water. See MD-NCR BNM 231-22.

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 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 - VIRGINIA BEACH - LYNNHAVEN INLET – SHOALING

Mariners are advised Army Corp of Engineer survey has indicated shoaling 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. US Coast Guard has placed a temporary shoaling buoy, Lynnhaven Inlet Lighted Buoy 4A (LLNR 10139) in the channel to mark the shoal. Mariners are requested use extreme caution when operating in the vicinity.
Chart 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 - MILFORD HAVEN EAST

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

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 Tobys Point extending along the eastern side of Tobys 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

April 13, 2023 survey indicates shoaling starting approximately 122' east, of the east ends of the jetties, extending 80' eastward across the inbound/north side of the channel.

NORTH CAROLINA

NC - CURRITUCK BEACH LIGHT TO WIMBLE SHOALS – OREGON INLET – SHOALING

Shoaling exists in the vicinity of Oregon Inlet Buoy 14 (LLNR 28050) and Oregon Inlet Lighted Buoy 16 (LLNR 28057) reported depths of 3 FT MLW. NC BNM 0154-23.

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 5 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 Buoy 16 (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 - OCRACOE 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 - TEACHES HOLE CHANNEL - SHOALING

Shoaling exists in the vicinity between Teaches Hole Channel Lighted Buoy 19 (LLNR 28953) and Teaches Hole Channel Lighted Buoy 24 (LLNR 28962). Reported depths less than 4 feet MLW. NC BNM 028-22.

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

Shoaling of 2ft to 4ft MLW has been found in the vicinity of Bogue Inlet Buoy 1 (LLNR 29525) and between Bogue Inlet Buoy 3A (LLNR 29570) and Bogue Inlet Lighted Buoy 5 (LLNR 29580) at a depth of 1 foot at MLW. Bogue Inlet Buoy 3B (LLNR 29573) has been established to help mark shoaling in approximate position 34-38-52.635N, 077-06-34.889W. Mariner should use caution in area as shoaling shifts frequently. SEC NC BNM 344-22.

Shoaling has been identified from Bogue Inlet Buoy 9 (LLNR 29600) and Bogue Inlet Buoy 12 (LLNR 29615). Depths of 3-4ft at MLW have been observed. Shoaling currently extends across entire width of the marked channel. SEC NC BNM 031-22.

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.

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 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 – 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 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 in New Topsail Inlet between New Topsail Inlet Buoy 3 (LLNR 29995) and New Topsail Inlet Buoy 4 (LLNR 30000). Depths of 2' MLW have been reported. The buoys are presenting misleading signal due to extreme shoaling and mariners are advised to transit the area with extreme caution. See SEC NC BNM 0270-22.
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

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 – LOCKWOODS FOLLY INLET – SHOALING

Due to significant shoaling in Lockwood's Folly Inlet of less than 2ft MLW across the entire channel, all buoys were removed at the end of March and early April. There is currently no safe path for navigation. Numerous charted shipwrecks exist in the Inlet that pose additional hazards to navigation at low and high tide. Under the current condition of the inlet, the aids to navigation can no longer be configured or maintained to safely mark a passable channel. The Coast Guard is not closing or otherwise restricting the waterway. Boaters choosing to transit through Lockwoods Folly Inlet, do so at their own risk and should use extreme caution. To report any aids to navigation discrepancies, shoaling, or hazards to navigation please contact Sector North Carolina Command Center at (910) 343-3882. The U.S. Coast Guard will continue to monitor the conditions of the waterway to determine future actions regarding federal aids to navigation within Lockwoods Folly Inlet.
Chart 11534

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

Enclosure (2) Updated May 9, 2023

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

WATERWAY AND LOCATION: Maurice River, mile 23.9, at Millville, Cumberland County, NJ.

CHARACTER OF WORK: The proposed project is to replace the superstructure and substructure rehabilitation. The purpose of the project is to eliminate the structural deficiencies and improve the condition of the Route 49 Bridge over Maurice River.

The existing fixed bridge has a horizontal clearance of 60 feet and a vertical clearance of 3.72 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 60 feet and a vertical clearance of 3.46 feet above mean high water.

A copy of **Preliminary Public Notice D05PPN-05-2023**, which describes the proposal in detail, can be obtained by calling (757) 398-6557 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than **June 16, 2023**. (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. (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)

James River Oxbow - All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from Chesterfield County with plans for construction of a new highway, fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: James River Oxbow, at position (37.372424, -77.360040), at Chesterfield, VA.

CHARACTER OF WORK: The proposed project is to build a new bridge that will span approximately 10,000 linear feet and will involve a 2-lane roadway with shoulders on a new alignment from Henricus Park to Corporate Village Parkway, including a bridge across the James River Oxbow. The proposed roadway will also include a shared use pedestrian path and new public utilities along the length of the project. The need for this new access to Henricus Park is due to Dominion Energy's coal-ash landfill exhumation of coal combustion, located along the current Henricus Park Road. The exhumation process will span multiple years, requiring a new long-term multimodal access road and path to access the Park.

The purpose of the project is to construct three new facilities within Dutch Gap and James River Conservation Areas, that will provide park access to the public, replace the Dutch Gap Boat Launch, implement operational best practices and compliment the proposed new roadway and bridge into Henricus Park. The new bridge will be a fixed bridge with a horizontal clearance of 160 feet and a vertical clearance of 29 feet above mean high water.

A copy of **Preliminary Public Notice D05PPN-062023**, which describes the proposal in detail, can be obtained by calling (757) 398-6587 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than **June 17, 2023**. (MS)

SECTOR NORTH CAROLINA

- **North Carolina**

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

The Straits – Harkers Island Bridge – 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 Aydlott (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 –

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Department of Transportation with plans for construction of a new highway, fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Dawson Creek, mile 0.1, at Pamlico County, NC.

CHARACTER OF WORK: The proposed project is to replace the existing SR 1302 (Janeiro Road) Bridge with a new fixed span bridge at the same location. The replacement structure will be approximately 300 feet long providing 36 feet of deck with. The bridge will include two 10-foot lanes with a 4-foot shoulder on the westbound side and a 5-foot sidewalk on the eastbound side. The existing fixed bridge has a horizontal clearance of 35 feet and a vertical clearance of 10.71 feet above mean high water. The new bridge will be a fixed bridge with a horizontal clearance of 70 feet and a vertical clearance of 10.89 feet above mean high water.

A copy of **Preliminary Public Notice D05PPN-03-2023**, which describes the proposal in detail, can be obtained by calling (757) 398-6587 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than **March 31, 2023**. (MS)

Regulations:

SECTOR DELAWARE BAY

- **Delaware** – None

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

Great Channel - CR 619 (Ocean Drive) Bridge - Bridge will be maintained in the closed-to-navigation position from 7 a.m. to 7 p.m. from April 24, 2023, through April 29, 2023, and from 7 a.m. to 7 p.m. from May 1, 2023, through May 6, 2023. Vessels able to pass through the bridge in the close-to-navigation position may do so at any time. At all other times, the drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.720. Mariners should use cautions when transiting the area. (JW)

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

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*
Christina River - Bridge 1-159 (James Street) Bridge – Bridge maintenance will be performed from 7 a.m. to 5 p.m., from July 1, 2021, to March 31, 2023. To facilitate maintenance, a work skiff and a 70ft X 70ft work barge will be operating outside the navigable channel, secured to the bridge piers and will not impact navigation. Mariners are urged to use caution while transiting the area. (MS)
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)
Mispillion River - Route 1/Rehoboth Blvd. Bridge – Bridge sustained a casualty and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)
Chesapeake and Delaware (C&D) Canal - Reedy Point and Summit Bridges (Chesapeake City Bridges) - To facilitate painting operations, equipment has been installed reducing the available vertical clearance by two feet to approximately 133 feet above mean high water. The northern half of the span's clearance will be reduced to approximately 133 feet above mean high water from May 16, 2022, through May 1, 2023, and the southern half will be reduced from June 20, 2022, through April 30, 2023. Mariners should check for future notices on this project and should use extreme caution when transiting the area. (MS)

C&D Canal - St Georges Bridge – Bridge maintenance will be performed from 6 a.m. to 5 p.m., 7 days a week, from March 1, 2023, through December 1, 2023. During work hours, a snooper truck will be located in and around the navigation channel reducing the vertical clearance by approximately 20 feet to approximately 113 feet above mean high water. A barge and tug will be in and around the vicinity of the bridge which will reduce the horizontal clearance by approximately 80 feet to approximately 370 feet. The work vessel can be reached on VHF-FM channel 13. The project foreman can be reached at (610) 842-5257. Mariners should use caution while navigating in the vicinity of the bridge. (JW)

New Jersey (Central & Southern)

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

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)

New Jersey Intracoastal Waterway (NJICW), Barnegat Bay - SR 37 (J. Stanley Tunney) (fixed) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from October 25, 2021, through December 23, 2023. A 54-foot crane barge, a 40-foot material barge, a 24-foot work barge with push boat, float stages and divers will be located around the vicinity of the bridge. Vessels may safely transit through the navigational channel of the bridge unrestricted at all times. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 941-9677 or (609) 331-2096. Mariners should use caution navigating through the area. (MT)

Rancocas Creek – I 295 Bridge - Bridge maintenance will be conducted from 7 a.m. to 3 p.m.; Monday-Friday; from June 20, 2022, through

June 30, 2023. A work platform will be located under the bridge. During the maintenance period the work platform will be located under the bridge reducing the vertical clearance of the bridge approximately 17 feet 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. The project foreman may be reached on VHF-FM channel 13 and 16, and (267) 935-2194. Mariners should use extreme caution navigating through the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Broad Thorofare - Route 152 Bridge (Longport Sommers Point Blvd Bridge) - Bridge maintenance which began on June 20, 2022, will continue to be conducted from 7 a.m. to 3 p.m.; Monday-Friday; through March 31, 2023. The vertical clearance will be reduced by 3 ft. The shielding system will remain in place for the duration of the project. Work vessels may be reached on VHF-FM channel 13. Mariners should use extreme caution navigating through the area. (KB)(HP)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - Route 30 (Absecon Boulevard) Bridge - To facilitate repairs, a work platform will reduce the horizontal clearance of the navigation channel to approximately 50 feet and temporary shielding will reduce the vertical clearance of the entire bridge to approximately 19 feet above mean high water in the closed position. Mariners should use caution when transiting the area. (MS)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - Route 30 (Absecon Boulevard) Bridge - To facilitate work, the bridge will be maintained in the closed-to-navigation position from 8 a.m. on October 10, 2022, through 5 p.m. on May 25, 2023. A work platform will reduce the horizontal clearance of the navigation channel to approximately 50 feet and temporary shielding will reduce the vertical clearance of the entire bridge to approximately 19 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced clearances may do so, if at least thirty minutes notice is given, to allow for safe navigation. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(e). Mariners should use caution when transiting the area. (MS)

Schuylkill River - CSX (Tasker Avenue/BAK-2) Railroad Bridge - Bridge causality. 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 - SR191 (Hancock Hwy) Bridge - Painting will be conducted between March 27, 2023, and June 25, 2023, from 6:30 a.m. to 6:30 p.m. Monday-Friday. To facilitate painting operations, equipment has been installed reducing the available vertical clearance by seven feet to approximately 14 feet above mean high water. Mariners should use caution when transiting the area. (CT)

New Jersey Intracoastal Waterway (NJICW), Point Pleasant Canal - SR 13 (Bridge Street) Bridge - To facilitate bridge maintenance the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., daily, on May 15, 2023, and May 16, 2023.

New Jersey Intracoastal Waterway (NJICW), Point Pleasant Canal - SR 88 (Veterans Memorial) Bridge - To facilitate bridge maintenance the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., daily, from May 18, 2023, and May 19, 2023.

During work hours, an under-bridge inspection unit and safety boat will be located in and around the vicinity of the navigable channel, reducing the vertical clearance in the closed position of the above Point Pleasant Canal bridges to approximately 25 feet above mean high water.

New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (North Albany Avenue) Bridge - To facilitate bridge maintenance the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., daily, from May 22, 2023, and May 23, 2023.

Shark River, South Channel - SR 71 (Main Street) Bridge - To facilitate bridge maintenance the bridge will be maintained in the closed-to-navigation position will be maintained in the closed-to-navigation position from 8 a.m. to 4 p.m., from May 24, 2023, and May 25, 2023.

During work hours, an under-bridge inspection unit and safety boat will be located in and around the vicinity of the navigable channel, reducing the vertical clearance in the closed position of the above Inside Thorofare and Shark River, South Channel bridges to approximately 5 feet above mean high water.

Inspection personnel, equipment, vehicle, and vessel will relocate from the navigable channel, upon request. Vessels that can safely transit through the bridge during periods with a 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 safely transit through the bridge, if at least a 30-minute prior notice is given to the project foreman. The bridge will open for emergencies, if at least a 30-minute prior notice is given. At all other times, the drawbridges will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(c)(1), Part 117.733 (b)(1), Part 117.733(h)(1), Part 117.751(b), respectively. The work vehicle and safety vessel may be reached on VHF-FM channel 13 and 16 and the project foreman may be reached at (201) 214-7242. Mariners should use caution when navigating through 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)

New Jersey Intracoastal Waterway, Cape May Canal - SR 109 Bridge - Bridge painting will be conducted from 7 a.m. to 3 p.m.; Monday through Friday; from June 20, 2022, through May 1, 2023. There will be no equipment in the water, but a temporary shielding system will reduce the vertical clearance by 5 feet. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed. (MS)

Schuylkill River - CSX (Tasker Avenue/BAK-2) Railroad Bridge - Bridge causality. 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)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**

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

Curtis Creek - CSX Railroad Bridge – Bridge maintenance will be conducted from 7 a.m. to 4 p.m., Monday through Friday and occasional weekends, if needed, from January 27, 2023, through September 30, 2023. During work hours there will be a barge in the westside of the navigation channel reducing the horizontal clearance by approximately 24 feet. If track equipment is required, the bridge will be closed. When this occurs, the bridge will remain open upon request. Once the open request is received, track equipment and personnel will immediately clear to open for marine traffic. VHF CH 13 and CH 16 will be monitored by two dual watch handheld marine radios or phone numbers (410) 596-1816, (813) 415-5727, (919) 616-9622 for bridge opening requests. Mariners should use caution navigating through the area. (JW)

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. (CT)

Nanticoke River - SR 313 (Sharptown Road) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; from March 15, 2023, through 7 p.m. May 15, 2023. A containment system will be located on and around the vicinity of the bridge for the entirety of the maintenance period. The containment system will reduce the vertical clearance of the bridge to approximately 46 feet of vertical clearance above mean high water. The project foreman can be reached at (727) 515-9174 or (727) 237-3948. Mariners should use 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 into 2023. 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)

Potomac River - I-395 Bridge and 14th Street Bridge – Bridge inspections will be performed from 7 a.m. to 5 p.m., from May 15, 2023, through May 19, 2023. The main channels will not be obstructed. Inspection personnel, equipment and vessel will relocate from the navigable channel upon request and may be reached on VHF-FM channel 13 & 16. All mariners should use caution when transiting the area. (JW)

- 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@hrccpjv.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 2023. 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 are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact

Hampton Roads Connector Partners at 757-536- 9863 and/or email MarineOps@hrcpv.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)

Milford Haven Inlet - State Route 223 (Gwynn's Island Bridge) – Due to significant delays in fabrication of mechanical elements of the bridge's swing span, the drawbridge will remain in the closed-to-navigation position on May 8, 2023, and from May 9, 2023, through October 12, 2023. During the closure periods, the bridge will open on signal for vessel traffic at 11 a.m., 7 p.m., and 10 p.m. on May 8, 2023, and at 2 a.m., 5 a.m., 8 a.m., 11 a.m., 7 p.m. and 10 p.m. from May 9, 2023, through October 12, 2023. Vessels able to pass through the drawbridge in the closed position may do so at any time. The vertical clearance of the drawbridge in the closed-to-navigation position is 12 feet above mean high water. The drawbridge will be able to open for emergency vessels commencing May 8, 2023, at 11 a.m. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (CT)

Southern Branch of the Elizabeth River - US 13/460 (Gilmerton) Bridge - To facilitate the work, the bridge will be maintained in the closed-to-navigation position from 9 p.m., on Friday, May 5, 2023, to 5 a.m., on Monday, March 8, 2023, and from 9 p.m. on Friday, May 12, 2023, to 5 a.m. on Monday, March 15, 2023; except for scheduled openings at 7 a.m. and 5 p.m., daily. The vertical clearance of the bridge is 36 feet above mean high water in the closed position. Vessels able to pass through the bridge in the closed position may do so after confirming their current clearance. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(c). Mariners should use extreme caution when transiting the area. (MS)

Western Branch of the Elizabeth River - US 17 (Churchland) Bridge – The main navigation channel will be partially blocked with approximately 35 feet of horizontal clearance for mariners to pass from May 9, 2023, to June 30, 2023. All personnel and equipment will move from the main navigation channel upon request with a two-hour advanced notice. 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)

James River - James River Bridge – Bridge maintenance will not affect operations of the movable span or restrict the height or width of the main navigational channel. Maintenance will be from 6:30 a.m. to 7:30 p.m. from March 15, 2023, through December 15, 2023. The project foreman can be contacted on VHF-FM channel 13 and (703) 870-9625. All mariners should use caution when transiting the area. (JW)

Southern Branch of the Elizabeth River - I-64 High Rise Bridge - To facilitate bridge work, the bridge will have a reduced vertical clearance from 7 a.m. to 7 p.m., Monday through Saturday, from March 6, 2023, through September 1, 2023. During work hours a snooper truck will be located in and around the navigation channel reducing the vertical clearance of the bridge in the closed position by approximately 10 feet to approximately 55 feet above mean high water. Vessels that can safely transit the bridge in the closed position with the reduced vertical clearance may do so at any time. Vessels that can safely transit the bridge in the closed position that require a vertical clearance of 65 feet above mean high water may do so, if at least a 60-minute notice is given to the project foreman or bridge tender. The project foreman may be reached on VHF-FM channel 13 and at (843) 957-5951. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(e). All mariners should use caution when transiting the area. (JW)

Elizabeth River-Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridge – Bridge maintenance will be performed from 8 a.m. to 5 p.m., on June 5, 2023, and June 6, 2023. A bucket boat will be located in and around the vicinity of the bridge. Maintenance personnel and vessel will relocate from navigable channel, if given at least 15 minutes notice. Work vessel may be reached through the bridge tender on VHF-FM channel 13 and 16. Mariners should use extreme caution navigating through 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)
 - Banks Channel - South Bank Channel Bridge – Bridge maintenance will be performed from 6 a.m. to 7 p.m., 7 days a week, from January 3, 2022, through June 30, 2023. During the repair period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 4 feet above mean high water. Vessel traffic will need use an alternate route. Work vessels may be reached on VHF-FM channel 13 and 16. (CT)
 - Perquimans River - US 17 Bridge – New bridge is under construction until August 2022. Vessels able to pass through the bridge in the closed position may do so at any time. Mariners should exercise caution when transiting the area. (HP)
 - Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 58 (Emerald Drive) Bridge - The maintenance, which began September 2020, will continue to be conducted from 9 a.m. through 3 p.m., and 6 p.m. through 7 a.m.; 7 days a week; through May 20, 2023. During these maintenance periods, two 20-foot work vessels, work floats, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, from November 1, 2022, through May 20, 2023, the snooper truck will be located in and around the navigational channel and will extend below low steel of the bridge reducing the vertical clearance of the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (703) 865-1041 or (703) 231-8589. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)
 - Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 1184 (Atlantic Beach) Bridge - The maintenance, which began September 2020, will continue to be conducted from 9 a.m. through 3 p.m., and 6 p.m. through 7 a.m.; 7 days a week; through May 19, 2023. During the maintenance period, two 20-foot work vessels, 20-foot work floats will be located around the vicinity of the bridge. The bridge navigation span will be unrestricted at all times. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (703) 865-1041 or (703) 231-8589. Mariners should use caution navigating through the area. (MT)
 - Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge - Construction activities, which began in October 2022, and are expected to finish in 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 January 5, 2023, through March 31, 2023. 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. (CT)

Croatan Sound - William B. Umstead Bridge – Bridge maintenance will not affect operations or restrict the height or width of the main navigational channel. Maintenance will be from 7 a.m. on March 15, 2023, through 6 p.m. on December 15, 2023. The project foreman can be contacted on VHF-FM channel 13 and (252) 423-0114. All mariners should use caution when transiting the area. (JW)

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.

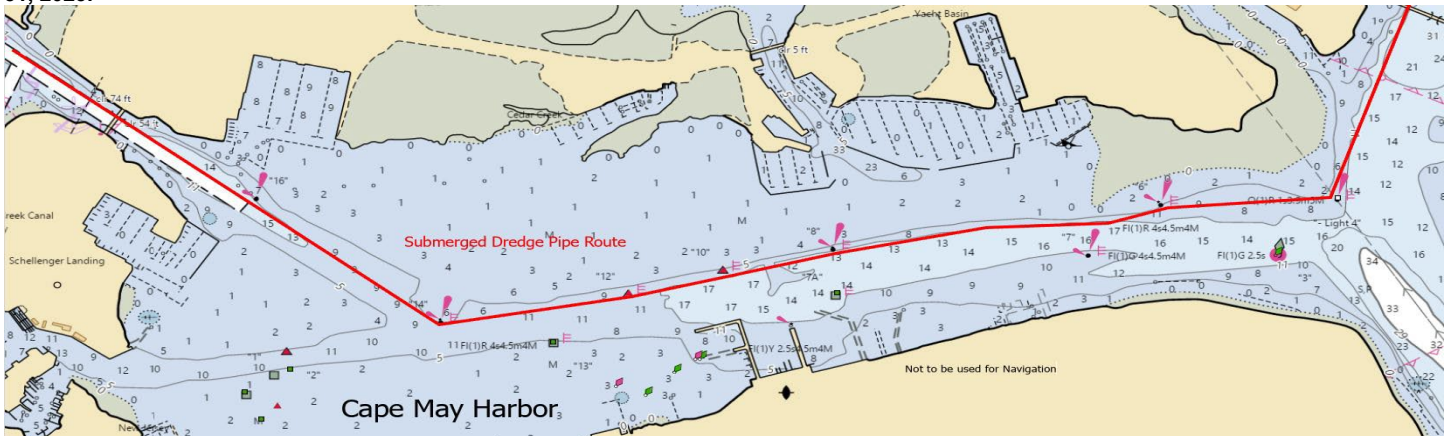
NEW JERSEY

NJ – TOWNSENDS INLET – BEACH NOURISHMENT – AVALON TO STONE HARBOR

Great Lakes Dredge and Dock will begin beach nourishment from Townsends Inlet to Cape May Inlet. Beach fill will start from Avalon 9th Street to 32nd Street Avalon, NJ and Stone Harbor 91th Street to 122th Street, Stone Harbor, NJ. The Cutter Suction Dredge (CSD) Texas will dredge material from the Townsends Inlet Borrow Area, located approximately 5,000 feet offshore, northeast of the project location, west of the Townsends Inlet. The material will pump through one subline extending from the borrow area to the placement beach. GLDD has secured two waterside staging areas on the Cape May Inlet where rafted pipeline and equipment will be stored when not in use. The survey vessel and crew transfer vessel (CTV) Saginaw River will traverse between the work areas and Avalon Marina throughout the duration of the project. All vessels will monitor VHF – FM 16 & 13. Dredging will be conducted 24 hours a day, 7 days a week and is expected to be completed **June 30, 2023**.
Chart 12318 LNM 04/23

NJ – LITTLE EGG HARBOR TO CAPE MAY – CAPE MAY HARBOR – DREDGING AND SUBMERGED DREDGE PIPE

All mariners be advised there will be a submerged pipeline being installed for dredging operations starting April 28, 2023 and continue for 3 weeks until May 30, 2023. Mobile Dredging and Video INC will start operations in Cape May Canal just north of the entrance to Spicer's Creek, then work southeast through the canal towards Cape May Harbor Light 16 (LLNR 36780) and follow the red side of channel to Cape May Harbor Front Light 4 (LLNR 36733), before finishing beneath Middle Thorofare Bridge. During the submerged pipeline operations work boat 33 (wb-33) will be on scene and standing by on VHF-FM working channel 72 for any concerned traffic. Once installed, submerged pipeline will remain until dredge completion anticipated, **December 31, 2023**.



Mariners are advised to transit the area with extreme caution.
Chart 12317 LNM 16/23

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

PA – SCHUYLKILL RIVER – PHILADELPHIA – OVERHEAD TRANSMISSION LINES

Beginning approximately May 28th, 2023, and continuing until approximately **June 9th, 2023**, Riggs Distler will commence removing existing overhead transmission lines over the Schuylkill River and replacing them with new overhead transmission lines between the University Avenue bridge and the Greys Ferry Avenue bridge. The approximate position of this work is: 39° 56' 37.254" N, 75° 12' 4.753" W. Operations include wire pulling and tensioning equipment set up on both sides of the Schuylkill River. Wire pulling activity will only take place during day-light hours. There will be no in-river activity such as barges, equipment, or small craft associated with the pulling of the wire.

When the work crews are notified of an approaching vessel by spotters on both bridges the wire pulling will cease until the vessel has cleared the work area. Normal above water clearance will be available during this time. Once the vessel has cleared the crossing wire pulling will continue. At the end of each work day all wires will be pulled to a safe height and secured with wire grips, rigging and safeties.

Job Site Contacts: Steve Koontz – RDC Superintendent SKoontz@riggsdistler.com (856) 287-7813 Matt Wild – General Foreman

MWild@riggsdistler.com (920) 204-9372.

Chart 12313

DELAWARE

******DE – NJ – DELAWARE RIVER TO WILMINGTON – DELAWARE RIVER (MAIN CHANNEL) – NEW CASTLE RANGE – DREDGING – ONE WAY TRAFFIC******

All mariners are advised of dredging operations being conducted from May 12, 2023, until May 31, 2023, in New Castle Range. There will be one way traffic utilizing the red buoy side of the channel between Delaware River Lighted Buoy 13 (LLNR 2740) and Delaware River Light 15 (LLNR 2830). The Dredge ESSEX will be dredging on the green side of the channel and should be contacted 30 min to 1 hour prior to passing on VHF-FM radio channels 6 and 13 and for additional information. Mariners are reminded to transit the area with extreme caution.

Chart 12311

DE – NJ – DELAWARE RIVER – NEW CASTLE RANGE – DREDGE OPERATIONS

The Dredge ESSEX, along with support equipment, will commence pipeline movements and dredging operations in and around the New Castle Range or about Saturday, May 6, 2023. The project is expected to continue until approximately **June 5, 2023**. A pipeline will run from the dredging area to the Reedy Point Disposal Area in Delaware.

The submerged pipeline will be marked with buoys and appropriate signs and lights placed at pipeline entry and exit points.

The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For any emergencies the dredge operator can be reached at 757-353-0455.

Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendee equipment will be navigating. Dredging operations will be conducted 24/7 all fishnets, crab pots and structures in the general area must be removed prior to commencement of work. All vessels are requested to contact the dredge prior to passing.

Chart 12311 LNM 18/23

DE – SEACOAST & DELAWARE BREAKWALL HARBOR – BEACH NOURISHMENT PROJECT

Continuing until approximately **15 July 2023** Weeks Marine Inc. will be mobilizing pipeline and equipment to a staging area located in the vicinity of Delaware Breakwater Harbor, DE. The staging area will be bound by the following approximate positions:

38°48'02.42"N, 75° 07'05.12"W 38°47'33.10"N, 75° 7'0.11"W

38°47'24.14"N, 75° 05'52.83"W 38°47'47.80"N, 75° 5'45.58"W

Continuing until approximately **30 June 2023**, hopper dredges "R.N. Weeks", "B.E. Lindholm", and "Magdalen" will be operating in the vicinity of Rehoboth, Dewey, Bethany, S. Bethany and Fenwick Island Beaches for the above referenced project. Dredge pipeline will be prepared in the staging area and then relocated offshore of the placement sites and submerged into the following pipeline corridors bound by the following approximate positions: Pipeline Corridor #1 for Rehoboth and Delaware Beaches:

38°43'25.03"N, 75° 3'56.34"W 38°41'21.38"N, 75° 3'37.48"W

38°41'18.09"N, 75° 4'13.81"W 38°43'21.42"N, 75° 4'34.55"W

Pipeline Corridor #2 for Bethany and South Bethany Beaches:

38°32'37.66"N, 75° 2'33.84"W 38°30'37.45"N, 75° 2'22.99"W

38°30'35.36"N, 75° 3'7.50"W 38°32'35.71"N, 75° 3'15.01"W

Pipeline Corridor #3 for Fenwick Island Beach:

38°27'17.21"N, 75° 2'14.50"W 38°27'17.30"N, 75° 2'57.32"W

38°27'46.13"N, 75° 2'57.39"W 38°27'45.81"N, 75° 2'13.58"W

Dredged material will be transported from Borrow Area(s) to a discharge station and then pumped out to placement sites through a combination of floating and submerged lines reaching between 2,500 feet to 4,000 feet offshore from the beach placements.

Borrow Areas will be the perimeter bound by the following approximate positions:

Borrow Area "E":

38°31'20.56"N, 75° 1'18.04"W 38°31'23.75"N, 74°59'30.80"W

38°30'0.92"N, 74°59'29.48"W 38°29'58.80"N, 75° 1'16.00"W

Borrow Area "B":

38°40'29.74"N, 75° 2'14.52"W 38°40'42.16"N, 75° 0'1.92"W

38°37'31.46"N, 74°59'39.55"W 38°37'23.92"N, 75° 1'46.08"W

Fenwick Borrow Area:

38°28'54.33"N, 75° 2'7.10"W 38°28'56.82"N, 74°59'3.50"W

38°26'59.48"N, 74°58'57.21"W 38°26'56.06"N, 75° 2'3.80"W

Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. Hopper dredge(s) and Tugboats will monitor marine VHF channels 13 and 16. Tugs, equipment and dredge pipeline(s) will have all required U.S. Coast Guard lighting for night operations.

Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. For additional information contact Project Manager(s) on-site:

PM, Colleen Brazil - (443) 856-5311 (mobile), cbrazil@weeksmarine.com (e-mail)

PM, Julian Perez - (985) 237-5028 (mobile), jperez@weeksmarine.com (e-mail)

PM, Alberto Saavedra - (985) 264-1479 (mobile), amsaavedra@weeksmarine.com (e-mail)

Chart 12214 LNM 08/23

DE – INDIAN RIVER CHANNEL – WHITE CREEK – DREDGE OPERATIONS

Mariners are advised there is dredging operations being conducted in White Creek, Mouth of Assawoman Canal, and the Eastern/Western Prongs of White Creek. There will be 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 derelict crab pots within the White Creek dredge areas. Vessels involved in Operation: Dredging Barge, Dredge Attendant Plant, and 3 small craft workboats will be monitoring channel 10. Projected is expected to be completed, **May 31, 2023**.

If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Situation Unit Controller at (215) 271-4807.

Chart 12216 LNM 07/23

MARYLAND

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 – CHOPTANK RIVER AND HERRING BAY – TRED AVON RIVER – SHORELINE RESTORATION PROJECTS

From January 1, 2023, to **June 30, 2023**, the Town of Oxford will be installing multiple living shorelines along the town's coastline. Construction will only occur from DAWN TO DUSK and will not interrupt mariners. All construction will be executed by land and is primarily located in the Tred Avon River along Strand Road, Oxford, Talbot County, Maryland. And one area in Town Creek waterbody near Safe Harbor Oxford.

The project consists of multiple locations that are called out by the coordinates below:

- Strand Beach shoreline: Construction of three living breakwaters (94' x 59'; 89' x 50'; and 86' x 49' going east to west), two living headlands (141'x37' & 78'x36), and a 778-lf-long living shoreline, and creation of 37,674 sf of tidal marsh. The project features extend a maximum of 184 feet from the approximate MHW shoreline.

Between (38.6953236003706, -76.16946539807373) and (38.693630836699704, -76.17203238624577).

- Lover's Lane southern shoreline: Construction of a living headland (108' x 80') extending a maximum of 93 feet from the approximate MHW shoreline and a 109-lf-long living shoreline, and creation of 10,659 sf of tidal marsh. Near (38.692339553934616, -76.17668051505267).

- Oxford-Bellevue Ferry Dock east side shoreline: Construction of one headland point (39'x31') extending a maximum of 34 feet from the approximate MHW shoreline and creation of 882 sf of tidal marsh. Near (38.693387994481604, -76.17400649205506).

- Town Creek shoreline improvement: Construction of two living headlands (73' x 22' and 28' x 21') extending a maximum of 71 feet from the approximate MHW shoreline, and a 110-lf-long living shoreline, and creation of 3,740 sf of tidal marsh. Near (38.69479398690027, -76.16916962521559).

- Tred Avon Yacht Club shoreline improvements: Construction of two living headlands (40' x 45' and 47' x 34') extending a maximum of 39 feet from the approximate MHW shoreline, and creation of 1,762-square- feet of tidal marsh. Near (38.69335031199056, -76.17497208731925).

- Lover's Lane northern headland: Construction of a living headland (118' x 70') extending a maximum of 93 feet from the approximate MHW shoreline. Near (38.69313589741415, -76.17675640967917).

Chart 12266 LNM 52/22

****MD – BALTIMORE AND VICINITY – DREDGE OPERATIONS****

On or about June 1, 2023, Cashman Dredging and Marine Contracting Co., LLC will begin dredging operations in the Baltimore Harbor Channels, Brewerton Angle, Brewerton Channel Eastern Extension, Craighill Angle, and Tolchester Channel. The work areas are located on NOAA Charts 12270, 12278, & 12281 inside the coordinates listed below.

| Brewerton Angle | | Craighill Angle | | | |
|---------------------------|---------------|-----------------------------|---------------|-----------------------------|---------------|
| N39°11'52.55 | W-76°30'10.63 | N39°06'59.73 | W-76°23'35.31 | | |
| N39°12'03.37 | W-76°30'46.49 | N39°07'33.74 | W-76°23'35.32 | | |
| N39°12'31.03 | W-76°31'15.63 | N39°08'33.81 | W-76°24'20.70 | | |
| N39°12'35.41 | W-76°31'08.75 | N39°08'30.30 | W-76°24'28.36 | | |
| N39°12'32.36 | W-76°31'05.53 | N39°08'28.23 | W-76°24'26.79 | | |
| N39°11'59.36 | W-76°30'08.60 | N39°06'59.73 | W-76°23'44.28 | | |
| N39°11'59.00 | W-76°30'07.41 | | | | |
| Brewerton Channel Eastern | | Tolchester Channel (Area 1) | | Tolchester Channel (Area 2) | |
| N39°08'50.91 | W-76°20'08.60 | N39°11'16.62 | W-76°16'31.18 | N39°07'57.716 | W-76°19'24.50 |
| N39°08'40.34 | W-76°19'33.80 | N39°12'25.38 | W-76°15'13.98 | N39°08'42.35 | W-76°19'34.24 |
| N39°08'42.35 | W-76°19'34.24 | N39°12'42.11 | W-76°15'04.40 | N39°09'02.75 | W-76°19'11.38 |
| N39°09'00.52 | W-76°19'13.89 | N39°12'44.52 | W-76°15'11.36 | N39°08'58.86 | W-76°19'05.64 |
| N39°08'54.28 | W-76°19'58.74 | N39°12'39.03 | W-76°15'14.51 | N39°08'53.64 | W-76°19'11.49 |
| N39°08'56.43 | W-76°20'05.84 | N39°12'20.01 | W-76°15'30.13 | N39°08'23.07 | W-76°19'22.31 |
| | | N39°11'20.52 | W-76°16'36.91 | N39°07'58.70 | W-76°19'17.00 |

The project will utilize the Dredge Dale Pyatt and dump scows Joe Verrochi, MERC Shevin, Kurt Schulte, and DMT - 7253. Loaded scows from the Brewerton Angle will be transported to Cox Creek, located on Marley Neck, for disposal by the off-loader barge Kraken. Cox Creek on Marley Neck is located on NOAA Chart 12281. Loaded scows from the Brewerton Channel Eastern Extension, Craighill Angle, and Tolchester Channel will be transported to the Northern Access Channel at Poplar Island for disposal by the off-loader barge Kraken. Poplar Island North Access Channel is located on NOAA Chart 12270. Loaded scows will be transported by the tugboats Charles James, Michael Daigle, John Joseph, Indian Dawn, and Kendall Hebert. The marine equipment will be supported by the survey vessel "Cape Elizabeth" and the support vessel "Brooks Hooks." All vessels will monitor VHF channels 16, 13, and 67.

Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

Marine operations will be conducted 24 hours daily, Monday through Sunday. Marine operations will be completed on or before Sept 15, 2023

Chart 12270, 12278, 12281

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

None

VIRGINIA

VA – LYNNHAVEN RIVER EASTERN BRANCH – DREDGE OPERATIONS

H&H Enterprises will be dredging three locations inside Lynnhaven River which are Brown Cove, Keeling Drain, and 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 – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGE OPERATIONS

Great Lakes Dredge & Dock Company, LLC (GLDD) with the hopper dredge M/V ATB Douglas B. Mackie & Trailing Suction Hopper Dredge Ellis Island will commence channel dredging operations in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Bell Buoy 9 (LLNR 9255) and Thimble Shoal Channel Lighted Buoy 18 (LLNR 9300) on approximately March 29th, 2023. Dredged material will be transported to DAM NECK OFFSHORE DISPOSAL SITE and bottom dumped in the contract designated area by the dredge. Operations occur 24 hours per day, 7 days per week.
Chart 12245 LNM 13/23

VA – LITTLE CREEK ENTRANCE HARBOR – DREDGE OPERATIONS

W3 Marine and the dredges MOBRO 112, MOBRO 114, and MOBRO 1003 will be conducting dredging operations at the Little Creek Entrance Channel, in the vicinity of Little Creek Naval Base beginning on January 15, 2023 until **July 1, 2023**. 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 dredged, 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 12255 LNM 03/23

VA – HAMPTON ROADS – ELIZABETH RIVER – NAVSTA NORFOLK - DREDGE OPERATION

RQ-Magann will conduct dredge ops around Pier 3 on Naval Station Norfolk. Operations will begin December 1, 2022, with a completion date of **June 1, 2023**. All dredging will be complete with tug and barge with spoils being transported to Craney Island Rehandling Basin. Work may be conducted 7 days a week from 5 AM to 10 PM. During work hours, the work will be limited to marine traffic at the Naval Station, with only occasional scow barge movement to and from Craney Island. Work vessels and foreman can be reached on VHF-FM Channel 13, 16 or (757) 672-7497.
Chart 12245 LNM 46/22

VA – ELIZABETH RIVER – EASTERN BRANCH – PIER CONSTRUCTION

Beginning approximately January 31, 2022, and continuing until approximately **June 1, 2023**, Crofton Construction Services Inc. will commence constructing two 200' travel slip concrete piers and dredging down to 24' at the Lyon Shipyard along the Eastern Branch of the Elizabeth River, approx. position 36-50-28" N, 076-16-04" W. 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 02/22

******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 – JAMES RIVER – GOOSE HILL RANGE - DREDGE OPERATIONS******

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Lexington* and support equipment will be conducting dredging operations at Goose Hill Channel on the James River. Operations will be ongoing between James River Channel Lighted Buoy 44 (LLNR 11987) and James River Channel Lighted Buoy 53 (LLNR 12105) from May 22, 2023 to August 01, 2023. Prior to approach, the dredge can be reached via VHF Radio Channels #13 and #16. For emergency the dredge operator can be contacted at phone number 757-635-2578.
Chart 12248

VA – HAMPTON ROADS – NEWPORT NEW CHANNEL – DREDGE OPERATIONS

Mariners are advised that the Norfolk Dredging Company will be conducting dredging operations in the Newport News Channel from January 2023 through **June 2023** for the Norfolk harbor deepening project. Work hours are 24 hours a day, 7 days a week. On February 24th through February 25th, the dredge Charleston will place floating pipeline 300 feet outside the channel toe and parallel to the channel within anchorage k-1 and k-2. During pipeline placement, vessels are to remain 300 feet away from the operation. There will be no obstructions to the Newport news channel during this project. The pipeline will be in place until June 2023 and will be marked with buoys every 500 feet, as well as appropriate signs and lights. The dredge operator will be monitoring vhf-fm channel 13, 16, and 5. Mariners are advised to proceed at a slow bell and contact the dredge Charleston prior to passing.

Chart - 12222, 12245 LNM 09/23

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – DREDGE OPERATIONS

Corman Kokosing Construction Company will begin mechanical dredging operations of Kinder Morgan Terminals and will commence on or about March 13, 2023 at Kinder Morgan Pier 9 and 10 in Newport News on the James River. Loaded scows will be towed from the work area at Pier 9 and 10 to the Unloader barge located at Shirely's Plantation (Weanack Island). A 16"-18" submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility. The Dredge KOKO VI and/or KOKO V will perform the dredging with the assistance of a tender tug, towing tugs, and scows. Vessels and crew will monitor VHF channel 13 during the project execution.

Dredging and unloading operations will continue until the estimated completion date of **June 01, 2023**. For more information, contact Adam Dondero, (443) 695-3788, adondero@kokos.com.

Chart 12248 LNM 10/23

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – SKIFFES CREEK CHANNEL – DREDGE OPERATION

Corman Kokosing Construction Company will begin mechanical dredging operations on behalf of the Army Corps of Engineers, commencing on or about March 13, 2023 at Ft Eustis located on the James River. Loaded scows will be towed from the work area along the Ft Eustis Channel to the Unloader barge located in Skiffes Creek near Goose Island. A 16"-18" submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility. The Dredge KOKO VI will perform the dredging with the assistance of a tender tug, towing tugs, and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue periodically until the estimated completion date of **January 01, 2024**. For more information, contact Adam Dondero, (443) 695-3788, adondero@kokos.com.

Charts 12248 LNM 10/23

******VA – YORK RIVER – YORKTOWN AND VICINITY – YORK RIVER******

Precon Marine, Inc. will be conducting oyster reef construction on the York River, south of the Coleman Bridge. Project center point: 37-14-42.9732N, 076-26-46.3274W. Tug Dotti J and Tug Tampa will monitor VHF 13 and 16. In addition to the tugs up to 5 barges will be in vicinity of project. Project will not impede marine traffic and all work will be taking place outside of the channel on the Red side of the channel. Construction will begin April 26, 2023 and is expected to be completed **June 30, 2023**. For more information, contact Shane Meehan, 757-835-7830, smeehan@inlandmarineva.com.

Chart 12241 LNM 17/23

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 – PIANKATANK RIVER – OYSTER REEF REHABILITATION PROJECT

Mariners are advised that beginning **January 2, 2023**, until **August 5, 2023**, seaward marine will be conducting rock placing operations for the oyster reef rehabilitation project at the mouth of the Piankatank River. All mariners are requested to stay clear of the crane barge, material barge and mooring. All operators should be aware that the mooring is held in place by a single cable attached to an anchor. All fishnets, crab pots, and structures in the area are requested to be removed prior to commencement of any work. Mariners are requested to exercise extreme caution when approaching the rock placing operation and proceed at no wake speed. Seaward marine will be monitoring VHF channel 16.

LNM 50/22

NORTH CAROLINA

NC – SEACOAST – BEACH NOURISHMENT DREDGING OPERATION

Dredging Operations have been completed and demobilization will occur for the below until approximately 30 May 2023.

Weeks Marine's hopper dredge "Magdalen" will be operating in the offshore borrow area, located approximately 6 nautical miles Northwest of Kill Devil Hills shoreline.

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

36° 3'17.94"N, 75°33'35.75"W 36° 3'21.95"N, 75°32'31.25"W

36° 0'14.33"N, 75°32'34.10"W 36° 0'12.77"N, 75°33'46.62"W

Continuing until approximately **April 10, 2023**, Weeks will be installing submerged pipeline(s) in the vicinity of Southern Shores and Duck Beaches. The pipeline corridor(s) will be bound by the following approximate positions:

Town of Duck P/L Corridor Location:

36°11'53.98"N, 75°45'26.46"W 36°11'48.47"N, 75°45'23.99"W

36°12'8.89"N, 75°44'30.63"W 36°12'3.31"N, 75°44'28.54"W

Southern Shores P/L Corridor Location:

36° 8'51.47"N, 75°44'7.12"W 36° 9'6.37"N, 75°43'11.63"W

36° 9'0.77"N, 75°43'9.49"W 36° 8'45.91"N, 75°44'4.85"W

The staging area for dredging pipes/equipment is in the vicinity of Oregon Inlet will be bound by the following approximate positions:

35°46'38.88"N, 75°31'40.99"W 35°46'9.05"N, 75°31'58.85"W

35°46'3.09"N, 75°31'43.53"W 35°46'30.64"N, 75°31'30.15"W

Please contact Project Manager(s) on-site: James Ferguson - (985) 273-1286, jcferguson@weeksmarine.com.

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 – CAPE FEAR RIVER – SUNNY POINT TERMINAL – DREDGE OPERATIONS

Great Lakes Dredge and Dock Company begin dredging of Sunny Point Terminal South Entrance Channel and Sunny Point Terminal Central Channel starting on October 10, 2022 with scheduled completion of **June 30, 2023**. Operation will not affect river traffic however dredging transit and disposal operations will proceed 24 hours per day, 7 days a week. Mariners are urged to use extreme caution in these areas and around dredging equipment. In addition, mariners are urged to transit the area of dredging at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Deposits will be transported to the Offshore Disposal Site (ODMDS): 33 43 34.12082N, 78 1 58.2087W - 33 43 34.295078N, 78 2 19.679653W - 33 45 23.81086N, 78 2 18.670603W - 33 45 23.213681N, 78 1 57.492749W. All equipment will monitor marine VHF channels 13 and 16.
Chart 11537

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.

******NJ – NEW JERSEY INTRACOASTAL WATERWAY – WARETOWN – FIREWORKS DISPLAY******

A barge-based fireworks display is scheduled to occur on Barnegat Bay in the vicinity of Waretown, NJ, on **May 27, 2023**, from 9 p.m. to 9:20 p.m. The fall out zone for the fireworks display will affect approximately 600 feet around the barge location at GPS position 39°47'27.21"N, 074°10'46.13"W. Mariners are advised to transit this area with caution. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

*****PA – DELAWARE RIVER – PHILADELPHIA – BARGE BASED FIREWORKS DISPLAY - SAFETY ZONE*****

A barge-based fireworks display is scheduled to occur on the Delaware River adjacent to Penn's Landing in Philadelphia, PA. The fireworks display will be from 8:45 p.m. to 9:35 p.m. on May 27, 2023, or on a rain date of **May 28, 2023**. A safety zone will be in effect for the duration of the fireworks display to include all navigable waters within a 500-yard radius of the fireworks barge located at approximate position latitude 39°56'52"N, longitude 075°08'09"W. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Captain of the Port or official on-scene patrol. Mariners may contact official patrol on-scene via marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

DE – DELAWARE RIVER – NEW CASTLE – WEEKLY SAILING RACES

There will be a sailboat race series held by the New Castle Sailing Club on the Delaware River near Battery Park in New Castle, DE every Saturday starting on May 6, 2023, until **October 21, 2023**, from 8 a.m. to 2 p.m. The event sponsor will have a vessel on scene that will be monitoring VHF-FM radio channels 13 and 16. Mariners are urged to use caution when transiting the area. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

MD – CHESAPEAKE BAY – PATUXENT RIVER AND VICINITY – SOLOMONS ISLAND– BOAT PARADE

An annual "Blessing of the Fleet" boat parade is scheduled to occur in the Patuxent River on **May 21, 2023**, between **2 p.m. and 4 p.m.** The event consists of 30 sail and power vessels (16-50 feet in length) operating at slow speed along a designated route that starts at Patuxent River Light 6A (LLNR 19040) and proceeds upriver to approx. position 38° 18' 24.13" N, 076° 27' 49.75" W, in the vicinity of Solomons Island, MD, where a pass in review will take place near two anchored vessels. Interested mariners can contact the Solomons Island Yacht Club fleet captain on board the motor vessel TURTLE via marine band radio VHF-FM channels 16 and 68. Additional information is available at website <http://solomonsislandyachtclub.com/>. Comments or questions should be directed to Coast Guard Sector Maryland-National Capital Region, at telephone number (410) 576-2596 or (410) 576-2693.

Charts 12264, 12284.

MD – CHESAPEAKE BAY – CHOPTANK RIVER – CAMBRIDGE TO GREENSBORO – FIREWORKS DISPLAY

Mariners are advised that a short-duration, aerial fireworks display is scheduled to occur along the Choptank River at Cambridge, MD on **May 28, 2023**, from 9 PM - 10 PM. Mariners are urged to use caution when transiting the area, and absent specific guidance, reminded to heed the directions of patrolling law enforcement and public safety officials, and absent specific guidance, should remain at least 100 yards from the fireworks site at the Hyatt Regency Chesapeake Bay pier in approximate position latitude 38°33'50.53" N., longitude 076°02'49.21" W., located near Choptank River Channel Buoy 27 (LLNR 25075). For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2596 or (410) 576-2693. Chart 12266.

******MD – CHESAPEAKE BAY - CHOPTANK RIVER – REGULATED AREA******

Mariners are advised that the annual "Cambridge Classic Power Boat Regatta" is scheduled to occur in the Choptank River during **May 20-21, 2023**, from **10 a.m. to 6 p.m.** on both days. As described in 33 CFR 100.501, the Coast Guard will establish a regulated enforcement area for all waters within of Hambrooks Bay and Choptank River bounded by a line connecting the following coordinates: Commencing at the shoreline at Long Wharf Park, Cambridge, MD, at position latitude 38°34'30" N, longitude 076°04'16" W; thence east to latitude 38°34'20" N, longitude 076°03'46" W; thence northeast across the Choptank River along the Senator Frederick C. Malkus, Jr. (US-50) Memorial Bridge, at mile 15.5, to latitude 38°35'30" N, longitude 076°02'52" W; thence west along the shoreline to latitude 38°35'38" N, longitude 076°03'09" W; thence north and west along the shoreline to latitude 38°36'42" N, longitude 076°04'15" W; thence southwest across the Choptank River to latitude 38°35'31" N, longitude 076°04'57" W; thence west along the Hambrooks Bay breakwall to latitude 38°35'33" N, longitude 076°05'17" W; thence south and east along the shoreline to and terminating at the point of origin. Within the regulated area are the following described areas. Race area: Located within the navigable waters of Hambrooks Bay and Choptank River, between Hambrooks Bar and Great Marsh Point, MD. Buffer area: All navigable waters within Hambrooks Bay and Choptank River (with the exception of the Race Area designated by the marine event sponsor) bounded to the north by the breakwall and continuing along a line drawn from the east end of breakwall located at latitude 38°35'27.6" N, longitude 076°04'50.1" W, thence W. southeast to latitude 38°35'17.7" N longitude 076°04'29"W, thence south to latitude 38°35'01" N longitude 076°04'29" W, thence west to the shoreline at latitude 38°35'01" N, longitude 076°04'41.3" W. Spectator area: All navigable waters of the Choptank River, eastward and outside of Hambrooks Bay breakwall, thence bounded by a line that commences at latitude 38°35'28" N, longitude 076°04'50" W; thence northeast to latitude 38°35'30" N, longitude 076°04'47" W; thence southeast to latitude 38°35'23" N, longitude 076°04'29" W; thence southwest to latitude 38°35'19" N, longitude 076°04'31" W; thence northwest to and terminating at the point of origin. The regulated area will be enforced from **9:30 a.m. through 7 p.m. both days on May 20, 2023 and May 21, 2023**. The Coast Guard Patrol Commander (PATCOM) or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel in this area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The operator of any vessel in the regulated area shall (i) stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed, (ii) all persons and vessels shall comply with the instructions of the Official Patrol, and (iii) when authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course. The marine event patrol and PATCOM may be contacted on VHF-FM Channel 16. The Coast Guard PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. Only designated marine event participants and their vessels and official patrol vessels are authorized to enter the race area. Spectators are only allowed inside the regulated area if they remain within a designated spectator area. Spectators may contact the Coast Guard PATCOM to request

permission to either enter the Spectator Area or pass through the regulated area. If permission is granted, spectators may enter the Spectator Area or must pass directly through the regulated area as instructed by PATCOM at safe speed and without loitering. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2596 or (410) 576-2693.
Charts 12266, 12268.

******MD – CHESAPEAKE BAY – EASTERN BAY – MILES RIVER – SAILING REGATTA******

An annual sailing race is scheduled to occur on the Eastern Bay and Chesapeake Bay from St. Michaels, MD to Annapolis, MD on **May 27, 2023**, between 9 a.m. and 6 p.m. Up to 60 auxiliary sailing vessels (24 to 45 feet in length) of various classes will compete in a point-to-point distance race from the mouth of the Severn River to the mouth of the Miles River, with a race start at 10 a.m. Information on this event can be obtained at the Eastport Yacht Club's (EYC) website at: www.eastportyc.org/mrrb. The EYC Race Coordinator can be contacted on board the "Miles River Race Back signal boat" via marine band radio VHF-FM channels 9, 13, 16 and 71. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2596.
Charts 12270, 12283.

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTA

A sailing regatta is scheduled to occur in the Chesapeake Bay between the Chesapeake Bay Bridge in Annapolis, MD and Thomas Point, MD on **MAY 20, 2023**, between 11 a.m. and 6 p.m. Approximately 50 auxiliary sail boats (22-42 feet in length) of various classes will compete along a designated course. Interested mariners can contact the Sailing Club of the Chesapeake Representative via marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12270, 12263.

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTAS

Annual sailing regattas sponsored by the Annapolis Yacht Club (AYC) are scheduled to occur on the Severn River and the Chesapeake Bay near the mouth of the Severn River, during 2023. Unless otherwise indicated, the events will occur between 10 a.m. and 4 p.m. Twenty two individual AYC events are scheduled on the following dates: **April 26-August 30 (Wednesday Night Races** - 90 participants, 22-50 feet in length, from 6 p.m. to 7:30 p.m.); **May 19-May 21 (RYS/AYC Team Race Challenge** - 6 participants, 22 feet in length); **June 10 (Don Backe Memorial CRAB** - 6 participants, 22 feet in length); **July 5 (Junior Annual Regatta** - 100 participants, 8-15 feet in length); **July 22-23 (Annual Regatta** - 45 participants, 24-50 feet in length); **July 23 (Annual Regatta** - 7 participants, 24-50 feet in length); **July 30 (Two Bridge Fiasco** - 75 participants, 22-60 feet in length, from 10 a.m. to 5 p.m.); **August 18-21 (US Women's Match Race Championship** - 10 participants, 22 feet in length); **September 22-24 (Annapolis YC 3-2-1 Invitational** - 12 participants, 20-30 feet in length); **September 23 (Fall Race to Solomons** - 45 participants, 30-50 feet in length); **September 30-October 1 (Fall Series 1** - 30 participants, 22-34 feet in length); **October 2-4 (Warrior Sailing Program** - 8 participants, 22 feet in length); **October 7 (Fall Series River Course** - 25 participants, 20-28 feet in length); **October 7-8 (Fall Series-2** - 30 participants, 30-50 feet in length); **October 8 (Fall Series-2** - 30 participants, 30-50 feet in length); **October 21-22 (J/105 Chesapeake Bay Championship** - 25 participants, 35 feet in length); **October 28-29 (Halloween Howl** - 50 participants, 8 feet in length); **November 5-December 10 (Frostbite Series - 1st Half** - 80 participants, 22-45 feet in length, from 12 p.m. to 4 p.m.). Additional information on these events can be obtained at website <https://www.annapolisyc.com/>. The AYC Race Committee can be contacted via marine band radio VHF-FM channels 09, 13, 16, 68, 69, 70, 71 and 72. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596 or (410) 576-2693.
Charts 12270, 12282, 12283.

******MD – CHESAPEAKE BAY – SEVERN RIVER – SAILING REGATTA (WEEKLY SERIES)******

An annual sailboat racing weekly series is scheduled to occur in the Severn River each Thursday evening during **May 18, 2023-August 31, 2023**, between 6 p.m. and 9 p.m. Up to 80 participants (small keel sailboats, 16-26 feet in length) will race in heats within two courses located between the mouth of the Severn River and the Severn River Middle Ground Anchorage. Mariners are urged to use caution and remain alert for other watercraft when transiting the area, proceed at the minimum speed necessary to maintain a safe course that minimizes wake while operating near the race courses. Race committee support vessels will be on scene. Event information is available at website <http://worldannapolis.com/annapolis-sailing-courses/racing/thursday-night-racing/>. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2596 or (410) 576-2693.
Charts 12282, 12283

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

An annual sail racing series is scheduled to occur in the Severn River each Friday evening during **May 19, 2023 - August 11, 2023**, between 5 p.m. and 8:00 p.m. Up to 40 auxiliary sail boats (20 to 50 feet in length) of various classes will compete in sail races along a designated course located in the Severn River, between the mouth of the Severn River and the entrance to Spa Creek at Annapolis, MD. First race start will occur at approximately 6:15 p.m. Additional information can be obtained at the website: <https://www.eastportyc.org/beer-cans>. Interested mariners can contact the Eastport Yacht Club Race Committee on "EYC Friday Night Signal Boat" via marine band radio VHF-FM channel 16 or 73. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2596 or (410) 576-2693.
Charts 12282, 12283.

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS– SEVERN RIVER – REGULATED AREA****

The U. S. Naval Academy will host its Blue Angels Air Show over the Severn River at Annapolis, MD on Wednesday, **May 24, 2023 at 2 p.m.** High-speed, low-flying fixed-wing aircraft will operate between the Severn River (US-50) Bridge and Greenbury Point, MD. The event also includes a circle and arrival at **11 a.m.** and a practice demonstration at **2 p.m.** on Tuesday, **May 23, 2023.** As described in 33 Code of Federal Regulations (CFR) § 100.501, a regulated area is established for all waters of the Severn River, from shoreline to shoreline, bounded to the northwest by a line drawn along the Severn River (US-50/301 highway) Bridge. The regulated area is bounded to the southeast by a line drawn from the U.S. Naval Academy Light at 38°58'39.5" N, 076°28'49.0" W, thence southeast to a point 1500 yards east of Chinks Point, MD at 38°57'41" N, 076°27'36" W, thence northeast to Greenbury Point at 38°58'27.7" N, 076°27'16.4" W. The effect will be to restrict vessel traffic on the Severn River and College Creek. All coordinates reference Datum NAD 1983. The regulated area will be enforced from 9:30 a.m. to 5 p.m. on May 23, 2023, and from 9:30 a.m. to 5 p.m. on May 24, 2023. Mariners are urged to schedule their transits on these waterways beyond the enforcement times on both days. The Captain of the Port may assign one or more official patrol vessels, as described in [33 CFR § 100.40](#). The patrol vessels and Event PATCOM can be contacted on Marine Band Radio, VHF-FM Channel 16. The Event PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. The Event PATCOM or Official Patrol may forbid and control the movement of all vessels and persons in the regulated area. When hailed or signaled by an Official Patrol vessel, the person or vessel being hailed must immediately comply with all directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The operator of a vessel in the regulated area must stop the vessel immediately when directed to do so by an Official Patrol and then proceed only as directed. A person or vessel must comply with all instructions of the Event PATCOM or Official Patrol. A vessel operator may request permission to enter and transit through the regulated area by contacting the Event PATCOM or Official Patrol on VHF-FM Channel 16. When authorized to transit through the regulated area, the vessel must proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the event area. A temporary access channel (marked with red buoys and green buoys) will be established near Horn Point, to allow vessels to transit into and out of Annapolis Harbor during the event; vessels operating in this area will do so at their own discretion. At no time will spectators be permitted to obstruct either the temporary access channel or the federal navigation channel outside the regulated area. A "Commercial Vessel Spectator Zone" (marked with yellow buoys) is located immediately adjacent to the temporary access channel, bounded by a line commencing at 38°58'38.2" N, 076°27'56.9" W, thence southeast to 38°58'24.9" N, 076°27'47.6" W, thence west to 38°58'22.3" N, 076°27'54.5" W, thence northwest to 38°58'28.3" N, 076°28'11" W, thence east to point of origin. This designated spectator area lies generally in the center portion of Middle Ground Anchorage, Severn River, MD, and is restricted to commercial small passenger vessels pre-approved by the Captain of the Port Maryland-National Capital Region for spectator area access, as described in Paragraph (h)(1) of [33 CFR § 100.501](#). Mariners should expect the presence of a single U.S. Navy Yard Patrol craft positioned in the middle of the Severn River during **May 23-24, 2023**, used to mark the centerline of the air show aerobatics box. In addition, on **May 23, 2023** and on **May 24, 2023**, orange inflatable floating markers will be placed along the northern and southern boundaries of the air show aerobatics box. All persons and vessels shall remain outside the designated air show aerobatics box. The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event date and times. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2596 or (410) 576-2693. During the events, the Coast Guard Station Annapolis Officer-of-the-Day can be contacted at (410) 267-8108. For any comments or questions regarding this article, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596, or email MDNCRMarineEvents@uscg.mil. Charts 12282, 12283.

******MD – CHESAPEAKE BAY – CHESTER RIVER – KENT ISLAND NARROWS SOUTH APPROACH – FIREWORKS DISPLAY******

A short-duration aerial fireworks display is scheduled to occur in Kent Island Narrows at Queen Annes County, MD on **May 20, 2023 at 9:15 p.m.** The fireworks will be launched from a barge located approximately 850 feet from the grounds of the Hyatt Place Hotel at Kent Island, MD, in approximate position latitude 38° 57' 57" N, longitude 076° 14' 45" W. Mariners are urged to use caution when transiting the area and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 400 feet from the fireworks barge. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2519 or (410) 576-2693 or MDNCRWaterways@uscg.mil. Chart 12270.

******MD – CHESAPEAKE BAY – CHESTER RIVER – REGULATED AREA******

The annual reenactment portion of the "Chestertown Tea Party Festival" is scheduled to occur along the Chester River on Saturday, **May 27, 2023**, at 2 p.m. The key component of the event includes the movements and anchorage of the Schooner SULTANA and its support vessels off Chestertown, MD. As described in 33 CFR Section 100.501, special local regulations establish a regulated area on all navigable waters of the Chester River, within a line connecting the following positions: Commencing at latitude 39°12'27" N, longitude 076°03'46" W, thence south to latitude 39°12'19" N, longitude 076°03'53" W, thence east to latitude 39°12'16" N, longitude 076°03'48" W, thence north to latitude 39°12'25" N, longitude 076°03'41" W, thence west to the point of origin at latitude 39°12'27" N, longitude 076°03'46" W, located at Chestertown, MD. The regulated area will be enforced from 1 p.m. to 4 p.m. on May 27, 2023. All coordinates reference Datum NAD 1983. The Captain of the Port may assign one or more official patrol vessels, as described in [33 CFR § 100.40](#). The patrol vessels and Event PATCOM can be contacted on Marine Band Radio, VHF-FM Channel 16. The Event PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. The Event PATCOM or Official Patrol may forbid and control the movement of all vessels and persons in the regulated area. When hailed or signaled by an Official Patrol vessel, the person or vessel being hailed must immediately comply with all directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The operator of a vessel in the regulated area must stop the vessel immediately when directed to do so by an Official Patrol and then proceed only as directed. A person or vessel must comply with all instructions of the Event PATCOM or Official Patrol. A vessel operator may request permission to enter and transit through the regulated area by contacting the Event PATCOM or Official Patrol on VHF-FM Channel 16. When authorized to transit through the regulated area, the vessel must proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the event area. The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event date and times. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2596 or (410) 576-2693. Chart 12272.

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

An annual weekly sailboat racing series is scheduled to occur on the Patapsco River each Tuesday during **April 18, 2023 - October 24, 2023**, between 6 p.m. and 9 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 Baltimore Inner Harbor and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the "Baltimore City Yacht Association Tuesday Night 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) 576-2569 or (410) 576-2693. Chart 12281.

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – NORTHWEST HARBOR – SAILING REGATTA WEEKLY SERIES

Mariners are advised that an annual sailboat racing weekly series is scheduled to continue in Baltimore Harbor each Thursday evening from **April 27, 2023 through October 5, 2023, between 4 p.m. and 8 p.m.** Up to 15 sailboats (22-23 feet in length) will compete along a designated race course located in one of four areas in Northwest Harbor: Course A: Northwest Harbor, north and west of Tide Point and east of Harbor View Tower, in the vicinity of Baltimore Inner Harbor Buoy 4 (LLNR 21363.1); B: Northwest Harbor in vicinity of West Channel, between Fells Point and Northwest Harbor Channel Junction Lighted Buoy NH (LLNR 21360); Course C: Patapsco River North of Fort McHenry (Canton Turning Basin); Course D: Patapsco River, east of Ft McHenry and north of Ferry Bar Channel, in vicinity of Fort McHenry Angle Junction Lighted Buoy FM (LLNR 8315). Participants will be supported by sponsor-provided motorized launches. Interested mariners may contact the Downtown Sailing Center's Race Committee on marine band radio VHF-FM Channels 16 and 71. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2596 or (410) 576-2693. Chart 12281.

VA – MD - POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - OCCOQUAN RIVER – BOAT PARADE

The Occoquan River Maritime Association's annual "Blessing of the Fleet" is scheduled to occur in the Occoquan River on **May 20, 2023** (rain date May 21, 2023), from 12 p.m. to 2 p.m. Approximately 160 recreational vessels of various types and sizes will pass alongside the fuel dock at Belmont Bay Harbor Marina at their leisure to receive a blessing from the blessing boat. Participating Fire Boats and First Responder Boats will follow a designated route from Belmont Bay Harbor Marina, up river to Occoquan Wharf, and back down river to the fuel dock. Mariners are urged to use caution when transiting the area, and reduce vessel speed to that necessary to maintain safe course while operating near participating vessels. Official patrol personnel on scene can be contacted on marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Chart 12289.

DC – POTOMAC RIVER – UPPER POTOMAC RIVER – ANACOSTIA RIVER – GEORGETOWN CHANNEL – FIREWORKS DISPLAY SAFETY ZONE

An aerial fireworks display is scheduled to occur on the Anacostia River immediately following the conclusion of the vening MLB games at Washington Nationals Ball Park on the following dates: **May 12, June 2, & July 3, 2023**. As described in 33 CFR section 165.506, a safety zone is established for all waters of the Anacostia River within a 600 foot radius of the fireworks barge in approximate position latitude 38°52'14.3" N., longitude 077°00'12.0" W., located near the Washington Nationals Ball Park. The safety zone will be enforced from **9 p.m. to 11 p.m. on May 12, June 2, & July 3, 2023**. The fireworks barge will have a diamond shaped sign 4 feet by 4 feet with a 3-inch orange retro reflective border affixed to the port and starboard sides of the barge labeled "FIREWORKS—DANGER—STAY AWAY" to provide on scene notice that the safety zone will be enforced on that day; the word "DANGER" shall be 10 inch black block letters centered on the sign with the words "FIREWORKS" and "STAY AWAY" in 6 inch black block letters placed above and below the word "DANGER" respectively on a white background. The general regulations contained in 33 CFR 165.23 apply to this fireworks safety zone. No person may enter or remain in the safety zone unless authorized by the Captain of the Port (COTP) Maryland-National Capital Region. The COTP Maryland-National Capital Region can be contacted by telephone at (410) 576-2525 or by marine band radio on VHF-FM Channel 16. All persons and vessels shall comply with the instructions of the Coast Guard COTP, Coast Guard Patrol Commander or the designated on-scene-patrol personnel. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. All Coast Guard vessels enforcing this zone can be contacted on marine band radio VHF-FM Channel 16. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone. Comments or questions should be directed to Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596 or (410) 576-2693. Chart 12289.

DC – UPPER POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – GEORGETOWN CHANNEL - REGULATED AREA

Mariners are advised that the "2023 Washington DC Dragon Boat Festival" is scheduled to occur in the Upper Potomac River on **May 20, 2023**, from **8:30 a.m. to 5:30 p.m.** The rowing regatta consists of eight boats (42 feet in length) racing per heat, along marked designated 200-meter and 500-meter courses located between the Kennedy Center and Thompson's Boat Center. Regatta course set up is scheduled to occur between 6 a.m. and 7 a.m. As described in 33 CFR Sec. 100.501, a regulated area is established for all waters of Upper Potomac River, Washington, DC, from shoreline to shoreline, bounded upstream by the Francis Scott Key (US-29) Bridge and downstream by the Theodore Roosevelt (I-66/US-50) Bridge, located at Georgetown, Washington, DC. The regulated area will be enforced from **8 a.m. to 6 p.m. on May 20, 2023**. The Coast Guard Patrol Commander (PATCOM) or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol, a vessel in the regulated area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The operator of any vessel in the regulated area shall: (i) stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed; (ii) all persons and vessels shall comply with the instructions of the Official Patrol; (iii) vessel operators may request permission to enter and transit through a regulated area by contacting the PATCOM on VHF-FM channel 16. When authorized to transit through the regulated area, vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course or marine event area. The marine event patrol and PATCOM may be contacted on VHF-FM Channel 16. The PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. Only designated marine event participants and their vessels and official patrol vessels are authorized to enter the regulated area. The COTP Maryland-National Capital Region can be contacted at telephone number 410-576-2525, or on marine band radio VHF-FM channel 16. The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event date and times. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2596 or (410) 576-2693. Chart 12289

VA – CHESAPEAKE BAY - CAPE HENRY CUP REGATTA

The Broad Bay Sailing Association is sponsoring the Cape Henry Cup Regatta Sailboat Race in the Lower Chesapeake Bay, VA on **May 20, 2023**. The sailboat races will begin at 9:00 a.m. and end at 5:30 p.m. Mariners are requested to use caution and bare steerage when transiting the area. Chart 12245

VA – CAPE HENRY TO THIMBLE SHOAL LIGHT - LINKHORN BAY - THE NARROWS, VIRGINIA BEACH

The Narrows at First Landing State Park will be the site of a recurring VB Boat Church each Sunday from 9:30 a.m. to 11:30 a.m. on each Sunday between 28 May and 3 September 2023. Participating Vessels may be rafted on the east side of the channel but should not impede the flow of traffic. If concerns arise, the POC for the event can be reached at 757 373 8070 before or after each occurrence. Chart 12254

VA – SOUTHERN CHESAPEAKE BAY - BBSA LITTLE CREEK RACES WEDNESDAY NIGHT SERIES

The Broad Bay Sailing Association is sponsoring the Little Creek Races Wednesday Night Series on April 5th running until **November 29th** 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.

Chart 12245

VA – CHESAPEAKE BAY - SOUTHERN BAY RACE WEEK 2023

Hampton Yacht Club is sponsoring Southern Bay Race Week 2023, with several dozen small sailing craft operating in waters of the Southern Chesapeake Bay near Buckroe Beach, Hampton Flats, and Craney Island between 8:00 a.m. and 5:00 p.m. on **June 2 – 4, 2023**.

Chart 12222

VA – HAMPTON ROADS – WILLOUGHBY BAY - WILLOUGHBY RACERS THURSDAY RACES

The Broad Bay Sailing Association is sponsoring the Willoughby Racers Thursday Races on April 6th running until **November 2nd** 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.

Chart 12245

******VA – CHESAPEAKE BAY – NORFOLK HARBOR – ELIZABETH RIVER – NORFOLK HARBORFEST 2023******

The 47th Annual Norfolk Harborfest marine event will occur Friday, June 9th through Sunday, June 11th, 2023. The event is expected to draw a large number of spectator vessels in the vicinity of Town Point Reach in Norfolk, VA. To assist in maintaining a safe waterway, the Captain of the Port Sector Virginia will be enforcing a Special Local Regulation limiting the use of portions of the Elizabeth River near Town Point Reach. Waterway closures enforced via the Special Local Regulation listed in 33 CFR 100.501(i)(3) will be in effect during the following dates and times:

Friday June 9th

- Search & Rescue Demonstration 2:15 p.m. - 3:00 p.m.*
- Drone Show 9:15 p.m. - 9:45 p.m.*

Saturday June 10th

- Search & Rescue Demonstration 1:15 p.m. - 2:00 p.m.*
- Fireworks 9:00 p.m. - 10:00 p.m.* (If Drone Show rain date is used, Firework show will immediately follow)

Rain Dates:

- Saturday, June 10th Drone Show 9:15 p.m. – 9:45 p.m.*
- Sunday, June 11th Fireworks 8:45 p.m. - 9:30 p.m.*

*Waterway closures may remain in effect up to 30 minutes after the event to account for any potential and unexpected delays.

The Special Local Regulation will encompass all waters of the Elizabeth River between the following positions: 36°50'51.6"N, 076°18'07.9"W; 36°51'00.3"N, 076°17'51"W; 36°50'50.9"N, 076°18'07.7"W; 36°50'33.6"N, 076°17'54.1"W; 36°50'13.2"N, 076°17'44.8"W; 36°50'08.8"N, 076°17'37.5"W; 36°50'21.5"N, 076°17'14.5"W; 36°50'35"N, 076°17'10"W.

During the times listed above, vessels will be prohibited from entering the regulated area. Operators must stop their vessel immediately upon being directed to do so and must proceed as directed by any law enforcement vessel. A Coast Guard patrol will be on scene monitoring VHF/FM channels 13 and 16 during these events. Mariners are requested to use extreme caution when transiting in the vicinity of the event.

Chart 12253

******VA – ELIZABETH AND LAFAYETTE RIVERS – BBSA, WOLCOTT MEMORIAL REGATTA******

The Norfolk Yacht and Country Club is sponsoring the BBSA and Wolcott Memorial Regatta on June 24 and June 25 in the Elizabeth and Lafayette Rivers North of Lambert Point in Norfolk, VA. The sailboats will begin transiting to the racing area at 9 a.m. Mariners are requested to use caution when transiting the area.

Chart 12222

VA – CHICKAHOMINY RIVER - PADDLE ROUND THE ISLAND 2023

Paddle On of Williamsburg is sponsoring the 2023 Paddle Round the Island on a portion of the Chickahominy River, Nettles Creek, Nayses Bay, and Gordon Creek. The paddle boat regatta will begin on **June 10th** at 6:30 a.m. and end at 11:30 a.m. Mariners are requested to use caution when transiting the area.

Chart 12248

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 18, 2023 through **January 1, 2024**. 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.

Chart 11541

**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 – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

TerraSond will be conducting geophysical survey activities from the GO Adventurer survey vessel within the Bluepoint Wind Lease Area (OCS-A 0537).

The survey area will be bounded on four corners by coordinates:

NW: 072° 53' 32.7" W, 40° 03' 39.4" N

NE: 072° 36' 19.3" W, 40° 03' 19.3" N

SE: 072° 36' 38.9" W, 39° 53' 58.6" N

SW: 072° 53' 49.9" W, 39° 54' 18.6" N

Sidescan sonar (SSS), multibeam bathymetry echo sounder (MBES), cesium vapor magnetometer (MAG), parametric sub-bottom profiler (SBP), and ultrashort base line (USBL) acoustic transceiver will be used starting on March 1, 2023, until approximately **September 30, 2023** and will be conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. GO Adventure will monitor VHF-FM Ch 16. For more information, Trevor Jones may also be contacted at 1-857-972-4328.

Chart 13003 LNM 07/23

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

TerraSond will be conducting geophysical survey activities from the Gerry Bordelon survey vessels within the Bluepoint Wind Lease Area (OCS-A 0537).

The survey area will be bounded by below coordinates:

39° 51' 07.2" N, 073° 01' 28.1" W; 40° 03' 06.4" N, 074° 02' 55.3" W, 40° 30' 02.8" N, 074° 17' 35.7" W,

40° 36' 35.5" N, 074° 02' 46.7" W, 40° 38' 22.1" N, 073° 19' 15.0" W; 40° 03' 41.5" N, 072° 35' 45.9" W,

39° 53' 42.6" N, 072° 35' 15.4" W.

Sidescan sonar (SSS), multibeam bathymetry echo sounder (MBES), cesium vapor magnetometer (MAG), parametric sub-bottom profiler (SBP), and ultrashort base line (USBL) acoustic transceiver will be used starting on April 4, 2023, until approximately **September 30, 2023** and will be conducted 7 days per week, 24 hours per day for Gerry Bordelon, until survey completion with periodic port calls. Gerry Bordelon and Time & Tide will monitor VHF-FM Ch 16. Vessels will have restricted maneuverability during survey operations when towing equipment. Mariners, please transit the area with extreme caution and transit at slow speed to minimize wake when transiting the area. For more information, Trevor Jones may also be contacted at 1-857-972-4328.

Chart 13003 LNM 11/23

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

Bluepoint wind will be conducting geophysical survey activities from the Atlantic Surveyor survey vessel within the Bluepoint Wind Lease Area (OCS-A 0537).

The survey area will be bounded by below coordinates:

39° 51' 07.2" N, 073° 01' 28.1" W; 40° 03' 06.4" N, 074° 02' 55.3" W, 40° 30' 02.8" N, 074° 17' 35.7" W,

40° 36' 35.5" N, 074° 02' 46.7" W, 40° 38' 22.1" N, 073° 19' 15.0" W; 40° 03' 41.5" N, 072° 35' 45.9" W,

39° 53' 42.6" N, 072° 35' 15.4" W.

SPI camera system and towed video sled will be used starting on June 1, 2023 through **June 30, 2023** and will be conducted 7 days per week, 24 hours per day, until survey completion with periodic port calls. Atlantic Surveyor will monitor VHF-FM Ch 16. Vessels will have restricted maneuverability during survey operations when towing equipment. Mariners, please transit the area with extreme caution and transit at slow speed to minimize wake when transiting the area. For more information, Trevor Jones may also be contacted at 1-857-972-4328.

Chart 13003 LNM 20/23

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

EGS will be conducting geophysical survey activities from the Time & Tide survey vessels within the Bluepoint Wind Lease Area (OCS-A 0537).

The survey area will be bounded by below coordinates:

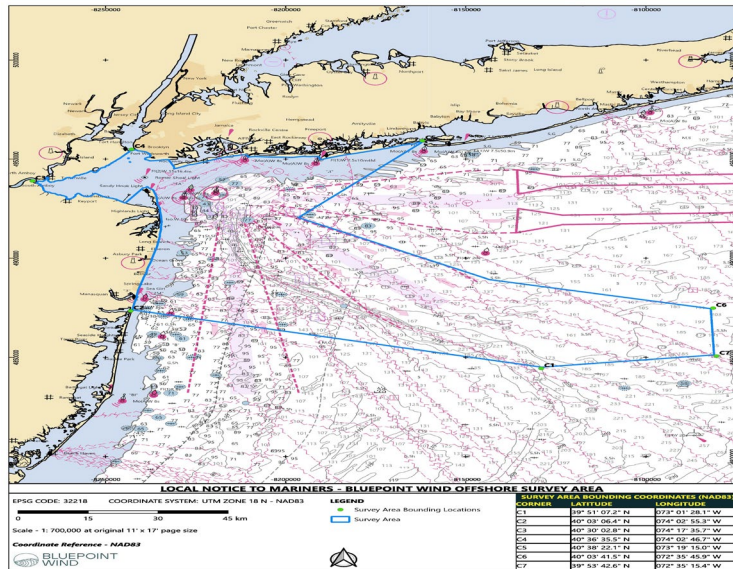
39° 51' 07.2" N, 073° 01' 28.1" W; 40° 03' 06.4" N, 074° 02' 55.3" W, 40° 30' 02.8" N, 074° 17' 35.7" W,

40° 36' 35.5" N, 074° 02' 46.7" W, 40° 38' 22.1" N, 073° 19' 15.0" W; 40° 03' 41.5" N, 072° 35' 45.9" W,

39° 53' 42.6" N, 072° 35' 15.4" W.

Sidescan sonar (SSS), multibeam bathymetry echo sounder (MBES), cesium vapor magnetometer (MAG), parametric sub-bottom profiler (SBP), and ultrashort base line (USBL) acoustic transceiver will be used starting on April 1, 2023, until approximately **September 30, 2023** and will be conducted 7 days per week during daylight hours, until survey completion with periodic port calls. Time & Tide will monitor VHF-FM Ch 16. Vessels will have restricted maneuverability during survey operations when towing equipment. Mariners, please transit the area with extreme caution and transit at slow speed to minimize wake when transiting the area. For more information, Trevor Jones may also be contacted at 1-857-972-4328.

Chart 13003 LNM 11/23



NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The PSV Regulus, CALL SIGN WDG8927, will conduct geotechnical survey operations using seabed testing frame unit and geotechnical drilling rig starting on February 8, 2023, until approximately **April 30, 2023**. The survey area is located ~80.5 km east-southeast of Tom's River, New Jersey, within the OCS-A 538 lease area, also known as the Hudson South, bounded by the following approximate positions:

NW Corner: 39° 54'N / 73° 15'W

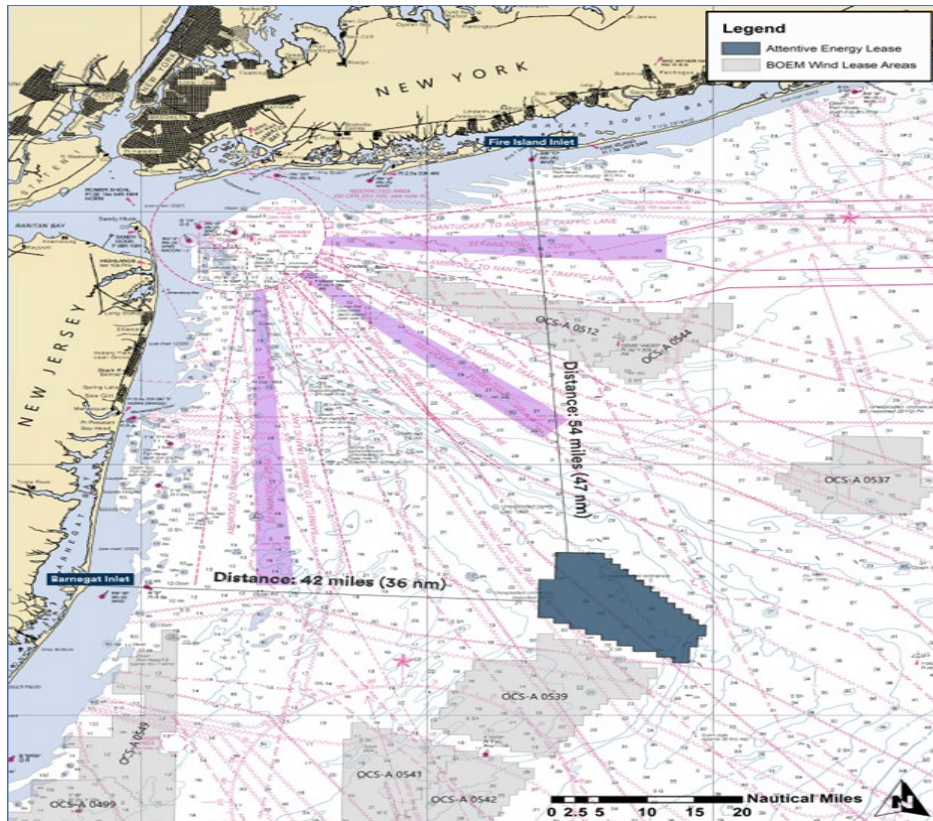
NE Corner: 39° 41'N / 73° 00'W

SE Corner: 39° 34'N / 73° 03'W

SW Corner: 39° 43'N / 73° 22'W

Vessel will be in operations 24 hours a day, 7 days per week. The PSV Regulus will be restricted in her ability to maneuver for extended periods (up to 72 hours) and is requesting mariners operating in or transiting the area to give a 1 NM CPA.

Chart 12326, 12323 LNM 06/23



NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *R/V GO Discovery*, call sign WDK4727 and *R/V GO Pursuit*, call sign WDK6498 will be conducting survey operations, operating multibeam bathymetry; side scan sonar; marine magnetometer, and high frequency sub-bottom profiler. Towed sensors will be approximately 430 ft behind the survey vessel. Average vessel speed will be 5 knots while towing sensors. Operations will begin on December 15, 2022 and continue to approximately **June 30, 2023**. Survey area will be bounded by the following approximate positions in Lease area 0539:

N extent: 39° 40' 44"N, 73° 17' 38"W

E extent: 39° 35' 08"N, 73° 04' 55"W

S extent: 39° 24' 14"N, 73° 19' 01"W

W extent: 39° 29' 03", 73° 30' 38"W

The *R/V GO Discovery* and *R/V Go Pursuit* 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 GO Discovery* and *R/V Go Pursuit*, will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12326, 12323

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *R/V GO Discovery*, call sign WDK4727 and *R/V GO Pursuit*, call sign WDK6498 will be conducting survey operations, operating multibeam bathymetry; side scan sonar; marine magnetometer, and high frequency sub-bottom profiler. Towed sensors will be approximately 430 ft behind the survey vessel. Average vessel speed will be 5 knots while towing sensors. Operations will begin on May 30, 2023 and continue to approximately **August 31, 2023**. Vessels will survey the Community Offshore Wind potential export cable corridors within Offshore and State waters. Area will be bounded by the following approximate positions: 40° 07' 11" N, 74° 00' 54" W, 39° 31' 55" N, 73° 27' 57" W, 39° 36' 37" N, 73° 18' 11" W, 40° 33' 33" N, 73° 39' 33", 40° 34' 49" N, 74° 01' 41" W.

The *R/V GO Discovery* and *R/V Go Pursuit* 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 GO Discovery* and *R/V Go Pursuit*, will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12326, 12323

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *M/V Fugro Enterprise*, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will occur within Lease 0541 area and will begin on September 1, 2022 and continue to approximately **June 1, 2023**. Operating area Lease 0541 corridor is located about 46 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:

NW extent: 39° 30' 14"N / 73° 40' 10"W

NE extent: 39° 30' 05"N / 73° 25' 46"W

SW extent: 39° 10' 30"N / 73° 40' 35"W

SE extent: 39° 10' 19"N / 73° 26' 11"W

The *M/V Fugro Enterprise* will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA.

The *M/V Fugro Enterprise* will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12326, 12323

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *R/V GO Explorer*, 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 4.5 knots while towing sensors up to 600 feet behind vessel. Operations will continue to approximately **November 2023**. Survey area will be bounded by the following approximate positions in Lease area 0542 and along export route(s) originating at the lease and terminating outside of Lower New York Bay and offs Manasquan.

NW extent: = 40° 29' 05.3500", N 74° 00' 48.7773" W

NE extent: NE = 40° 28' 39.9348" N, 73° 23' 09.8861" W

SW extent: 39° 26' 05.3295" N, 74° 01' 42.6876" W

SE extent: 39° 25' 40.8372" N, 73° 24' 38.0595" W

The *R/V GO Explorer* 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 GO Explorer*, will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12326, 12323

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *R/V GO Seeker*, 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 4.5 knots while towing sensors up to 600 feet behind vessel. Operations will continue through **September 2023**. Survey area will be bounded by the following approximate positions in Lease area 0542 and along export route(s) originating at the lease and terminating outside of Lower New York Bay and offs Manasquan.

NW extent: = 40° 29' 05.3500", N 74° 00' 48.7773" W

NE extent: NE = 40° 28' 39.9348" N, 73° 23' 09.8861" W

SW extent: 39° 26' 05.3295" N, 74° 01' 42.6876" W

SE extent: 39° 25' 40.8372" N, 73° 24' 38.0595" W

The *R/V GO Seeker* 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 GO Seeker*, will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12326, 12323

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *HOS Browning*, call sign XCBK8, will be conducting geotechnical survey operations, using Geotechnical Drilling Rig (Fugro C30). Operations will occur within Lease 0541 area and will begin on April 22, 2023 and continue to approximately **July 31, 2023**.

Operating area Lease 0541:

The work area is located about 46 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:

NW extent: 39° 30' 14"N / 73° 40' 10"W

NE extent: 39° 30' 05"N / 73° 25' 46"W

SW extent: 39° 10' 30"N / 73° 40' 35"W

SE extent: 39° 10' 19"N / 73° 26' 11"W

The OSS *HOS Browning* will be restricted in her ability to maneuver for extended periods (up to 72 hours) and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The OSS *HOS Browning* will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12323, 12318

NJ – SEACOAST - GEOPHYSICAL SURVEY OPERATIONS OFF ATLANTIC CITY, NJ

Mariners be advised that TDI-Brooks International vessel RV Emma McCall (Radio Call Sign: WDG 8742) and RV Brooks McCall (Radio Call Sign: WDG 7811) will be continuing geophysical operations offshore Atlantic City, New Jersey from approximately February 7, 2023, to **December 31, 2023**, weather permitting. Vessel will have restricted maneuverability during survey operations.

Both Vessels will monitor VHF 16 & 13 during the survey. Mariners please transit the area with extreme caution.

Chart 12318

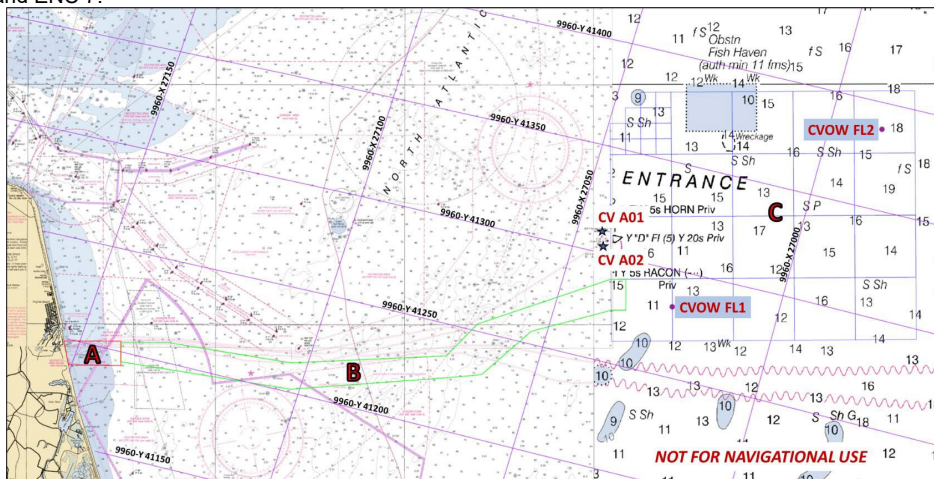
VA – NC – SEACOAST - UNEXPLODED ORDNANCE SURVEY

Dominion Energy's UXO Survey activities are expected to finish in early-May 2023 with the vessels operating on a 24/7 basis to complete the remaining work in the area identified below. Beginning on/about 25-April, the UXO Identification work will begin with mobilization of the M/V Subsea Responder I, followed shortly by the M/V Subsea Responder II. These vessels will utilize Remotely Operated Vehicles (ROVs) to investigate targets identified by survey activities and determine if they are UXO. This operation will begin in the nearshore cable corridor (Area A) and continue offshore through Area B and then into the Lease Area (Area C). These vessels will not be towing any survey equipment and should not pose a hazard to any fixed gear commercial fishing operations. These operations are expected to continue into the Fall of 2023.

We remain committed to maintaining communications with fishing communities and other mariners in the area via these periodic updates, dock visits, informational speaking engagements and the additional information posted on the CVOW Website – (www.coastalvawind.com). Mariners are also encouraged to contact Dominion Energy's Fisheries Liaisons with any specific questions about CVOW project activities in relation to fisheries.

Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels which may be limited in their ability to maneuver and towing gear up to 1,000' behind the vessel. Mariners should operate in a manner that will not endanger themselves, the survey vessel or its equipment, a 0.5 NM clearance is requested.

See Image on next page and ENC 7.



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 |
| 9205 | Thimble Shoal Channel Lighted Bell Buoy 1TS | RELOCATED FOR DREDGING | 138D5 | 11/22 | 36-56-56.713N, | 076-01-26.317W |
| 9210 | Thimble Shoal Channel Lighted Buoy 2 | RELOCATED FOR DREDGING | 138D5 | 11/22 | 36-57-12.607N | 076-01-20.022W |
| 9215 | Thimble Shoal Channel Lighted Buoy 3 | RELOCATED FOR DREDGING | 138D5 | 11/22 | 36-57-22.615N | 076-03-06.428W |
| 9220 | Thimble Shoal Channel Lighted Buoy 4 | RELOCATED FOR DREDGING | 138D5 | 11/22 | 36-57-38.483N | 076-02-59.703W |
| 9225 | Thimble Shoal Channel Lighted Buoy 5 | RELOCATED FOR DREDGING | 138D5 | 11/22 | 36-57-47.761N | 076-04-43.574W |
| 9230 | Thimble Shoal Channel Lighted Buoy 6 | RELOCATED FOR DREDGING | 138D5 | 11/22 | 36-58-03.755N | 076-04-37.127W |
| 9235 | Thimble Shoal Channel Lighted Buoy 7 | RELOCATED FOR DREDGING | 143D5 | 11/22 | 36-58-13.340N | 076-06-18.573W |
| 9240 | Thimble Shoal Channel Lighted Gong Buoy 8 | RELOCATED FOR DREDGING | 143D5 | 11/22 | 36-58-27.566N | 076-06-12.928W |
| 9255 | Thimble Shoal Channel Lighted Bell Buoy 9 | RELOCATED FOR DREDGING | 060D5 | 06/20 | 36-58-39.290N | 076-07-55.810W |
| 9275 | Thimble Shoal Lighted Buoy 13 | RELOCATED FOR DREDGING | 0153D5 | 13/23 | 36-59-28.573N | 076-11-18.058W |
| 9280 | Thimble Shoal Lighted Buoy 14 | RELOCATED FOR DREDGING | 0153D5 | 13/23 | 36-59-46.932N | 076-11-12.512W |
| 9285 | Thimble Shoal Lighted Buoy 15 | RELOCATED FOR DREDGING | 0153D5 | 13/23 | 36-59-53.664N | 076-12-55.553W |
| 9290 | Thimble Shoal Lighted Buoy 16 | RELOCATED FOR DREDGING | 0153D5 | 13/23 | 37-00-11.621N | 076-12-48.273W |
| 9295 | Thimble Shoal Lighted Buoy 17 | RELOCATED FOR DREDGING | 0153D5 | 13/23 | 37-00-18.777N | 076-14-33.219W |
| 9300 | Thimble Shoal Lighted Buoy 18 | RELOCATED FOR DREDGING | 0153D5 | 13/23 | 37-00-43.188N | 076-14-50.850W |
| 29425 | Morehead City Channel Lighted Buoy 17 | RELOCATED FOR DREDGING | 323D5 | 26/22 | 34-41-54.505N | 076-40-32.153W |
| 30355 | Cape Fear River Entrance Channel Lighted Buoy 9 | RELOCATED FOR DREDGING | 563D5 | 47/22 | 33-51-16.824N | 078-01-39.886W |
| 30360 | Cape Fear River Entrance Channel Lighted Buoy 10 | RELOCATED FOR DREDGING | 563D5 | 47/22 | 33-51-10.975N | 078-01-23.178W |
| 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 Entrance Channel Lighted Buoy 13A | RELOCATED FOR DREDGING | 563D5 | 47/22 | 33-52-51.527N | 078-00-29.915W |

******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 \(uscg.gov\)](#). Once identified, NOAA will then chart the UXO location so they are available on electronic navigation chart updates. 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. The UXO will remain on list until added to electronic navigation chart by NOAA. 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 | | | |

ANNAPOLIS HARBOR - U. S. NAVAL ACADEMY BLUE ANGELS AIR SHOW

Enclosure 8

******MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS– SEVERN RIVER – ANNAPOLIS HARBOR – TEMPORARY ACCESS CHANNEL******

In support of the annual U. S. Naval Academy Blue Angels Air Show practice and performance demonstrations over the Severn River at Annapolis, MD during **May 23-24, 2023**, a marked channel will be temporarily established in the Severn River near Horn Point. The floating markers will be set on or about noon on **Monday, May 22, 2023** and removed after the event on **Thursday, May 25, 2023**. Located between Spa Creek Entrance Buoy 1SC (LLNR 19905) and Annapolis Harbor Channel LB 5 (LLNR 19730), this channel is intended to allow vessels to transit into and out of Annapolis Harbor during the air show event. Vessels operating in this area do so at their own discretion. The temporary access channel will include eight unlit red floating markers and seven unlit green floating markers, located in the following approximate positions:

| Marker | Latitude | Longitude |
|--------|----------------|-----------------|
| green | 38°58'16.74" N | 076°27'46.32" W |
| green | 38°58'18.48" N | 076°27'51.00" W |
| green | 38°58'20.64" N | 076°27'57.06" W |

Horn Point Light HP (LLNR 19745)

| | | |
|-------|----------------|-----------------|
| green | 38°58'25.44" N | 076°28'11.16" W |
| green | 38°58'27.54" N | 076°28'17.28" W |
| green | 38°58'29.16" N | 076°28'22.62" W |
| green | 38°58'31.80" N | 076°28'31.32" W |

| Marker | Latitude | Longitude |
|--------|----------------|-----------------|
| red | 38°58'19.92" N | 076°27'48.72" W |
| red | 38°58'22.14" N | 076°27'53.64" W |
| red | 38°58'24.12" N | 076°28'00.00" W |
| red | 38°58'25.62" N | 076°28'04.98" W |
| red | 38°58'29.70" N | 076°28'15.96" W |
| red | 38°58'33.54" N | 076°28'25.68" W |
| red | 38°58'31.86" N | 076°28'22.26" W |
| red | 38°58'34.86" N | 076°28'30.30" W |

At no time while the regulated area is being enforced will event spectators be permitted to obstruct either the temporary access channel, or the federal navigation channel outside of the regulated area. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2596, or email D05-DG-SectorMD-NCR-MarineEvents@uscg.mil.

Charts 12282, 12283.

