



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

LOCAL NOTICE TO MARINERS

District: 5

Week: 38/23

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, COMDTDPUB 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.

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

(CONTINUED BELOW)

LNM: 28/23

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

Automated Information System (AIS) Transponder Signals:

- Each Significant Peripheral Structure, and Intermediate Peripheral Structure adjacent to a fairway or used to identify a designated vessel transit route through the farm or closely adjacent farms, shall be identified by a properly encoded AIS message 21.
- The structures may be marked with either physical or synthetic AIS message 21 as circumstances warrant; the broadcasts should be made at sufficient power to provide a relatively uniform coverage recommended to extend at least 8 nautical miles beyond the periphery of the wind farm to allow sufficient time for ship operators to detect and make any necessary course or speed alterations.
- 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 12221

LNM: 28/23

REPORTED UNEXPLDED 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). Information on proper reporting and safety procedures for UXOs can be found at the following link: <https://www.denix.osd.mil/uxo/>.

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

LNM: 34/23

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

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

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

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

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

INTERFERENCE WITH AIDS TO NAVIGATION

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

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

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

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON ELECTRONIC CHARTS

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

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 (like butterBNMs) that are still in effect at the date of this publication.

CCGD5 (D5) - BNM - 0377, 0379, 0381, 0382, 0383, 0385, 0386, 0387-23.

Sector Delaware Bay (DB) - BNM - 0166, 0167, 0171, 0172-23.

Sector Maryland-National Capital Region (MD-NCR) - BNM - 0021, 0095, 0150, 0186, 0187, 0188, 0190, 0191, 0192, 0193, 0194-23.

Sector Virginia (VA) - BNM - 0184, 0185-23.

Sector North Carolina (NC) - BNM - 0270, 0393, 0394, 0395, 0396, 0397, 0398, 0399, 0400, 0401, 0402, 0408, 0414, 0415, 0416, 0417, 0418, 0419-23.

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
5	NOAA Lighted Data Buoy 44402 (DART)	MISSING	12300	0155DB	35/23	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
580	Navy Air Combat Maneuvering Range Tower Light C	LT EXT	12200	400NC	41/22	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	0110NC	27/12	
615	Oregon Inlet Jetty Light	LT EXT/DAYMK MISSING		166NC	19/21	
1100	Little Egg Inlet Lighted Buoy 1	MISSING		241DB	46/22	
1105	Little Egg Inlet Lighted Buoy 2	BUOY DMGD/LT EXT		0051DB	10/23	
1110	Little Egg Inlet Lighted Buoy 3	LT EXT		0166DB	37/23	
1230	Absecon Inlet Buoy 12	MISSING		0163DB	36/23	
1291	Great Egg Harbor Inlet Buoy 9	OFF STA		NONEDB	37/23	
1405	Townsend's Inlet Lighted Buoy 2T	BUOY DMGD		0154DB	34/23	
1535	Brown Shoal Light	LT EXT/RAC INOP		102DB	23/21	

1555	Brandywine Shoal Light	LT EXT	135DB	26/22
1600	Elbow of Cross Ledge Light	LT EXT	341DB	26/22
1675	Cape May Canal West Entrance	SS INOP	0172DB	38/23
1945	North Jetty Light 11			
	Egg Island Point Light	LT EXT	0171DB	38/23
1955	Fortescue Entrance Lighted Buoy 2F	OFF STA	0055DB	03/23
2055	Delaware Bay East Icebreaker Light 2	LT EXT	203DB	35/20
2060	Delaware Bay West Icebreaker Light W	LT EXT	0151DB	33/23
2065	Roosevelt Inlet Jetty Light 1R	DAYMK DMGD	0144DB	30/23
2097	Rehoboth Bay Channel Warning Light A	STRUCT DEST/TRUB	NONEVA	25/22
2275	Mispillion Inlet North Jetty Light 2	STRUCT DMGD	0145DB	31/23
2580	Reedy Island Range Front Light	REDUCED INT	12311 0028DB	29/19
2735	New Castle Range Rear Light	LT EXT	12311 103DB	20/22
3345	Mantua Creek Upper Jetty Light 1M	LT EXT	12313 0162DB	35/23
3820	Enterprise Lower Range Front Light	REDUCED INT	0115DB	25/23
6485	Virginia Inside Passage Lighted Wreck Buoy WR244	STRUCT DEST/TRLB	12221 0053VA	15/23
6605	Wachapreague Inlet Buoy 1	MISSING	084VA	42/21
6610	Wachapreague Inlet Buoy 2	OFF STA	085VA	21/22
6615	Wachapreague Inlet Buoy 3	OFF STA	086VA	21/22
6795	North Inlet Warning Daybeacon A	STRUCT DEST	072VA	19/22
6805	Great Machipongo Inlet Buoy 2	OFF STA	12221 NONEDB	10/23
6810	Great Machipongo Inlet Buoy 3	MISSING	12221 NONEVA	21/21
6815	Great Machipongo Inlet Lighted Buoy 4	MISSING	12221 135VA	30/22
7620	Chesapeake Channel Lighted Buoy 76	MISSING	12264 0154MD	31/23
8225	Fort McHenry Channel Range Rear Light	DAYMK IMCH	12281 0146MD	30/23
8693	Pooles Island Light	LT EXT	12278 110MD	24/21
9095	Elk River Channel Lighted Buoy 23	OFF STA	12277 0173MD	34/23
9180	Back Creek Channel Light 28	LT EXT/TRLB	12277 0086MD	22/23
9290	Thimble Shoal Lighted Buoy 16	LT EXT	12245 0187VA	38/23
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
10640	Naval Boat Channel Daybeacon 7	STRUCT DMGD	12245 0178VA	37/23
10655	Naval Boat Channel Light 10	LT EXT	12245 015VA	02/22
10843	Golf 2 Anchorage Lighted Mooring Buoy A	OFF STA	12245 041VA	09/22
11875	Hog Island Cutoff Daybeacon 2	STRUCT DEST/TRLB	12248 0169VA	36/23
12595	Appomattox River Channel Daybeacon 17	STRUCT DEST/TRLB	090VA	23/23
12795	James River Channel Light 168	STRUCT DEST/TRLB	239VA	51/19
13496	York River East Range Front Light	STRUCT DEST/LT EXT/TRLB	12241 0077VA	40/21
13765	Timberneck Creek Buoy 2	MISSING	12241 0152VA	33/23
14450	Horn Harbor Warning Daybeacon A	DAYMK MISSING	12238 053VA	11/21
14780	Milford Haven Daybeacon 4	STRUCT DEST/TRUB	12225 174VA	42/22
15060	Grinels Breakwater Warning Daybeacon A	STRUCT DEST/HAZ NAV/TRUB	12225 0115VA	28/23
16960	Potomac River Channel Buoy 11	SINKING/TRLB	0085MD	22/23
17285	St. Catherine Sound Upper Entrance Warning Daybeacon D	STRUCT DEST/TRLB	258MD	43/21
17305	Cobb Island Daybeacon 4	STRUCT DEST/TRUB	0167MD	33/23
19330	Herring Bay Light 3	STRUCT DEST/DAYMK MISSING	12266 0155MD	16/23

19401	Rockhold Creek Channel Buoy 4	OFF STA	12266	0169MD	33/23
19780	Triton Light	LT EXT	12283	312MD	36/22
19975	Little Round Bay South Daybeacon 3	STRUCT DEST	12282	0181MD	36/23
21285	Ferry Bar Channel Daybeacon 9	DAYMK MISSING	12281	0197MD	38/23
21430	Cherrystone Channel Light 2C	LT EXT	12221	0185VA	38/23
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRLB		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/TRLB	12264	0037MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12264	383MD	51/19
25200	Choptank River Daybeacon 47	STRUCT DEST/TRLB		0186MD	36/23
26790	Chester River Channel Light 34	DAYMK MISSING		0148MD	23/23
27985	Oregon Inlet Lighted Buoy 3	OFF STA		0385NC	36/23
27993	Oregon Inlet Lighted Buoy 5	OFF STA		0386NC	36/23
27995	Oregon Inlet Jetty Light	LT EXT/DAYMK MISSING		166NC	19/21
28255	Old House Channel Daybeacon 7	STRUCT DEST/TRLB		0303NC	28/23
28295	Old House Channel Light 15	STRUCT DEST/TRLB		0369NC	35/23
28310	Walter Slough Light 3	STRUCT DEST/TRLB		0416NC	37/23
28460	Wanchese Channel Daybeacon 5	STRUCT DEST/TRLB		495NC	50/22
28505	Roanoke Sound Channel Daybeacon 25	STRUCT DEST/TRLB		0200NC	22/23
28600	Roanoke Sound Channel Daybeacon 37	STRUCT DMGD/TRLB		0274NC	26/23
28640	Hatteras Inlet Lighted Buoy 1	OFF STA		0357NC	33/23
28647	Hatteras Inlet Lighted Buoy 3	MISSING		396NC	40/22
28657	Hatteras Inlet Lighted Buoy 5	MISSING		NONENC	37/19
28660	Hatteras Inlet Lighted Buoy 6	MISSING		066NC	09/17
28721.7	Barney Slough Channel Lighted Buoy 4	MISSING/TRLB		0359NC	34/23
28722.1	Barney Slough Channel Buoy 5	MISSING	0423NC	38/23	
28722.3	Barney Slough Channel Lighted Buoy 6	MISSING/TRLB		390NC	45/21
28770	Hatteras Inlet Channel Light 21	STRUCT DEST/TRLB		0356NC	33/23
28900	Ocracoke Inlet Lighted Buoy 1	LT EXT / Temp V-AIS: MMSI 993672514		142NC	18/22
28905	Ocracoke Inlet Lighted Buoy 2	BUOY DMGD/LT EXT / Temp V-AIS: MMSI 9936722471		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 Buoy 5	MISSING / Temp V-AIS: MMSI 993672479		102NC	12/21
28926	Ocracoke Inlet Lighted Buoy 6	MISSING / Temp V-AIS: MMSI 993672416		101NC	12/21
28995	Silver Lake Entrance Daybeacon 4	STRUCT DEST/TRLB		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/TRLB		0016NC	03/23
29450	Morehead City Channel Lighted Buoy 23	BUOY DMGD		NONENC	18/23
29655	New River Inlet Lighted Buoy 1	MISSING		295NC	33/22
29660	New River Inlet Lighted Buoy 2	MISSING		465NC	33/22
29665	New River Inlet Buoy 3	MISSING		0062NC	09/23
29735	New River Channel Wreck Light WR12	STRUCT DEST/TRLB		494NC	31/20
29740	New River Channel Light 13	STRUCT DMGD/TRLB		078NC	11/19
29745	New River Channel Daybeacon 15	STRUCT DEST/TRLB		0122NC	19/23

29780	Courthouse Bay Buoy 4	OFF STA	0375NC	35/23
29895	New River Channel Light 46	STRUCT DMGD	0184NC	19/23
29975	New Topsail Inlet Buoy 1	OFF STA	0066NC	09/23
29985	New Topsail Inlet Buoy 2	MISSING	0036NC	05/23
29995	New Topsail Inlet Buoy 3	MISSING	0388NC	37/23
30000	New Topsail Inlet Buoy 4	MISSING	0398NC	37/23
30015	New Topsail Inlet Buoy 6	MISSING	0397NC	37/23
30020	New Topsail Inlet Buoy 7	OFF STA	0396NC	37/23
30025	New Topsail Inlet Buoy 8	MISSING	0395NC	37/23
30030	New Topsail Inlet Buoy 9	OFF STA	0347NC	32/23
30032	Old Topsail Creek Buoy 1	MISSING	0400NC	37/23
30033	Old Topsail Creek Buoy 2	MSLD SIG	0401NC	37/23
30048	Banks Slough Channel Buoy 2BS	MISSING	0065NC	09/23
30048.02	Banks Slough Channel Buoy 3	MSLD SIG	0402NC	37/23
30055	Banks Channel Lighted Buoy 2	LT IMCH	0377NC	35/23
30150	Masonboro Inlet Buoy 1	OFF STA	0094NC	11/23
30165	Masonboro Inlet Buoy 4	OFF STA	528NC	01/23
30205	Wrightsville Channel Buoy 10	MISSING	NONENC	36/23
30215	Wrightsville Channel Daybeacon 13	STRUCT DEST/TRLB	0304NC	28/23
30255	Wrightsville Channel Daybeacon 25	STRUCT DEST/HAZ NAV/TRLB	0199NC	22/23
30275	Carolina Beach Inlet Buoy 3	MISSING	0421NC	35/23
30280	Carolina Beach Inlet Buoy 4	MISSING	451NC	46/22
30295	Carolina Beach Inlet Buoy 7	MISSING	0044NC	06/23
30420	Oak Island Channel Light 2	STRUCT DEST/TRLB	274NC	29/22
30430	Oak Island Channel Daybeacon 5	STRUCT DEST/TRLB	0322NC	30/23
30640	Lower Midnight Channel North Range Front Light	STRUCT DEST/TRLT	0168NC	17/23
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	024NC	16/20
30985	Northeast Cape Fear River Light 4	STRUCT DEST/TRLB	098NC	11/21
30990	Northeast Cape Fear River Light 6	STRUCT DEST/TRLB	097NC	11/21
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	019NC	05/18
31360	Durant Island Daybeacon 1D	STRUCT DMGD	390NC	39/21
31390	Pasquotank River Entrance Light PR	LT EXT	11553 0271NC	25/23
31485	Albemarle Sound Light 1AS	STRUCT DEST/TRLB	11553 0051NC	07/23
31835	Chowan River Light 16	STRUCT DEST/TRLB	0223NC	25/23
32085	Stumpy Point Target Warning Light W	LT EXT	364NC	38/22
32145	Gull Shoal Light GS	STRUCT DEST/TRLB	090NC	40/18
32155	Wysocking Bay Entrance Light 3	LT EXT	432NC	44/22
32170	Wysocking Bay Light 6	LT EXT	433NC	44/22
32295	Frisco Approach Light 4	STRUCT DEST/TRLB	507NC	42/19
32305	Frisco Channel Daybeacon 8	STRUCT DEST/HAZ NAV/TRLB	0360NC	34/23
32320	Durant Point Lighted Buoy 2	LT EXT	NONENC	35/23
32340	Oliver Reef Light	STRUCT DEST/TRLB	277NC	30/22
32370	Royal Shoal Light 3	DAYMK MISSING	315NC	41/21
32715	Swanquarter Bay Light 10	STRUCT DEST/TRLB	NONENC	25/23
32740	Deep Cove Light 2	STRUCT DEST/TRLB	11553 0215NC	24/23
32855	Pungo River Junction Light PR	STRUCT DEST/TRLB	11553 133NC	17/22
32860	Pungo River Wreck Light WR2	STRUCT DEST/HAZ NAV/TRLB	11553 0365NC	35/23
32895	Pungo River Light 3	STRUCT DEST/HAZ NAV/TRLB	11553 0201NC	23/23

33400	Bay River Light 1	MISSING/TRLB	11553	0362NC	34/23
33420	Bay River Daybeacon 6	STRUCT DEST/TRUB		0313NC	29/23
33470	Bay River Daybeacon 20	STRUCT DEST/TRUB		282NC	31/22
33517	West Bay Restricted Area Light I	DAYMK MISSING		413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING		413NC	39/18
33765	Smith Creek Channel Daybeacon 5	STRUCT DEST/TRUB		NONENC	47/22
33825	Clubfoot Creek Daybeacon 8	DAYMK MISSING		0418NC	37/23
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
34615	Core Sound Lighted Wreck Buoy WR34	LT EXT		0415NC	37/23
34825	Beaufort Harbor Channel Daybeacon 5	STRUCT DEST/TRUB		0056NC	07/23
34970	Manasquan River Daybeacon 8	STRUCT DEST/TRLB		167DB	32/22
36790	Cape May Canal West Entrance	SS INOP		0172DB	38/23
	North Jetty Light 11				
37045	Pasquotank River Entrance Light PR	LT EXT	11553	0271NC	25/23
37445	Great Bridge to Albemarle Sound Daybeacon 57	STRUCT DEST/DAYMK MISSING/TRLB	12206	0180VA	36/23
37470	Great Bridge to Albemarle Sound Light 67	DAYMK DMGD	12206	0351NC	33/23
37530	Great Bridge to Albemarle Sound Daybeacon 89	STRUCT DEST	12206	0350NC	33/23
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
37851	Alligator River Lighted Buoy 8A	MISSING	11553	0328NC	31/23
37895	Alligator River Light 26	STRUCT DEST/HAZ NAV/TRLB	11553	0191NC	18/23
38130	Pungo River Light 3	STRUCT DEST/HAZ NAV/TRLB	11553	0201NC	23/23
38135	Pungo River Wreck Light WR2	STRUCT DEST/HAZ NAV/TRLB	11553	0365NC	35/23
38140	Pungo River Junction Light PR	STRUCT DEST/TRLB	11553	133NC	17/22
38175	Goose Creek Daybeacon 8	STRUCT DEST/TRUB		0203NC	12/23
38210	Goose Creek Light 19	STRUCT DEST/TRLB	11553	215NC	25/22
38230	Goose Creek Daybeacon 24	STRUCT DEST/TRUB	11553	0180NC	19/23
38245	Bay River Light 1	MISSING/TRLB	11553	0362NC	34/23
38360	Adams Creek Daybeacon 14	STRUCT DEST/TRUB		288NC	32/22
38365	Adams Creek Daybeacon 15	STRUCT DEST/HAZ NAV/TRLB		0335NC	31/23
38420	Core Creek Daybeacon 26	STRUCT DEST/TRUB		0156NC	16/23
38450	Russell Slough Daybeacon 3	STRUCT DEST/TRUB		0096NC	11/23
38490	Newport Marshes Daybeacon 32	STRUCT DEST/TRLB		0042NC	06/23
38525	Morehead City Channel Lighted Buoy 23	BUOY DMGD		NONENC	18/23
38629	Morehead City Harbor Channel Turning Basin Daybeacon B	TRLB		0007NC	02/23
38730	Causeway Channel Daybeacon 5	STRUCT DEST/TRUB		0349NC	33/23
38765	Bogue Sound Light 3B	STRUCT DEST/TRLB		0174NC	09/23
38850	Bogue Sound Light 9	STRUCT DEST/TRLB		315NC	34/22
38920	Bogue Sound Daybeacon 20	STRUCT DEST/TRUB		0379NC	35/23
38925	Bogue Sound Light 21	STRUCT DEST/TRLB		402NC	42/22
38965	Bogue Sound Light 29	STRUCT DEST/TRLB		0300NC	28/23
39025	Bogue Sound Light 41	STRUCT DEST/TRLB		0104NC	13/23
39060	Bogue Sound Daybeacon 45B	STRUCT DEST/TRUB		415NC	43/22
39083	Swansboro Harbor Daybeacon 4	STRUCT DEST/TRLB		0348NC	32/23
39215	Bogue Sound - New River Light 59	STRUCT DEST/TRLB		0171NC	17/23

39235	Bogue Sound - New River Light 65	STRUCT DEST/TRLB	358NC	38/22
39310	Bogue Sound - New River Daybeacon 76	STRUCT DEST/TRUB	0315NC	29/23
39355	New River - Cape Fear River Daybeacon 17	STRUCT DEST/TRUB	0167NC	17/23
39375	New River - Cape Fear River Light 27	STRUCT DEST/TRLB	0170NC	17/23
39380	New River - Cape Fear River Daybeacon 29	STRUCT DEST/TRUB	0166NC	17/23
39405	New River - Cape Fear River Daybeacon 41	STRUCT DEST/TRUB	0308NC	29/23
39445	New River - Cape Fear River Daybeacon 59	STRUCT DEST/TRUB	0309NC	29/23
39450	New River - Cape Fear River Light 61	STRUCT DEST/TRLB	355NC	37/22
39455	New River - Cape Fear River Daybeacon 65	STRUCT DEST/TRUB	0208NC	23/23
39460	New River - Cape Fear River Daybeacon 69	STRUCT DEST/TRUB	0097NC	11/23
39465	New River - Cape Fear River Light 71	STRUCT DEST/TRLB	414NC	43/22
39485	New River - Cape Fear River Daybeacon 80	STRUCT DEST/TRUB	0419NC	38/23
39545	New River - Cape Fear River Light 98	STRUCT DEST/TRLB	0073NC	10/23
39565	New River - Cape Fear River Daybeacon 105	STRUCT DEST/TRUB	0422NC	23/23
39605	New River - Cape Fear River Daybeacon 123	STRUCT DEST/TRUB	0108NC	13/23
39610	New River - Cape Fear River Daybeacon 124	STRUCT DEST/TRUB	0088NC	11/23
39650	New River - Cape Fear River Daybeacon 135	STRUCT DEST/TRUB	0319NC	30/23
39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB	0177NC	18/23
39750	New River - Cape Fear River Daybeacon 159	STRUCT DEST/TRUB	434NC	45/22
39915	Lower Midnight Channel North Range Front Light	STRUCT DEST/TRLT	0168NC	17/23
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB	161NC	19/20
40060	Cape Fear River - Little River Light 7	STRUCT DEST/TRLB	477NC	51/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRLB	169NC	20/20
40110	Cape Fear River - Little River Daybeacon 28	STRUCT DEST/TRUB	406NC	01/22
40130	Cape Fear River - Little River Daybeacon 36	STRUCT DEST/TRUB	276NC	34/21
40220	Cape Fear River - Little River Daybeacon 46	STRUCT DEST/TRUB	502NC	50/22
40285	Cape Fear River - Little River Daybeacon 63	STRUCT DEST/TRUB	235NC	27/20
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	306NC	27/20
40315	Cape Fear River - Little River Daybeacon 73	STRUCT DEST/TRUB	178NC	20/21
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	0157NC	32/20
40330	Cape Fear River - Little River Light 78	STRUCT DEST/TRLB	217NC	24/20
40335	Cape Fear River - Little River Daybeacon 80	STRUCT DEST/TRUB	604D5	49/19
40350	Cape Fear River - Little River Light 83	STRUCT DEST/TRLB	511NC	44/22
40360	Cape Fear River - Little River Light 85	STRUCT DEST/TRLB	378NC	40/20
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	374NC	32/20
40405	Cape Fear River - Little River Daybeacon 99	STRUCT DMGD/TRUB	0325NC	14/23
40410	Cape Fear River - Little River Light 101	STRUCT DEST/TRLB	0119NC	14/23
40430	Cape Fear River - Little River Daybeacon 109	STRUCT DEST/TRUB	0343NC	32/23

40440	Cape Fear River - Little River Daybeacon 113	STRUCT DEST/TRUB	217NC	25/22
40445	Cape Fear River - Little River Daybeacon 115	STRUCT DMGD/TRUB	0202NC	14/23
40455	Cape Fear River - Little River Light 117	STRUCT DEST/TRLB	407NC	42/20
40460	Cape Fear River - Little River Light 119	STRUCT DEST/TRLB	277NC	34/21
	Brewerton Channel Eastern Extension Range Rear Light (CEU Project Pending)	LT EXT	12278 061MD	18/21
	Thorofare Channel Daybeacon 7	STRUCT DEST/TRUB	348NC	37/22

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
17060	Breton Bay Entrance Light 2	WATCHING PROPERLY		0088MD	23/23	38/23
19615	South River Light 10	RELIGHTED	12270	0192MD	37/23	38/23
19625	South River Light 11	RELIGHTED	12270	0190MD	37/23	38/23
24955	La Trappe Creek Daybeacon 1	WATCHING PROPERLY	12266	0194MD	38/23	38/23
29083	Big Foot Slough Channel Light 13	WATCHING PROPERLY		0410NC	37/23	38/23
29087	Big Foot Slough Channel Light 14BF	WATCHING PROPERLY		0411NC	37/23	38/23
30485	Snows Marsh Channel Range Front Light	WATCHING PROPERLY		NONENC	38/23	38/23
30680	Upper Midnight Channel North Range Rear Light	RELIGHTED		0332NC	31/23	38/23
30784	Big Island Lower North Range Rear Light	RELIGHTED		NONENC	38/23	38/23
33755	Smith Creek Channel Light 1SC	RELIGHTED		0391NC	36/23	38/23
39507	New River - Cape Fear River Light 89	WATCHING PROPERLY		0420NC	38/23	38/23
39895	Upper Midnight Channel North Range Rear Light	RELIGHTED		0332NC	31/23	38/23
39970	Snows Marsh Channel Range Front Light	WATCHING PROPERLY		NONENC	38/23	38/23

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
4875	Thorofare Channel Buoy 3	MISSING		0175MD	34/23	
7660.1	Cove Point Lighted Warning Buoy F	OFF STA	12264	0055MD	17/23	
9426	Hampton Flats Lighted Anchorage Area Buoy A	MISSING	12245	0103VA	26/23	
10157.09	Crab Creek Warning Daybeacon A	MISSING	12254	NONEVA	51/22	
10157.1	Crab Creek Warning Buoy B	MISSING	12254	NONEVA	51/22	
10157.12	Crab Creek Buoy 12	MISSING	12254	0133VA	30/23	
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
10881	HRSD Newport News Point Outfall Lighted Buoy BH	LT EXT	12245	0114VA	28/23
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
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
14560	Milford Haven East Channel Light 1	STRUCT DEST	12238	0108VA	27/23
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
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
16565	Lake Conoy Warning Daybeacon C	STRUCT DEST/HAZ NAV	0144MD		29/23
16825	West Yeocomico River Daybeacon 6	HAZ NAV/STRUCT DMGD	0131MD		28/23
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD	184MD		33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING	186MD		33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB	183MD		24/19
18251.1	Neabsco Creek Channel Lighted Buoy 2	LT EXT	0121MD		27/23
18251.2	Neabsco Creek Channel Lighted Buoy 3	LT EXT	0121MD		31/22
18251.3	Neabsco Creek Channel Lighted Buoy 4	LT EXT	0121MD		27/23
18535	Piscataway Creek Daybeacon 8	DAYMK MISSING	083MD		21/21
18540	Piscataway Creek Warning Daybeacon A	STRUCT DEST	084MD		21/21
18545	Piscataway Creek Warning Daybeacon B	STRUCT DEST	085MD		21/21
18588.2	Dyke Marsh Breakwater Warning Light B	LT EXT		NONEVA	19/23
18588.4	Dyke Marsh Breakwater Warning Light C	LT EXT		352MD	42/22
18965	Mill Creek (Patuxent River) Daybeacon 7	STRUCT DEST/TRLB	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
19840	Chesapeake Harbor Entrance Light 2	LT IMCH	12282	0114MD	27/23
19860	Chesapeake Harbor Buoy 6	OFF STA	12282	0118MD	27/23
19865	Chesapeake Harbor Buoy 7	OFF STA	12282	0115MD	27/23
19870	Chesapeake Harbor Jetty Light 8	DAYMK MISSING	12282	0116MD	27/23
19875	Chesapeake Harbor Jetty Light 9	DAYMK MISSING	12282	0117MD	27/23
20067	Sharps Point Light	LT EXT	12283	179MD	31/21
20113.6	Magothy River Race Lighted Buoy D	MISSING	12282	0196MD	38/23
20132	Gibson Island Inner Harbor Lighted Buoy 4	LT EXT	12282	0152MD	31/23
20165	Fairwinds Marina Pier Light	LT IMCH	12282	0153MD	31/23
20430	Pennwood Channel Range Front Light	LT EXT	12278	178MD	16/20
20730	HAW Generating Plant Channel Buoy 1	OFF STA	12278	0134MD	29/23
20740	HAW Generating Plant Channel Buoy 3	OFF STA	12278	136MDMD	29/23
20745	HAW Generating Plant Channel Buoy 4	OFF STA	12278	0137MD	29/23
20750	HAW Generating Plant Channel Buoy 5	OFF STA	12278	0133MD	29/23
20755	HAW Generating Plant Channel Buoy 6	OFF STA	12278	0135MD	29/23
20765	HAW Generating Plant Channel Buoy 9	OFF STA	12278	0132MD	29/23
20882	Thomas Cove Mooring Buoy A	BUOY DMGD	12281	0089MD	23/23
20883	Thomas Cove Mooring Buoy B	BUOY DMGD	12281	0090MD	23/23
20930	Hess Lighted Mooring Buoy	LT EXT	12281	0138MD	29/23
20975	CSX Coal Pier Dolphin Light A	LT EXT	12281	NONEMD	22/22
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	0139MD	29/23
20995	CSX Ore Pier Obstruction Light E	STRUCT DEST/LT EXT	12278	174MD	22/22
25525	NOAA Lighted DOX Buoy CR	MISSING	12266	0184MD	36/23
25740	Solitude Creek Buoy 3	MISSING	12266	0158MD	31/23
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
26872	Swan Creek Buoy 8	OFF STA	12278	0172MD	34/23
26873	Swan Creek Buoy 10	OFF STA	12278	0172MD	34/23
26874	Swan Creek Buoy 11	OFF STA	12278	0172MD	34/23
26874.1	Swan Creek Buoy 13	OFF STA	12278	0172MD	34/23
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
27896	Elk River - Welch Point Buoy 2	OFF STA	12277	0094MD	23/23
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
32725.22	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		307NCNC	33/22
39847.1	Carolina Beach State Park Daybeacon 2	STRUCT DMGD		293NC	33/22
	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
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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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		219D5	16/21	
3680	Upper Delaware River Channel Lighted Buoy 8	RELOCATED FOR DREDGING		0366D5	36/23	
3690	Upper Delaware River Channel Buoy 10	RELOCATED FOR DREDGING		0366D5	36/23	
3830	Upper Delaware River Channel Lighted Buoy 28	RELOCATED FOR DREDGING		0366D5	36/23	
3860	Upper Delaware River Channel Lighted Buoy 30	RELOCATED FOR DREDGING		0366D5	36/23	
3875	Upper Delaware River Channel Lighted Buoy 33	RELOCATED FOR DREDGING		0366D5	36/23	
3920	Upper Delaware River Channel Lighted Buoy 36	RELOCATED FOR DREDGING		0366D6	36/23	
3925	Upper Delaware River Channel Buoy 39	RELOCATED FOR DREDGING		0366D5	36/23	
3930	Upper Delaware River Channel Lighted Buoy 40	RELOCATED FOR DREDGING		0366D5	36/23	
3955	Upper Delaware River Channel Lighted Buoy 43	RELOCATED FOR DREDGING		0366D5	36/23	
9205	Thimble Shoal Channel Lighted Buoy 1TS	RELOCATED FOR DREDGING	12254	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 Buoy 8	RELOCATED FOR DREDGING	12254	143D5	11/22
9255	Thimble Shoal Channel Lighted 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
9820	Portsmouth Marine Terminal Lighted Buoy 4	DISCONTINUED FOR DREDGING	12253	0386D5	38/23
9825	Portsmouth Marine Terminal Lighted Buoy 5	DISCONTINUED FOR DREDGING	12253	0386D5	38/23
9830	Portsmouth Marine Terminal Lighted Buoy 6	DISCONTINUED FOR DREDGING	12253	0386D5	38/23
10524	Little Creek Harbor Lighted Buoy 7	DISCONTINUED FOR DREDGING	12255	0341D5	32/23
18695	Alexandria Lighted Buoy 5	TRLB		0163D5	14/23
29745	New River Channel Daybeacon 15	TRUB		386D5	28/21
30355	Cape Fear River Entrance Channel Lighted Buoy 9	RELOCATED FOR DREDGING		563D5	47/22
30360	Cape Fear River Entrance Channel Lighted Buoy 10	RELOCATED FOR DREDGING		563D5	47/22
30372	Cape Fear River Entrance Channel Lighted Buoy 12	RELOCATED FOR DREDGING		563D5	47/22
30395	Cape Fear River Channel Lighted Buoy 13A	RELOCATED FOR DREDGING		563D5	47/22

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10524	Little Creek Harbor Lighted Buoy 7	Correction Status Unreported	12255	0341D5	14/23	32/33

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
None					

SECTION IV - CHART CORRECTIONS

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

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only.

It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

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

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

11553 31st Ed. 01-MAR-18 Last LNM: 46/17 NAD 83 38/23

ChartTitle: Intracoastal Waterway Albemarle Sound to Neuse River;Alligator River;Second Creek

Main Panel 519 ALBEMARLE SOUND TO ALLIGATOR RIVER NORTH CAROLINA -- Page/Side: -
NOS

LAST EDITION No new editions of chart 11553 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

12206 35th Ed. 01-DEC-15 Last LNM: 35/18 NAD 83 38/23

ChartTitle: Intracoastal Waterway Norfolk to Albemarle Sound via North Landing River or Great Dismal Swamp Canal

Main Panel 539 NORFOLK TO GILMERTON 0 MILE OF INTRACOASTAL WATERWAY. Page/Side: A
NOS

LAST EDITION No new editions of chart 12206 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

12230 67th Ed. 01-JAN-17 Last LNM: 52/21 NAD 83 38/23

ChartTitle: Chesapeake Bay Smith Point to Cove Point

CHART VA-MD-CHESAPEAKE BAY: SMITH POINT TO COVE POINT. Page/Side: N/A

CHANGE Little Annemessex River Warning Lights A (2) to Little Annemessex River 37-57-59.552N 075-52-38.531W
Warning Light A, Q W 4NM

12238 43rd Ed. 01-DEC-17 Last LNM: 01/21 NAD 83 38/23

ChartTitle: Chesapeake Bay Mobjack Bay and York River Entrance

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

LAST EDITION No new editions of chart 12238 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

12241 24th Ed. 01-DEC-17 Last LNM: 01/21 NAD 83 38/23

ChartTitle: York River Yorktown and Vicinity

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

NOS
LAST EDITION No new editions of chart 12241 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

12243 15th Ed. 01-MAR-15 Last LNM: 01/21 NAD 83 38/23

ChartTitle: York River Yorktown to West Point

Main Panel 582 YORK RIVER YORKTOWN TO WEST POINT. Page/Side: A

NOS
LAST EDITION No new editions of chart 12243 will be published. It will be canceled on 06-Mar-24.

06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

12245	71st Ed.	01-AUG-20	Last LNM: 29/23	NAD 83	38/23
<i>ChartTitle: Hampton Roads</i>					
Main Panel 584 HAMPTON ROADS VIRGINIA --. Page/Side: -					
				NOS	
LAST EDITION No new editions of chart 12245 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12248	45th Ed.	01-JAN-18	Last LNM: 16/23	NAD 83	38/23
<i>ChartTitle: James River Newport News to Jamestown Island; Back River and College Creek</i>					
Main Panel 585 JAMES RIVER NEWPORT NEWS TO JAMESTOWN ISLAND --. Page/Side: -					
				NOS	
LAST EDITION No new editions of chart 12248 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12253	48th Ed.	01-JAN-17	Last LNM: 37/17	NAD 83	38/23
<i>ChartTitle: Norfolk Harbor and Elizabeth River</i>					
Main Panel 593 NORFOLK HARBOR AND ELIZABETH RIVER. Page/Side: A					
				NOS	
LAST EDITION No new editions of chart 12253 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12254	51st Ed.	01-OCT-19	Last LNM: 33/23	NAD 83	38/23
<i>ChartTitle: Chesapeake Bay Cape Henry to Thimble Shoal Light</i>					
Main Panel 594 CHESAPEAKE BAY CAPE HENRY TO THIMBLE SHOAL LIGHT --. Page/Side: -					
				NOS	
LAST EDITION No new editions of chart 12254 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12255	18th Ed.	01-SEP-14	Last LNM: 25/17	NAD 83	38/23
<i>ChartTitle: Little Creek Naval Amphibious Base</i>					
Main Panel 595 NAVAL AMPHIBIOUS BASE LITTLE CREEK. Page/Side: A					
				NOS	
LAST EDITION No new editions of chart 12255 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12256	19th Ed.	01-OCT-17	Last LNM: 29/23	NAD 83	38/23
<i>ChartTitle: Chesapeake Bay Thimble Shoal Channel</i>					
Main Panel 596 THIMBLE SHOAL CHANNEL --. Page/Side: -					
				NOS	
LAST EDITION No new editions of chart 12256 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12264	34th Ed.	01-JUN-19	Last LNM: 47/17	NAD 83	38/23
<i>ChartTitle: Chesapeake Bay Patuxent River and Vicinity</i>					
Main Panel 604 CHESAPEAKE BAY PATUXENT RIVER AND VICINTY --. Page/Side: -					
				NOS	
LAST EDITION No new editions of chart 12264 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart					

(ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at <https://www.charts.noaa.gov/MCD/Dole.shtml>.

12266	34th Ed.	01-JUL-19	Last LNM: 51/22	NAD 83	38/23
<i>ChartTitle: Chesapeake Bay Choptank River and Herring Bay; Cambridge</i>					
Main Panel 610 CHESAPEAKE BAY CHOPTANK RIVER AND HERRING BAY --. Page/Side: -					
LAST EDITION	No new editions of chart 12266 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	--
12270	40th Ed.	01-JUL-19	Last LNM: 38/22	NAD 83	38/23
<i>ChartTitle: Chesapeake Bay Eastern Bay and South River; Selby Bay</i>					
Main Panel 617 CHESAPEAKE BAY EASTERN BAY AND SOUTH RIVER --. Page/Side: -					
LAST EDITION	No new editions of chart 12270 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	--
12274	39th Ed.	01-SEP-20	Last LNM: 39/19	NAD 83	38/23
<i>ChartTitle: Head of Chesapeake Bay</i>					
Main Panel 626 HEAD OF CHESAPEAKE BAY --. Page/Side: -					
LAST EDITION	No new editions of chart 12274 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	--
12277	37th Ed.	01-AUG-19	Last LNM: 32/17	NAD 83	38/23
<i>ChartTitle: Chesapeake and Delaware Canal</i>					
Extension 631 CHESAPEAKE AND DELAWARE CANAL TOP PANEL --. Page/Side: -					
LAST EDITION	No new editions of chart 12277 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	--
12278	80th Ed.	01-MAY-20	Last LNM: 05/23	NAD 83	38/23
<i>ChartTitle: Chesapeake Bay Approaches to Baltimore Harbor</i>					
Main Panel 633 CHESAPEAKE BAY APPROACHES TO BALTIMORE HARBOR --. Page/Side: -					
LAST EDITION	No new editions of chart 12278 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	--
12281	57th Ed.	01-NOV-18	Last LNM: 05/23	NAD 83	38/23
<i>ChartTitle: Baltimore Harbor</i>					
Main Panel 640 BALTIMORE HARBOR --. Page/Side: -					
LAST EDITION	No new editions of chart 12281 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .	NOS	--	--	--
12282	38th Ed.	01-JUL-20	Last LNM: 38/22	NAD 83	38/23
<i>ChartTitle: Chesapeake Bay Severn and Magothy Rivers</i>					
Main Panel 641 CHESAPEAKE BAY SEVERN AND MAGOTHY RIVERS --. Page/Side: -					
LAST EDITION	No new editions of chart 12282 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster	NOS	--	--	--

"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>.

12283	29th Ed.	01-AUG-14	Last LNM: 39/17	NAD 83	38/23
<i>ChartTitle: Annapolis Harbor</i>					
	Main Panel 642 ANNAPOLIS HARBOR. Page/Side: A				
LAST EDITION No new editions of chart 12283 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12311	48th Ed.	01-FEB-19	Last LNM: 41/17	NAD 83	38/23
<i>ChartTitle: Delaware River Smyrna River to Wilmington</i>					
	Main Panel 668 DELAWARE RIVER SMYRNA RIVER TO WILMINGTON --. Page/Side: -				
LAST EDITION No new editions of chart 12311 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12312	58th Ed.	01-NOV-18	Last LNM: 33/18	NAD 83	38/23
<i>ChartTitle: Delaware River Wilmington to Philadelphia</i>					
	Main Panel 669 DELAWARE RIVER WILMINGTON TO PHILADELPHIA --. Page/Side: -				
LAST EDITION No new editions of chart 12312 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12313	53rd Ed.	01-JAN-12	Last LNM: 37/17	NAD 83	38/23
<i>ChartTitle: Philadelphia and Camden Waterfronts</i>					
	Main Panel 670 DELAWARE RIVER PHILADELPHIA AND CAMDEN WATERFRONTS. Page/Side: N/A				
LAST EDITION No new editions of chart 12313 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					
12317	34th Ed.	01-JAN-17	Last LNM: 44/17	NAD 83	38/23
<i>ChartTitle: Cape May Harbor</i>					
	Main Panel 679 CAPE MAY HARBOR --. Page/Side: -				
LAST EDITION No new editions of chart 12317 will be published. It will be canceled on 06-Mar-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .					

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)
None

Project Date **Ref. LNM**

Advance Notice(s)

DE – DELAWARE BAY – MISPILLION RIVER – AID TO NAVIGATION CHANGE

On or about 3 Oct 2023 the Coast Guard will rebuild Misplillion Inlet North Jetty Light 2 (LLNR 2275) in new approximate position 38-56-14.207N, 075-17-51.065W. The position is at the end of the jetty and will continue to provide an effective lateral aid to navigation and mark the end of the deteriorating jetty. The focal plane, nominal range and light characteristic will remain the same.

LNM: 35/23

****MD – FENWICK ISLAND TO CHINCOTEAGUE INLET – OCEAN CITY INLET – AIDS TO NAVIGATION CHANGE****

In association with the resent dredging of the Ocean City Inlet the Coast Guard on/or about September 26, 2023 will make the below listed changes.
Relocate: Ocean City Inlet Lighted Buoy 11 (LLNR 4755) to approximate position: 38 19 36.300N-75 05 40.380W.
Discontinue: Ocean City Inlet Lighted Buoy 12 (LLNR 4757).
Establish: Ocean City Inlet Lighted Buoy 13 in approximate position: 38 19 38.100N-75 05 46.464W with a 2.5 second green light with 4nm nominal range.
Discontinue: Ocean City Inlet Lighted Shoal Buoy (LLNR 4759).
Discontinue: Ocean City Inlet Lighted Buoy 14 (LLNR 4761).

LNM: 38/23

MD – APPROACHES TO BALTIMORE HARBOR – PENNWOOD CHANNEL – AIDS TO NAVIGATION CHANGE

On or about October 9, 2023 the Coast Guard will change Pennwood Junction Buoy PW (LLNR 8175) to Pennwood Lighted Junction Buoy PW with a flashing (2+1) 6 second red; LED; light with a nominal range of 4nm.

Chart 12278

LNM: 37/23

VA – SEACOAST AND CHESAPEAKE BAY ENTRANCE - AIDS TO NAVIGATION CHANGE

The Coast Guard will be removing the sound signals from the below listed aids. This sound signal removals will correlate to the specific aids hull replacement dateS and/or possible discrepancy response actions.

Remove sound Signal and rename:

Remove: Wachapreague Inlet Lighted Whistle Buoy W (LLNR 305) rename to Wachapreague Inlet Lighted Buoy W.
Remove: North Chesapeake Entrance Lighted Bell Buoy NCA (LLNR 385) rename to North Chesapeake Entrance Lighted Buoy NCA.
Remove: North Chesapeake Entrance Lighted Gong Buoy NCB (LLNR 390) rename to North Chesapeake Entrance Lighted Buoy NCB.
Remove: North Chesapeake Entrance Lighted Bell Buoy NCC (LLNR 395) rename to North Chesapeake Entrance Lighted Buoy NCC.
Remove: North Chesapeake Entrance Lighted Gong Buoy NCD (LLNR 400) rename to North Chesapeake Entrance Lighted Buoy NCD.
Remove: Chesapeake Bay Entrance Lighted Whistle Buoy CH (LLNR 405) rename to Chesapeake Bay Entrance Lighted Buoy CH.
Remove: Chesapeake Bay Southern Approach Lighted Whistle Buoy CB (LLNR 410) rename to Chesapeake Bay Southern Approach Lighted Buoy CB.
Remove: Chesapeake Channel Lighted Bell Buoy 2C (LLNR 7035) rename to Chesapeake Channel Lighted Buoy 2C.

Charts: 12207 12208 12221 12222

LNM: 32/23

VA – NORFOLK HARBOR AND ELIZABETH RIVER – PORTSMOUTH MARINE TERMINAL - TEMPORARY AIDS TO NAVIGATION CHANGE.

In association with the deepening and widening dredge project at the Portsmouth Marine Terminal, the Coast Guard will temporarily remove the below listed aids on September 18, 2023. Temporary V-AIS will be broadcasted on the aids assigned positions.

Remove: Portsmouth Marine Terminal Lighted Buoy 4 (LLNR 9820). Temp V-AIS: MMSI 993672752.
Remove: Portsmouth Marine Terminal Lighted Buoy 5 (LLNR 9825). Temp V-AIS: MMSI 993672783.
Remove: Portsmouth Marine Terminal Lighted Buoy 6 (LLNR 9830). Temp V-AIS: MMSI 993672793.

Charts: 12206 12222 12253

LNM: 37/23

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

In the first couple weeks of October 2023, the Coast Guard will work to remove the wreckage from the damaged York River East Range Front Light (LLNR 13496). If all wreckage cannot be removed, York River East Wreck Light A (LLNR 13496) displaying Q W and NW dayboards, will be established until wreckage can be removed. York River East Rear Range (LLNR 13497) was converted to York River East Warning Light B (LLNR 13497) in late August.

Charts: 12221 12238 12241

LNM: 37/23

VA – PIANKATANK RIVER – AID TO NAVIGATION CHANGE

During the week of September 18, 2023, the Coast Guard will be replace Piankatank Lighted Buoy 8 (LLNR 14745) with a Temporary Lighted Buoy until the new Piankatank Light 8 can be established in middle to late September. The new light will be established in approximate position: 37 30 48.145N, 76 18 54.162W with TR dayboards on the pile. The quick flashing red light characteristic will remain.

Chart 12225

LNM: 34/23

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

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

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

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

https://www.navcen.uscg.gov/sites/default/files/pdf/lnms/D05_LNM_Special_Note_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.

MD – VA – CHESAPEAKE CHANNEL - AIDS TO NAVIGATION CHANGE PROPOSAL

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

Change: Chesapeake Channel Mid-Channel Lighted Whistle Buoy CB (LLNR 7285) to Chesapeake Channel Mid-Channel Lighted Buoy CB.

Change: Chesapeake Channel Mid-Channel Lighted Whistle Buoy RP (LLNR 7430) to Chesapeake Channel Mid-Channel Lighted Buoy RP.

Change: Chesapeake Channel Mid-Channel Lighted Whistle Buoy HS (LLNR 7575) to Chesapeake Channel Mid-Channel Lighted Buoy HS.

Change: Chesapeake Channel Mid-Channel Lighted Whistle Buoy HI (LLNR 7595) to Chesapeake Channel Mid-Channel Lighted Buoy HI.

Change: Chesapeake Channel Mid-Channel Lighted Whistle Buoy CP (LLNR 7665) to Chesapeake Channel Mid-Channel Lighted Buoy CP.

Change: Chesapeake Channel Lighted Whistle Buoy CR (LLNR 7695) to Chesapeake Channel Lighted Buoy CR and remove the ice condition "Replace with an unlighted ice buoy when endangered."

Change: Chesapeake Channel Lighted Bell Buoy 92 (LLNR 7835) to Chesapeake Channel Lighted Buoy 92 and remove the ice condition "Replace with a lighted ice buoy when endangered."

Change: Patuxent River Lighted Bell Buoy 1PR (LLNR 18870) to Patuxent River Lighted Buoy 1RR and remove the ice condition "Replace with an unlighted ice buoy when endangered."

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_Note_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)

All comments will be carefully considered and are requested prior to October 2, 2023 to be considered in the analysis. Refer to project number 05-23-033(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: 12225 12230 12263 12264

LNM: 32/23

MD – VA – POTOMAC RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL

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

Change: Potomac River Mid-Channel Lighted Whistle Buoy A (LLNR 16505) to Potomac River Mid-Channel Lighted Buoy A and reduce the nominal range of the light from 6nm to 5nm.

Change: Potomac River Mid-Channel Lighted Whistle Buoy B (LLNR 16855) to Potomac River Mid-Channel Lighted Buoy B, reduce the nominal range of the light from 6nm to 5nm and remove the ice condition "Replace with an unlighted ice buoy when endangered."

Change: Potomac River Mid-Channel Lighted Whistle Buoy C (LLNR 17355) to Potomac River Mid-Channel Lighted Buoy C, reduce the nominal range of the light from 6nm to 5nm and remove the ice condition "Replace with an unlighted ice buoy when endangered."

Change: Potomac River Mid-Channel Lighted Whistle Buoy D (LLNR 17615) to Potomac River Mid-Channel Lighted Buoy D and reduce the nominal range of the light from 6nm to 5nm.

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_Note_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)

All comments will be carefully considered and are requested prior to October 2, 2023 to be considered in the analysis. Refer to project number 05-23-037(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 12230

LNM: 37/23

*******MD – SMITH POINT TO COVE POINT – POCOMOKE RIVER – UPPER POCOMOKE RIVER – AID TO NAVIGATION CHANGE PROPOSAL*******

The Coast Guard is proposing discontinuing the following aids:

Upper Pocomoke River:

Light 2 (LLNR 22605), Shad Landing Park Junction Daybeacon SL (LLNR 22615), Daybeacon 3 (LLNR 22610), Daybeacon 4 (LLNR 22620), Light 6 (LLNR 22625), Buoy 8 (LLNR 22630), Daybeacon 9 (LLNR 22635), Light 10 (LLNR 22640), Light 11 (LLNR 22645), Light 12 (LLNR 22650), Daybeacon 13 (LLNR 22655) and Light 14 (LLNR 22660).

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_Note_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)

All comments will be carefully considered and are requested prior to November 13, 2023 to be considered in the analysis. Refer to project number 05-23-038(D)

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

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

LNM: 38/23

VA – JAMESTOWN ISLAND TO JORDAN POINT – JAMES RIVER – 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 27 feet above mean high water.

A copy of Preliminary Public Notice D05PPN-072023, 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 10/10/2023.

LNM: 37/23

VA – WOLF TRAP TO SMITH POINT – CHESAPEAKE CHANNEL – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing change the Smith Point Fairway Lighted Buoy SP (LLNR 7490) to Smith Point Lighted Buoy SP. Approximate position will remain: 37 52 48.487N-76 09 06.800W. The buoy's new hull characteristics will be red and white stripes and have a 5nm nominal range white light flashing Mo(A), Morse Code Alpha. This change is in association with the Coasts Guards proposal to remove the depiction of the Smith Point Traffic Separation Scheme from all NOAA's charted media (ENC, S57 and RNC).

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_Note_Waterway_Proposal_Feedback_Form_Indefinite.pdf](https://www.uscg.gov/05_LNM_Special_Note_Waterway_Proposal_Feedback_Form_Indefinite.pdf) (uscg.gov)

All comments will be carefully considered and are requested prior to November 20, 2023 to be considered in the analysis. Refer to project number 05-23-021(D)

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

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

Charts: 12225 12230

LNM: 34/23

VA – YORKTOWN TO WEST POINT – UPPER YORK RIVER - AID TO NAVIGATION CHANGE PROPOSAL

On August 10, 023 the Coast Guard reported that Timberneck Creek Buoy 2 (LLNR 13765) was missing. Due to the increased shoaling in and around this waterway the buoy was not replaced, and the Coast Guard is proposing making the change permanent.

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_Note_Waterway_Proposal_Feedback_Form_Indefinite.pdf](https://www.uscg.gov/05_LNM_Special_Note_Waterway_Proposal_Feedback_Form_Indefinite.pdf) (uscg.gov)

All comments will be carefully considered and are requested prior to October 30, 2023 to be considered in the analysis. Refer to project number 05-23-036(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: 12241 12243

LNM: 36/23

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.

******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

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

Chesapeake Bay Bridge Tunnel, bounded by the following positions: 36-55-24N 76-08-43W, 36-55-50N 76-08-37W, 36-57-16N 76-08-14W, 36-57-16N 76-08-14W, 36-56-58.5N 76-07-11W, 36-57-07N 76-07-44W. Firing is conducted Monday through Friday from 7:00 am to 8:00 pm. For questions contact Range Operations and Training Area, Mr. Assaf or Ms. Lawrence at 757-422-7103/7101.

Charts: 12222 12254

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

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

- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

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

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

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

LNM: 20/22

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

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

NJ – 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.

LNM: 14/21

******NJ – LITTLE EGG TO CAPE MAY – NEW JERSEY INTRACOASTAL WATERWAY – DREDGE OPERATIONS******

ACOE Dredge Merritt will be conducting maintenance dredging of portions of the federal channel of the New Jersey Intracoastal Waterway between markers 388 and 399 and markers 419 and 427, near Stone Harbor and Avalon, N.J. Work will take place between September 21 and 24 during daylight hours. The Merritt will be dredging the channel intermittently with sediment transported up to 80 ft to the side of the vessel. Mariners should be aware of dredging operation in this area and proceed with caution. POC is Captain Scott Hall 910 512-9123, Dredge Merritt.

LNM: 38/23

NJ – LITTLE EGG TO CAPE MAY – NEW JERSEY INTRACOASTAL WATERWAY – SCIENTIFIC INSTRUMENTS

Boston College is installing six scientific instruments 100 feet away from markers 390 – 397 of the NJ Intracoastal Waterway. They will be close to the marsh platform edge with a flashing light on the top with added visualization strips. These instruments will be marked by a 1" metal pole with a Jim Buoy surrounding it. They will be in place from August 23, 2023 until October 31, 2023.

Approximate Coordinates:

Instrument 1 - 39°4'52.61"N, 74°46'22.21" W

Instrument 2 - 39°4'47.45"N, 74°46'24.74" W

Instrument 3 - 39°4'43.40"N, 74°46'24.45" W

Instrument 4 - 39°4'38.78"N, 74°46'23.83" W

Instrument 5 - 39°4'44.10"N, 74°46'13.30" W

Instrument 6 - 39°4'35.76"N, 74°46'12.07" W

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.

LNM: 34/23

******NJ – NEW JERSEY INTRACOASTAL WATERWAY - LITTLE EGG HARBOR TO CAPE MAY - ATLANTIC CITY - BEACH THOROFARE******

Mariners are advised that New Jersey Department of Transportation who owns and operate the Route 30 (Absecon Boulevard) Bridge across the New Jersey Intracoastal Waterway (NJCW), Beach Thorofare, mile 67.2, at Atlantic City, NJ, has requested a temporary deviation for a bridge maintenance project. To facilitate work, the bridge will be maintained in the closed-to-navigation position from 6 a.m. on October 15, 2023, through 5 p.m. on March 31, 2024. 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.

LNM: 38/23

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

Mariners are advised that an engineering firm, will be performing maintenance on the Commodore Barry Bridge over Delaware River, mile 81.4, in Chester, PA. Maintenance will be from 8:00 a.m. to 5:00 p.m.; Monday through Friday; from June 5, 2023, through December 31, 2023. During the work hours, a snooper truck will be located in and around the navigation channel reducing the vertical clearance by approximately 5 to 10 feet. The snooper truck will clear the navigation span for vessels, if at least 30-minute notice is given to the safety vessel on scene via VHF-FM channel 13 or the manager of field operations via phone at (717) 554-2073. All mariners should use caution when transiting the area.

LNM: 27/23

NJ & PA - PHILADELPHIA TO TRENTON-UPPER DELAWARE RIVER – BRIDGE DEVIATION – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of the Delaware River Port Authority, will be installing temporary links at the Benjamin Franklin Bridge, at mile 100.2, across the Delaware River, in Philadelphia, PA. The project is scheduled from October 9, 2023, through October 13, 2023, between 7 a.m. and 5:30 p.m. To facilitate the operation, a towboat and 40ft x 30ft barge will be transferring the steel from the bridge to the barge. A safety boat will be used in the waterway and will be monitoring VHF-FM Channel 13. At no time during the project will the waterway be closed to navigation. Mariners are advised to exercise caution when transiting the area.

LNM: 36/23

PA – NJ - PHILADELPHIA TO TRENTON-UPPER DELAWARE RIVER – BRIDGE DEVIATION

Mariners are advised that the highway drawbridge – SR 73 (Tacony-Palmyra) Bridge, over Delaware River, mile 107.2, in between Tacony, PA and Palmyra, NJ will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will remain in the closed position from 7 a.m. through 5 p.m.; Tues-Thurs; from August 22, 2023, through September 22, 2023, with alternative work dates from 7 a.m. through 5 p.m.; Tues-Thurs.; from September 26, 2023, through October 19, 2023. During the work hours, the bridge will open on signal, if at least a two-hour prior notice is given to the bridge tender. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of

PA – NJ - PHILADELPHIA TO TRENTON-UPPER DELAWARE RIVER – BRIDGE DEVIATION

Federal Regulations Part 117.716(a)(2). Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 33/23

PA – NJ – PHILADELPHIA TO TRENTON – UPPER DELAWARE RIVER DREDGE OPERATIONS

Seaward Marine Corp. will conduct dredge operation in sections of the Upper Delaware River between Upper Delaware River Channel Lighted Buoy 8 (LLNR 3680) and Upper Delaware River Channel Buoy 82 (LLNR 4195) and within the Fairless Turning Basin. Seaward Marine Corporation will tow loaded material barges to the staged Palmyra Cove Pumpout Barge. Operations will begin August 28, 2023. Seaward Marine will utilize multiple barges and as well various tugs in vicinity of project.

Seaward 26, Miss Morgan, and Geri T can be reached on VHF channels 16,13, and 03 and is expected to be finished around December 30, 2023.

LNM: 35/23

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

LNM: 38/22

DE – NJ - DELAWARE RIVER – DELAWARE MEMORIAL BRIDGE - BRIDGE WORK

Mariners are advised that a construction company, on behalf of Delaware River Port Authority, started construction of the bridge collision protection system at the Delaware Memorial Bridge, over Delaware River, mile 68.9, at New Castle, DE. Construction activities began July 2023, and are expected to finish August 2025. Work will be ongoing from 7:00 a.m. to 5:30 p.m.; Monday-Saturday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

Barges will be on scene 24/7 and will be located outside the navigation channel. Temporary work platforms will be in place for the duration of construction of the bridge collision protection system. The waterway will remain open to navigation. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area.

Chart 12311

LNM: 33/32

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

LNM: 44/22

DE – MD – CAPE HENlopen TO INDIAN INLET – LEWES AND REHOBOTH CANAL – DREDGE OPERATIONS

Dredgit Corp will begin maintenance dredging utilizing a 12" suction-cutter dredge. Dredging and associated pipeline will be in the vicinity of the Lewes & Rehoboth Canal. Dredge sediments will be carried via a 12" floating and submerged pipeline approximately 9,000 LF to a USACE CDF in Lewes, DE, where the dredged material will be placed. Work will begin October 1, 2023 and be completed around January 16, 2023. Operations will take place 24 hours a day, 7 days a week. DSC Dredge Lady Diana and support equipment will monitor VHF 13 and 16. Vessels need to exercise extreme caution when navigating near and around the dredge. Mariners are urged to use extreme caution and transit the dredge area at their slowest safe speed to create minimum wake. Mariners are encouraged to utilize the vessels navigational aids, navigational lights and day shapes to determine safest passage. The dredge pipeline will be clearly marked with floats and amber blinking lights.

The dredge will minimize interference with the use of the Lewes & Rehoboth Canal. Dredgit will shift or move the dredge and interrupt dredging operations to accommodate the movement of vessels and floating equipment, if necessary. Pipeline crossing the canal will be submerged and marked with buoys.

LNM: 37/23

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

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 Music Fest. The bridge will remain in the closed position from 11:00 p.m. to 11:55 p.m. on Friday, September 29, 2023, on Saturday September 30, 2023, and on Sunday October 1, 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.

LNM: 38/23

MD – CHESAPEAKE BAY–EASTERN BAY AND SOUTH RIVER; SELBY BAY-CHESAPEAKE BAY - BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance on the US 50/US 301 (William P. Lane Jr. Memorial) East Bound Bridge, across Chesapeake Bay, mile 138.1, between Skidmore, MD and Stevensville, MD. The maintenance will be conducted from 10 p.m. to 4 a.m.; Monday-Wednesday, from September 4, 2023, through September 7, 2023, Sunday-Wednesday, from September 10, 2023, through September 13, 2023. Alternative workdays will be 10 p.m. to 4 a.m., Monday-Wednesday, from September 18, 2023, through September 20, 2023, and Monday, September 25, 2023, and Wednesday September 27, 2023. A work vessel and an under-bridge inspection vehicle (snooper) will be located under and in the vicinity of the bridge. During the work hours, the under-bridge inspection vehicle (snooper) will be located inside the navigational channel which will reduce the vertical clearance of the bridge to approximately 177 feet above mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. The work vessel and may be reached on VHF-FM channel 13. The project foreman can be reached at 443-469-8490. Mariners should use extreme caution navigating through the area.

Chart 12270

LNM: 35/23

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

The Annapolis Boat Shows, Inc. will conduct in-water operations in support of the annual United States Sailboat and United States Powerboat Shows in Annapolis Harbor at Annapolis, MD during October 1st -19th , 2023. Temporary pilings, floating docks and submerged electrical cables will be installed in the northwestern area of Annapolis Harbor. To support the Annapolis Harbor in-water operations, long tows will occur across the Severn River during the following dates in 2023: (a) August 28th – September 1st; (b) October 1st-4th; (c) October 16th-19th; and (d) October 24th-27th. During these periods, mariners are urged to use extreme caution when transiting the area, and to operate vessels at a reduced speed that allows a safe course and minimizes wake near the towing operations. Information regarding special anchoring restrictions in Annapolis Harbor in the event of severe weather during this period should be directed to the Annapolis City Harbormaster's Office on marine band radio VHF-FM channel 71 or telephone (410) 263-7973.

Chart 12283

LNM: 35/23

MD – CHESTER RIVER – BRIDGE INSPECTION

Mariners are advised that an engineering firm of behalf of the Maryland State Highway Administration will be performing an inspection at the MD 213 (Chestertown Church Hill Road) Bridge, across Chester River, at mile 26.8, in Chestertown, MD. The inspection will be conducted from 7 a.m. to 5 p.m. daily, Monday through Friday; from September 5, 2023, through September 29, 2023. The bridge inspection will require a small boat with scaffolding to work in and around the navigable channel. Inspection personnel and equipment will be in proximity to the navigable channels and will relocate upon request for passage from any vessels. The vessel will be in direct contact with the bridge operator and can be reached on VHF channel 13. The drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.551. Mariners should use extreme caution when transiting the area.

LNM: 32/23

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

There will be helicopter activity on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge to facilitate maintenance on the overhead power transmission lines. Work will be conducted from 6am to 4pm, September 18 2023, through December 8, 2023. Mariners are urged to use caution when transiting the area. Interested mariners can contact the attending safety vessel on-site on marine band radio VHF-FM channels 13 and 16.

Chart 12278

LNM: 38/23

MD – APPROACHES TO BALTIMORE HARBOR – CURTIS CREEK

Mariners are advised that an engineering firm, on behalf of CSX, will be performing maintenance on the CSX Railroad Bridge over Curtis Creek, mile 1.4, at Baltimore, MD. To facilitate bridge work, the maintenance will be from January 27, 2023, from 7 a.m. to 4 p.m., Monday through Friday and occasional weekends if needed; through November 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 however, 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 and can be reached by the following phone numbers (410) 596-1816, (813) 415-5727, (919) 616-9622 for bridge opening requests. Mariners should use caution navigating through the area.

Chart 12278

LNM: 34/23

MD – CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – ABERDEEN RESTRICTED AREA – MILITARY LIVE FIRE TESTING/EXERCISES – COMMERCIAL FISHING PROHIBITED

Mariners are advised that the Aberdeen Test Center (ATC) will be conducting live fire exercises and operational testing of various watercraft, scheduled to begin on or about June 5, 2023, through October 1, 2023. The operation area includes: entering the water near Bear Point, proceeding Southeast towards APG K Buoy, Southward along the restricted APG Water Boundary to H Buoy, Westward to the mouth of Delph Creek and then returning to the Bear Point area. The watercraft will be accompanied by ATC Patrol boats to provide escort and ensure area is clear of public boats. All Commercial Fishing, to include placement of crab pots, in this area will be prohibited during these exercises.

Chart 12273

LNM: 23/23

******MD – CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER – FORT MCHENERY CHANNEL – ANCHORAGE 2 – OBSTRUCTION******

There has been a report of an obstruction in the Baltimore Anchorage #2, in approximate position: 39-15.131372N 76-33.342728W. The nature of the obstruction is un-known, but Army Corps of Engineers surveying has determined that the obstruction extends upward 1.5 feet from the charted depth. Mariners transiting or anchoring in the area should use extreme caution.

Chart 12281

LNM: 38/23

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 nautical miles north and south of the bridge. Waves from speeding boats can create major hazards for construction operations and workers.

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

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

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

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

LNM: 04/23

******VA – CAPE HENRY TO THIMBLE SHOAL LIGHT – THIMBLE SHOAL CHANNEL – DREDGE OPERATIONS******

Starting approximately September 19, 2023 and continuing until approximately December 1, 2023, Clamshell Dredge "Weeks 506", crew boat "Olivia", Tugs "Thomas" and "Liz Alma", along with split hull scows (257 & 264) will be operating in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235) and Thimble Shoal Channel Lighted Buoy 13 (LLNR 9275). Dredged material will be transported to the approved Dam Neck Ocean Disposal Site – DNODS - Cells 5 & 6.

Work limits for the Thimble Shoal Channel will be bound by the following approximate positions:

37°01'35.24"N, 076°15'57.82"W 36°59'11.10"N, 076°06'41.27"W

36°57'37.50"N, 076°07'8.25"W 36°59'53.72"N, 076°16'36.67"W

The DNODS will be bound by the following approximate positions:

36°51'41.07"N, 075°55'41.74"W 36°51'45.15"N, 075°51'16.40"W

36°45'47.19"N, 075°50'54.07"W 36°45'45.72"N, 075°55'33.04"W

Dredging operations will be conducted on a twenty-four (24) hours per day, seven days per week basis. Clamshell dredge, tugboats and crewboat will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Equipment will each have all required U.S. Coast Guard lighting for night operations.

For additional information contact contact Project Manager(s) on-site:

PM, David McNeill - (985) 237-5069, dcmcneill@weeksmarine.com

Chris Rossell - (904) 206-6603, crossell@weeksmarine.com

Matt Williamson - (910) 674-1125, mmwilliamson@weeksmarine.com

Superintendent, Joe Mazzarella - (985) 273-1152, jmmazzarella@weeksmarine.com.

LNM: 38/23

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

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL (HRBT) – BRIDGE CONSTRUCTION/ISLAND EXPANSION
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@hrcpjv.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 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@hrcpjv.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 – CAPE HENRY TO THIMBLE SHOAL LIGHT – WILLOUGHBY BAY – NAVY EXERCISE******

On October 3rd & 4th 2023 , from 1300-1600, and possible backup or weather day of October 5, 2023, the Helicopter Sea Combat Wing Atlantic (HSCWL) will be conducting Fire Fighting Training in the Willoughby Bay. During these operations, the aircraft will be operating at altitudes as low as fifty 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. Helicopters will carry large orange buckets suspended from the bottom of the aircraft. These buckets will be filled with water and then emptied from low altitude. The Aircraft Commanders have been directed to exercise every effort to de-conflict and avoid surface vessels. All mariners are requested to remain well clear of the helicopters and the area extending directly behind and below the aircraft. To minimize the potential for mishap, vessels are requested to remain well clear helicopters conducting Firefighting training. C/S DRAGON and military aircraft will monitor VHF CH 16. For more information contact LCDR ANDREW SEBASTIANO, HM-12 SEA DRAGONS, Cell: (845) 807-3678; Office: (757) 322-2161.

Chart 12245

LNM: 38/23

VA – NORFOLK HARBOR AND ELIZABETH RIVER – PORTSMOUTH MARINE TERMINAL – DREDGE OPERATIONS

Great Lakes Dredge & Dock Company, LLC (GLDD) with two Attending Tugs, Mechanical Bucket Dredge No. 58, and Three Scows (Tugs and Scows will be determined closer to startup) will commence dredging operations for the Portsmouth Marine Terminal Berth Expansion Project between coordinates point A - 36°51.46239'N, 076°19.75501'W, point B - 36°51.71810'N, 076°19.33481'W, point C - 36°51.65039'N, 076°19.27381'W, point D - 36°51.53745'N, 076°19.20599'W, on September 17th, 2023. Dredged material will be transported to Norfolk Ocean Disposal Site and bottom dumped in the contract designated area by Scows 64, 67, and 68. Disposal operations will take place in a 900' radius around Point E - 36°56.02733'N, 075°37.75377'W. Operations will occur 24 hours per day, 7 days per week. Please note that GLDD has a planned Mooring Area located at 36°56.46077'N, 76°22.47107'W and asks boaters to maintain a safe distance of 150' from the area, due to the presence of floating line and a buoy at the location. For more information, contact Project Manager: Chris Pomfret CPomfret@gldd.com (239) 250-0974 or Site Manager: Kevin Holt KHolt@gldd.com (630) 750-1304. Project expected to be completed by December 30, 2023.

Chart 12253

LNM: 35/23

VA - NORFOLK HARBOR AND ELIZABETH RIVER - ELIZABETH RIVER-EASTERN BRANCH

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing bridge maintenance on the I-264 (Berkley) Bridge, across the Elizabeth River-Eastern Branch, mile 0.4, at Norfolk, VA. The maintenance will be conducted from 6 p.m. to 6 a.m.; Sunday-Friday; from July 16, 2023, through November 30, 2023. A 40-foot crane barge and a 25-foot tug will be located in and around the vicinity of the bridge. During the work hours, the crane barge will be located in the navigational channel, adjacent to the fender system, which will reduce the

VA - NORFOLK HARBOR AND ELIZABETH RIVER - ELIZABETH RIVER-EASTERN BRANCH

horizontal clearance of the bridge to approximately 100 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may safely transit through the bridge, if at least a thirty-minute prior notice is given to the bridge tender. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 621-8443 or (252) 333-4656. Mariners should use extreme caution navigating through the area.

Chart 12253

LNM: 28/23

VA - NORFOLK HARBOR AND ELIZABETH RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance on the highway drawbridge – I-64 High Rise Bridge over the Southern Branch of the Elizabeth River, mile 7.1, near Chesapeake, VA. 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 October 13, 2023. During work hours, a snooper truck will be located in and around the navigation channel reducing the vertical clearance by approximately 10 feet to approximately 55 feet above mean high water. Vessels requiring the 65 feet vertical clearance upon signal, if given at least 60-minute notice. The project foreman can be reached on VHF-FM channel 13 and (843) 957-5951. 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(e). All mariners should use caution when transiting the area.

Chart 12253

LNM: 29/23

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-CHESAPEAKE BAY-CAPE CHARLES TO NORFOLK HARBOR-HAMPTON RIVER- BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance on the I-64 (Hampton Roads Beltway) Westbound Bridge, over Hampton River, mile 1.2, at Hampton, VA. The maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from September 5, 2023, through February 29, 2024. A work barge and temporary work trestles will be in the vicinity of the bridge but will not restrict the navigational channel. Temporary work trestles will be installed and located north of the bridge for the duration of the maintenance. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 639-5179 or (252) 312-4876. Mariners should use extreme caution when navigating through the area.

Chart 12222

LNM: 35/23

VA – JAMES RIVER – NEWPORT NEWS TO JAMESTOWN ISLAND – TEMPORARY DEVIATION

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance on the highway drawbridge – James River Bridge over the James River, mile 5.0, near Newport News, VA. The bridge will have a reduced vertical clearance from 9 a.m. to 3 p.m., Monday through Friday, from September 11, 2023, through September 22, 2023. During work hours, a snooper truck will be located in and around the navigation channel reducing the vertical clearance by approximately 15 feet to approximately 45 feet above mean high water. Vessels requiring the 60 feet above mean high water clearance or request an opening may do so, if given at least 15-minute notice to the bridge tender. The bridge tender may be reached on VHF-FM channel 13. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. All mariners should use caution when transiting the area.

Chart 12253

LNM: 36/23

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

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

Chart 12206

LNM: 35/23

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

Effective immediately, the North Landing Bridge, Mile Marker 20.2 on the Atlantic Intracoastal Waterway, is restricted to only operating the north span for recreational boats. The horizontal clearance of the bridge with the south span closed to navigation is 38 feet. The bridge will continue to open both spans on the normal schedule for commercial traffic and government vessels. Due to mechanical system limitations, the south span of the bridge will remain operationally restricted until repairs can be completed.

Chart 12206

LNM: 25/23

******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

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

north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):
NONE SCHEDULED.

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

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

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

LNM: 50/22

****NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORTH CAROLINA CUT****

Mariners are advised that a construction firm, on behalf of U. S. Marine Corps Base Camp Lejeune, will continue to construct a new bridge to replace the Onslow Beach Swing Bridge across the Atlantic Intracoastal Waterway, mile 240.7, at Camp Lejeune, NC. Construction activities began October 2022 and are expected to finish February 2025. Work will be on-going from 7 a.m. through 7 p.m.; Monday through Friday, excluding Government holidays.

To facilitate construction of the new bridge fender system, a work barge will be placed in the navigation channel from 8 a.m. to noon, and 1 p.m. to 5 p.m.; Monday through Friday, excluding Government Holidays from October 2, 2023, through March 29, 2024. During construction of the new bridge fendering system vessels with beams less than 20 feet may transit the bridge at any time and vessels with beams greater than 20 feet should adjust their voyage plan to transit the bridge outside working hours or between the hour of noon to 1 p.m. Vessels with a beam greater than 20 feet unable to adjust their voyage plan between the hour of noon to 1 p.m., may transit the bridge during working hours, if at least 24 hours' notice is given.

Two barges, support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridge. Temporary work platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway.

Barge and vessels may be reached on VHF-FM channel 13 and 16 when work is in progress or vessels are operating the area. Mariners should use caution when transiting the area.

LNM: 38/23

****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, may be closed to navigation because of firing exercises during the following periods:

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

4. Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.

5. Mariners traveling on the western side of the new river between Stone bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had signs denoting areas of caution around the Stone bay rifle range and Verona Loop firing ranges.

5A. Signs are located along the stone bay, grey point and Farnell Bay sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.

6. Range control boats, MCIE-MCB CAMLEJ North Carolina monitor channel 16 VHF-FM (156.8 mhz) and the working channel 82 vhf-fm(161.725 mhz). Range Control can be reached by phone at 910-451-3064 or 4449.

LNM: 10/22

NC – NEUSE RIVER TO MYRTLE GROVE SOUND - BANKS CHANNEL – BRIDGE MAINTENANCE

Mariners are advised that a construction company, on behalf of North Carolina Department of Transportation, will continue repairs on the South Bank Channel Bridge over Banks Channel at Wrightsville Beach in New Hanover County, NC from 6 a.m. to 7 p.m. 7 days a week, through December 31, 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.

LNM: 37/23

NC-ATLANTIC INTRACOASTAL WATERWAY NEUSE RIVER TO MYRTLE GROVE SOUND

NC-ATLANTIC INTRACOASTAL WATERWAY NEUSE RIVER TO MYRTLE GROVE SOUND

Mariners are advised that the highway drawbridge – SR 74 (US 74/US 76) Bridge across Atlantic Intracoastal Waterway (AIWW), Albemarle Sound to Sunset Beach, mile 283.1, at Wrightsville Beach, New Hanover County, NC, will be maintained in the closed-to-navigation position to facilitate the 2023 Veterans Appreciation Boat Parade. The bridge will remain in the closed position from 12:25 p.m. to 1:15 p.m. on Saturday September 16, 2023, with an alternative date from 12:25 p.m. to 1:15 p.m. on Saturday September 23, 2023. The bridge will be able to open for emergencies, if at least 15 minutes notice is given. 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 117.821(a)(4). Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 37/23

****NC-ATLANTIC INTRACOASTAL WATERWAY NEUSE RIVER TO MYRTLE GROVE SOUND – BRIDGE DEVIATION****

Mariners are advised that the highway drawbridge – S.R. 74 (US 74/US 76) Bridge across Atlantic Intracoastal Waterway (AIWW), Albemarle Sound to Sunset Beach, mile 283.1, at Wrightsville Beach, New Hanover County, NC, will be maintained in the closed-to-navigation position to facilitate the YMCA Wrightsville Beach Triathlon. The bridge will remain in the closed position from 5 a.m. through 11 a.m. on Saturday, September 30, 2023. The bridge will be able to open for emergencies, if at least 15 minutes prior notice is given to the bridge operator on VHF-FM channel 13 or at (910) 256-2886. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. 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 117.821(a)(4). Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 38/23

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.

LNM: 18/23

****NC – CAPE REAR RIVER – SUBMERGED OBJECT****

An underwater obstruction (drainage pipe) has been discovered on the southwest side of Southport Channel Range in the vicinity of Fort Caswell in approximate position 33°53.599N, 078°00.847W. Obstruction is visible during periods of low tide and submerged during high tide. Mariners are advised to use caution while navigating in this area.

LNM: 38/23

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.

LNM: 40/20

NC - CAPE FEAR RIVER - CAPE FEAR TO WILMINGTON - CAPE FEAR RIVER

Mariners are advised that the railroad drawbridge – CSX Navassa Railroad Bridge over Cape Fear River, mile 34.0, at Navassa, NC, will be maintained in the closed-to-navigation position to facilitate urgent bridge maintenance of the bridge swing span. The bridge will remain in the closed position from 8 a.m. to 5 p.m., Monday-Thursday, from September 11, 2023, through October 5, 2023. All equipment will be located on top of the bridge. Vessels able to pass through the bridge in the closed position may do so at any time. Vessels that cannot safely transit through the bridge in the closed position may safely transit through the bridge for scheduled openings at 11 a.m. and 2 p.m., if at least a 3-hour prior notice is given to the bridge operator. If the bridge operator does not receive any request for scheduled openings, then the bridge will remain in the closed-to-navigation position. The bridge operator may be contacted at (910) 371-9612. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 37/23

NC – SC – GA – FL - SAILDRONE HURRICANE AND TROPICAL STORM MONITORING OPERATIONS

SAILDRONE, INC. is conducting scientific research in collaboration with the NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION and UNIVERSITY OF WASHINGTON in the Atlantic Ocean along the Florida, Georgia, South Carolina, North Carolina, Puerto Rico, and US Virgin Islands coastline and offshore between May 15th, 2023 and January 12th, 2024. The survey will be conducted by up to twelve (12) Uncrewed Surface Vehicles (USVs), called "saildrones." Each saildrone is 23 ft in length, 9.5 ft tall, orange in color, has a white all-round light on the mast and is marked "SAILDRONE". Up to eight (8) saildrones from St. Thomas, USVI will be deployed beginning around May 15th through June 30th, 2023, two (2) from Charleston, SC on or about July 5th through July 15th, 2023 and up to two (2) saildrones from St. Petersburg, FL on or about June 19th through June 30th, 2023. All vehicles are wind and solar powered and will have limited maneuverability during survey operations. Mariners are requested to transit areas with caution and to remain greater than 500 meters away from the research equipment. The enclosure of this Local Notice to Mariners provides a photo and a description of the Saildrone. Questions regarding saildrone operations should be directed to Saildrone Mission Control, missioncontrol@saildrone.com or (510) 722-6070.

LNM: 23/23

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
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SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
17715	PEPCO INTAKE CHANNEL BAFFLE WALL LIGHT A						Remove from list. 38/23
17720	PEPCO DISCHARGE CHANNEL RETAINING WALL LIGHT B					*	Remove from list. 38/23
17725	PEPCO TURNING DOLPHIN LIGHT C					*	Remove from list. 38/23
17730	PEPCO DISCHARGE CHANNEL RETAINING WALL LIGHT D					*	Remove from list. 38/23
22837	LITTLE ANNEMESSEX RIVER WARNING LIGHT A	37-57-59.552N 075-52-38.531W	Q W	15	4	NW on skeleton tower on piles worded DANGER.	38/23
29070.1	<i>Big Foot Slough Channel Lighted Buoy 10A</i>	35-09-00.124N 076-00-36.861W	Fl R 4s	*	*	4 Red.	38/23
29324	Shackleford Slue Channel Buoy 3	34-40-49.230N 076-36-57.471W				Green can.	38/23
35332	LONG BEACH PIER LIGHT	39-36-00.000N 074-13-00.000W	F Y	12		On end of pier.	Private Aid. 38/23
39450	NEW RIVER - CAPE FEAR RIVER LIGHT 61	34-26-57.042N 077-31-44.994W	Fl G 4s	15	4	SG-SY on pile.	38/23
39726	New River - Cape Fear River Buoy 154A	34-04-44.827N 077-53-02.419W				Red nun with yellow triangle.	38/23
		*					

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).

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

NEW OR UPDATED INFORMATION

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

NEW JERSEY SHOALING

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

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

Chart 12316

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

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

Chart 12316

NJ – BARNEGAT INLET – SHOALING

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

Sector Delaware Bay is notifying mariners that there is shoaling reported at the entrance of BarNEGAT Bay inlet. The shoaling is reported in the main navigation channel between BarNEGAT Inlet Lighted Buoys 9 (LLNR 950) and 11 (LLNR 995). Mariners are advised to use extreme caution when transiting BarNEGAT Bay Inlet as some depths at mean low low water could be hazardous to navigation, especially during extreme weather events. If you have any questions, regarding the content of this message, please contact the waterways Management staff at (215) 271-4814 or the command center at (215) 271-4807. See SEC DB BNM 107-21 and SEC DB BNM 196-22

NJ – BARNEGAT INLET – OYSTER CREEK CHANNEL – SHOALING

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

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

Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported:

NJICWW Light 4 (LLNR 34995).

NJICWW Light 38 (LLNR 35115).

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

NJICWW Daybeacon 49 (LLNR 35108).

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

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

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

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

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

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

IVO NJICWW Light 170 (LLNR 35685).

Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.

IVO NJICWW Daybeacon 221 (LLNR 35867).

Between NJICWW Light 233 (LLNR 35905) and Buoy 246 (LLNR 35955) Broad Thoroughfare.

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

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

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

Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).

Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel.

Between NJICWW Light 449 (LLNR 36625) and Daybeacon 457 (LLNR 36655) Grassy Sound. Ref LNM 24/17

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

Chart 12316, 12324

NJ – 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 discontinue 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 June 13, 2023 has identified shoaling across the entire channel between Ocean City Inlet Lighted Buoy 11 (LLNR 4755), Ocean City Inlet Lighted Buoy 12 (LLNR 4757), and Ocean City Inlet Lighted Buoy 14 (LLNR 4761), indicating depths of less than 4.7 feet at mean low water. Mariners are advised to use caution in the area.

Chart 12211 See MD-NCR BNM 0163-23

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

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

Chart 12211

MD - CHESAPEAKE BAY-NANTICOKE SHOALING

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

MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING

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

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

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

MD - POTOMAC RIVER - ST. GEORGE CREEK - SHOALING

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

MD - POTOMAC RIVER - ST. PATRICK CREEK - SHOALING

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

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

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

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

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

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

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

Chart 12266

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

Shoaling has been observed in the Knapps Narrow West Channel within the channel boundaries between Knapps Narrow West Channel Daybeacon 3 (LLNR 25925) and Knapps Narrow West Channel Daybeacon 5 (LLNR 25931) to a depth of 1 foot at mean low water.

See MD-NCR BNM 0082-23.

Chart 12266

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

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

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK - SHOALING

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

Chart 12264, 12266

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

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

MD - FISHING BAY - FARM CREEK - SHOALING

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

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

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

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

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

MD - CHESAPEAKE BAY - CHESTER RIVER - QUEENSTOWN CREEK

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

MD – APPROACHES TO BALTIMORE HARBOR – HARTS ISLAND CHANNEL

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

Chart 12278

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

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

Chart 12274

MD - NORTHEAST RIVER – SHOALING

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

Chart 12274

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING

U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.

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

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

Chart 12210

VA – VIRGINIA INSIDE PASSAGE – WACHAPREAGUE CHANNEL – SHOALING

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

Chart 12210

VA – NANDUA CREEK

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

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

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

Chart 12210

VA – VIRGINIA INSIDE PASSAGE (VIP)

VIP Daybeacon 184 (LLNR 6220) to VIP Daybeacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16, VIP Daybeacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996) LNM 24-13.

Chart 12210

VA – LYNNHAVEN INLET – SHOALING

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

Chart 12222, 12221, 12254

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING

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

VA – LITTLE CREEK HARBOR – SHOALING

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

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

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

Chart 12206

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING

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

VA – HAMPTON ROADS - WILLOUGHBY BAY

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

VA – PAGEN RIVER – SHOALING

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

Chart 12248

VA – BENNET CREEK – POQUOSON RIVER – SHOALING

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

Chart 12238

VA – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER

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

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

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

Chart 12238

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

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

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

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

Chart 12243

VA – GREAT WICOMICO RIVER – SHOALING

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

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

Norfolk District Army Corp of Engineers survey of Broad Creek Channel indicates shoaling with least depth of 4.5' at MLLW on the northwest (red) side of channel in vicinity of Broad Creek Channel Daybeacon 2 (LLNR 14970), and on the southeast (green) side of the channel with a least depth of 5.3' at MLLW in the vicinity of Broad Creek Channel Wreck Light WWR3 (LLNR 14973). Mariners are requested use extreme caution when operating in the vicinity. See SEC VA BNM 0159-23 – LNM 34/23.

VA – RAPPAHANNOCK RIVER – SHOALING

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

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

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

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

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

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

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

Chart 12225

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

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

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

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

Chart 12207

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

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

VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING

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

Chart 12233

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

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

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING

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

VA – RUDEE INLET – SHOALING

September 11, 2023 survey indicates shoaling from the eastern ends of the jetties extending out eastward for approximately 200ft with a least depth of 9ft MLLW and approximately 95ft west of the east ends of the jetties.

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 Buoy16 (LLNR 28750). Depths of 3 feet MLW reported in approximate position: 35-12-07.188N, 075-43-38.916W. NC BNM 268-22.

NC – BARNEY SLOUGH - SHOALING

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

NC - OCRMOCO 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 arepresenting 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 encroached between Old Topsail Creek Buoy 1 (LLNR 30032), Old Topsail Creek Buoy 2 (LLNR 30033) Old Topsail Creek Buoy 3 (LLNR 30034). Depths of 2' MLLW have been reported. SEC NC BNM 0393-23.

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

Chart 11541

NC – BANKS SLOUGH CHANNEL – SHOALING

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

Chart 11541

NC – NEW TOPSAIL INLET – SHOALING

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

Chart 11541

NC – CAROLINA BEACH INLET – SHOALING

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

Chart 11534

NC – NEW RIVER – CAPE FEAR RIVER – SHOALING

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

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

ENCLOSURE (2)

Updated September 19, 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 – SR 49 (CR 555/Main Street) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on August 8, 2023; vertical clearance of 3.46 feet above mean high water and a horizontal clearance of 60 feet centered on the axis of the channel. (MT)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- ***Maryland*** –
Potomac River – Governor Harry Nice Memorial Bridge – Permit (1a-20-5) signed June 25, 2020, for a fixed replacement bridge with a vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the new bridge will be shifted approximately 115 feet to the west of the center of the current navigation span. (KB)
Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)
- ***Washington DC*** –
Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (CT)
- ***Virginia (Northern)*** – None.

SECTOR VIRGINIA

- ***Virginia (Southern)***
Western Branch of the Elizabeth River – Churchland Bridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)
Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)
Willoughby Bay – Permit (140b-68-5) signed December 22, 2020, for I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - fixed bridge modification; vertical clearance of 25 feet above mean high water, horizontal clearance of 50 feet, and width of 168.84 feet (MT)

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

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

SECTOR NORTH CAROLINA

- **North Carolina**

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

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

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

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

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

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

Regulations:

SECTOR DELAWARE BAY

- *Delaware* – None
- *New Jersey (Central & Southern)* –
Rancocas Creek - US Route 543 (Riverside-Delanco) Bridge – To reduce the number of openings during off-peak hours, the bridge will be maintained in the closed-to-navigation position from 7 a.m. to 3 p.m., and from 8 p.m. to 11 p.m., Monday through Friday, from 7 a.m. to 1 p.m., and from 8 p.m. to 11 p.m., Saturday and Sunday, and from 11 p.m. to 7 a.m., daily, from May 9, 2023, through October 15, 2023. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. At all other times the bridge will operate per 33 CFR 117.745 (b). (MS)
- *Pennsylvania* – None

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*
Atlantic Intracoastal Waterway (AIWW), Albemarle Sound to Sunset Beach - S.R. 74 (US 74/US 76) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate the YMCA Wrightsville Beach Triathlon from 5 a.m. through 11 a.m. on Saturday, September 30, 2023. The bridge will be able to open for emergencies, if at least 15 minutes prior notice is given to the bridge operator on VHF-FM channel 13 or at (910) 256-2886. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. 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 117.821(a)(4). Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*
Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through July 2024. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)
- *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 September 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)

Delaware River - Commodore Barry Bridge – Bridge maintenance will be from 8:00 a.m. to 5:00 p.m.; Monday through Friday; from June 5, 2023, through December 31, 2023. During the work hours, a snooper truck will be located in and around the navigation channel reducing the vertical clearance by approximately 5 to 10 feet. The snooper truck will clear the navigation span for vessels, if at least 30-minute notice is given to the safety vessel on scene via VHF-FM channel 13 or the manager of field operations via phone at (717) 554-2073. All mariners should use caution when transiting the area. (JW)

Delaware River - Benjamin Franklin Bridge – Bridge maintenance is scheduled from October 9, 2023, through October 13, 2023, between 7 a.m. and 5:30 p.m. To facilitate maintenance, a towboat and 40ft x 30ft barge will be transferring the steel from the bridge to the barge. A safety boat will be used in the waterway and will be monitoring VHF-FM Channel 13. At no time during the project will the waterway be closed to navigation. Mariners are advised to exercise caution when transiting the area. (JW)

- **Pennsylvania –**

Schuylkill River - Schuylkill River Park Trail - along the eastern bank of the Schuylkill River - Construction activities commenced in mid-February 2022, and are scheduled to conclude at the end of April 2025. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should navigate the vicinity of construction with due caution at minimum safe speed. (HP)

Schuylkill River - CSX (Tasker Avenue/BAK-2) Railroad Bridge - Bridge 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 - Cochecton Turnpike (Cochecton-Damascus) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from August 28, 2023, through November 1, 2023. During the maintenance period, a painting containment system will be installed on the bridge which will reduce the vertical clearance of the bridge to approximately 20 feet of vertical clearance at mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (607) 235-3004 or (607) 621-5947. Mariners should use caution navigating through the area. (MT)

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

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 November 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)

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

Chester River - MD 213 (Chestertown Church Hill Road) Bridge - Bridge inspection will be conducted from 7 a.m. to 5 p.m. daily, Monday through Friday; from September 5, 2023, through September 29, 2023. The bridge inspection will require a small boat with scaffolding to work in and around the navigable channel. Inspection personnel and equipment will be in proximity to the navigable channels and will relocate upon request for passage from any vessels. The vessel will be in direct contact with the bridge operator and can be reached on VHF channel 13. The drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.551. Mariners should use extreme caution when transiting the area. (JW)

- **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)

- **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.

Phoebe 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@hrcpiv.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@hrcpiv.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://hrbexpansion.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)

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

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)

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

<https://www.virginiadot.org/projects/hampton-roads/route-601-over-diascund-creek.asp>. (MT)

Elizabeth River - Eastern Branch - I-264 (Berkley) Bridge – Bridge maintenance will be conducted from 6 p.m. to 6 a.m.; Sunday-Friday; from July 16, 2023, through November 30, 2023. A 40-foot crane barge and a 25-foot tug will be located in and around the vicinity of the bridge. During the work hours, the crane barge will be located in the navigational channel, adjacent to the fender system, which will reduce the horizontal clearance of the bridge to approximately 100 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may safely transit through the bridge, if at least a thirty-minute prior notice is given to the bridge tender. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 621-8443 or (252) 333-4656. Mariners should use extreme caution navigating through the area. (MT)

Hampton River - I-64 (Hampton Roads Beltway) Westbound Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from September 5, 2023, through February 29, 2024. A work barge and temporary work trestles will be in the vicinity of the bridge but will not restrict the navigational channel. Temporary work trestles will be installed and located north of the bridge for the duration of the maintenance. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 639-5179 or (252) 312-4876. Mariners should use extreme caution when navigating through the area. (MT)

James River - James River Bridge – To facilitate bridge maintenance, the bridge will have a reduced vertical clearance from 9 a.m. to 3 p.m., Monday through Friday, from September 11, 2023, through September 22, 2023. During work hours, a snooper truck will be located in and around the navigation channel reducing the vertical clearance by approximately 15 feet to approximately 45 feet above mean high water. Vessels requiring the 60 feet above mean high water clearance or request an opening may do so, if given at least 15-minute notice to the bridge tender. The bridge tender may be reached on VHF-FM channel 13. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. All mariners should use caution when transiting the area. (JW)

SECTOR NORTH CAROLINA

- **North Carolina**

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

Banks Channel - South Bank Channel Bridge – Bridge maintenance will continue on the South Bank Channel Bridge over Banks Channel at Wrightsville Beach in New Hanover County, NC from 6 a.m. to 7 p.m. 7 days a week, through December 31, 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.

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.

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 - Onslow Beach Swing Bridge – Construction activities began October 2022 and are expected to finish February

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

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)

Chowan River - Chowan River Bridge (US 17) – Bridge 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. (CT)

Cape Fear River - CSX Navassa Railroad Bridge - To facilitate urgent bridge maintenance of the bridge swing span the bridge will remain in the closed position from 8 a.m. to 5 p.m., Monday-Thursday, from September 11, 2023, through October 5, 2023. All equipment will be located on top of the bridge. Vessels able to pass through the bridge in the closed position may do so at any time. Vessels that cannot safely transit through the bridge in the closed position may safely transit through the bridge for scheduled openings at 11 a.m. and 2 p.m., if at least a 3-hour prior notice is given to the bridge operator. If the bridge operator does not receive any request for scheduled openings, then the bridge will remain in the closed-to-navigation position. The bridge operator may be contacted at (910) 371-9612. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

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

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 – SHARK RIVER – MARINE SOIL BORING

Aquifer Drilling and Testing will begin marine soil boring on July 17, 2023 from various locations along both sides of the Main Street Bridge in the Shark River. Boring will be conducted from a 44ft jack up barge. At no time will barge impede vessel traffic in channel. Boring will be conducted 7 days a week from 0600 to 1800 and is expected to be completed around **September 29, 2023**. Crew can be reached on VHF-FM channels 9, 16, and 13.



NJ – LITTLE EGG INLET TO HEREFORD INLET - BRIGANTINE INLET- BEACH NOURISHMENT - BRIGANTINE ISLAND

Norfolk Dredging Company will begin beach nourishment on July 15, 2023, from Brigantine Inlet to Great Egg Harbor Inlet. The Dredge DELAWARE will dredge material from a location southeast of Brigantine Inlet, no more than one mile out. A floating pipeline will be placed from the southern side of the borrow area to a submerged pipeline that follows parallel along the beach in 15 feet of water to Brigantine Island Beach Placement. Submerged pipeline, approximately 15,000 feet, will be marked with buoys with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 3,000 feet at its longest and will be anchored and tended by tender tugboats. The dredge DELAWARE will stage in Absecon Inlet on the northern side of the channel in the vicinity of Brigantine Bridge. Stored equipment and floating pipeline are anchored in Mankiller Bay/Absecon Channel/Little Panama junction outside of the channel to the north and west of Brigantine Bridge. Flashing yellow lights are displayed for pipeline and white anchor lights are floating equipment. The dredge operator will monitor VHF-FM channel 13, 16, and 5.

Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. All fishnets, crab pots and structures in the general area must be removed prior to commencement of work. Dredging operations will be conducted 24 hours a day, 7 days a week, and is expected to be completed by **October 1, 2023**.

Chart 12318 LNM 26/23.

NJ – LITTLE EGG INLET TO HEREFORD INLET – CLAM CREEK – DREDGE OPERATIONS

Dredge work will begin August 21, 2023 in Clam Creek in Atlantic City, NJ. M/V Uncle Bob and Barge Luke will be operating during daylight hours until approximately **mid September** and will monitor VHF-FM Ch 13 and 16. Mariners should use extreme caution when transiting the area.

Chart 12318

NJ – LITTLE EGG INLET TO HEREFORD INLET – DREDGING & BEACH RE-NOURISHMENT

Great Lakes Dredge and Dock, LLC will begin Beach re-nourishment of Great Egg Harbor Inlet and Peck Beach including placement of approximately 1,810,000 cubic yards of beach fill starting from the groin at Seaview Road and ending between 14th and 15th Streets in Ocean City, New Jersey. The Cutter Suction Dredge (CSD) Texas will dredge beach fill quality material from the Great Egg Harbor Inlet Borrow Area, located approximately 5,000 feet offshore, northeast of the project location, east of the Great Egg Harbor 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 northeast side of Absecon Inlet in Atlantic City and in Cape May Harbor where rafted pipeline and equipment will be stored when not in use. The survey vessel Wolf River and crew transfer vessel (CTV) Cooper River will traverse between the work areas and Golden Nugget Marina in Atlantic City throughout the duration of the project.

For cautionary areas and dredging/work operations, mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

Cutter Suction Dredge (CSD) Texas, Derrick GL64, Anchor Barge, GL116, Tug Evergreen State, Tug Caspian Dawn, Tug Mr. Connor, CTV Cooper River, and survey vessel Wolf River can be reached on VHF-FM 13 and 16. Operations will be conducted 24 hours per day, 7 days per week.

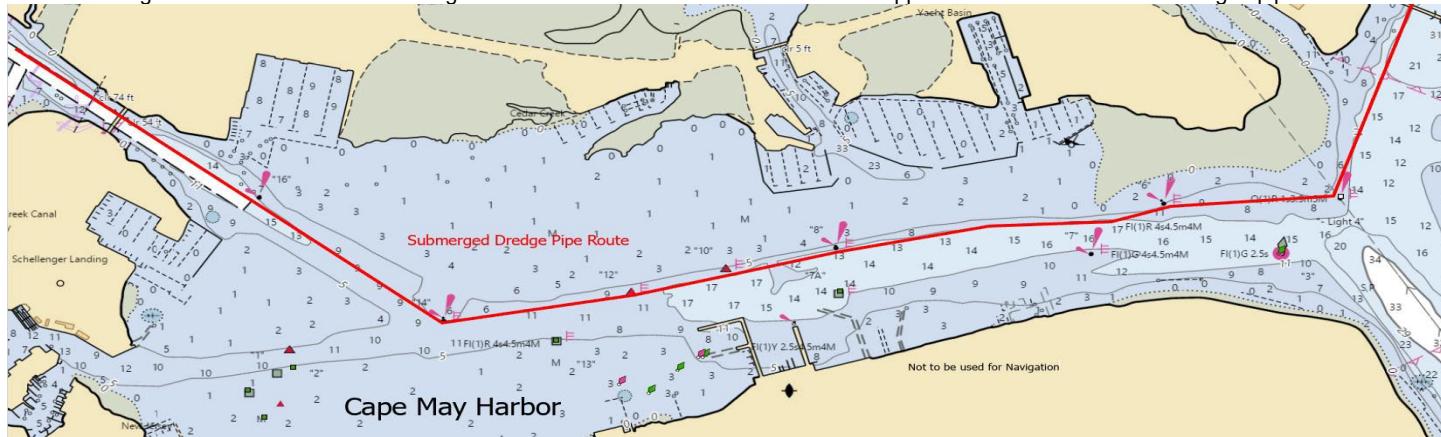
Anticipated completion Date is **August 30, 2023**.

Chart 12318

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

Mobile Dredging and Video Pipe Inc. will be conducting dredging operations in Middle Thorofare Channel, in approximate position latitude 38°57'30.44"N, longitude 74°52'38.83"W, and in Spicer's Creek Channel, in approximate position latitude 38°57'12.51"N, longitude 74°54'32.69"W. The dredging operations will begin on July 6, 2023, and the anticipated completion date is **December 31, 2023**. The Dredge D-40 will be conducting the dredging in Middle Thorofare Channel and the Dredge D-15 will be conducting the dredging in Spicer's Creek Channel. Both dredges will be monitoring VHF-FM radio channel 72 and 13.

Mobile Dredging and Video Pipe Inc. has submerged dredge pipeline beginning in Cape May Canal just north of the entrance to Spicer's Creek, and then continues to Cape May Harbor Light 16 (LLNR 36780) and then along the red side of channel to Cape May Harbor Front Light 4 (LLNR 36733), before finishing beneath Middle Thorofare Bridge. Please reference the chartlet below for the approximate location of the submerged pipeline.



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 – DREDGING

Dredgit and Michel's Construction will begin dredge operations on the Schuylkill River between the Spring Garden Street Bridge and the Girard Point (Interstate 95) Bridge starting on July 15, 2023 to **October 15, 2023**. The spud barge TOR (100' X 35') will be moored between the Spring Garden Street Bridge and the Vine Street Bridge. A floating dredge pipe will span between the Fairmount Dam and spud barge TOR. The spud barge WEEKS 231 (110' X 42') will be moored upstream (north) of the Girard Point Bridge west bridge abutment. A floating dredge pipe will span between the spud barge WEEKS 231 and the USACE Confined Disposal Facility on the west shore. Four hopper barges (WEEKS 072, WEEKS 079, ALPHALFA, SPANKY) will transport dredge material between the two spud barges. All vessels will monitor VHF-FM 16. For more information, contact Thomas Burgess, Project Manager, (813) 309-1570.

Chart 12313. LNM 24/23

PA – NJ – PHILADELPHIA TO TRENTON – UPPER DELAWARE RIVER DREDGE OPERATIONS

Seaward Marine Corp. will conduct dredge operation in sections of the Upper Delaware River between Upper Delaware River Channel Lighted Buoy 8 (LLNR 3680) and Upper Delaware River Channel Buoy 82 (LLNR 4195) and within the Fairless Turning Basin. Seaward Marine Corporation will tow loaded material barges to the staged Palmyra Cove Pumpout Barge. Operations will begin August 28, 2023. Seaward Marine will utilize multiple barges and as well various tugs in vicinity of project.

Seaward 26, Miss Morgan, and Geri T can be reached on VHF channels 16,13, and 03 and is expected to be finished around **December 30, 2023**.
Chart 12314

DELAWARE

DE – NJ – SMYRNA RIVER TO WILMINGTON – DELAWARE RIVER – CHRISTINA RIVER - DREDGE OPERATIONS

The Dredge ESSEX will commence dredging operations in the Christina River at the Port of Wilmington on or about September 8, 2023. The project at Wilmington Harbor will continue until approximately **November 8, 2023**. A submerged pipeline will run from the dredging area to the Pedricktown Disposal area on the New Jersey side of the Delaware River. A floating pipeline will connect the dredge to the submerged pipeline. The submerged pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13 and #6 VHF-FM. For any emergencies the dredge operator can be reached at 757-353-0455.

Chart 12311 LNM 37/23

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

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

Chart 12311

DE – DELAWARE CITY COOLING WATER INTAKE CHANNEL – DREDGING

All mariners please be advised that maintenance dredging of the Delaware City Cooling Water Intake Channel located at the Delaware City Refinery will commence on or about July 17, 2023, and continue until **August 31, 2023**. Dredging will be conducted in the following approximate positions: 39°35'23" N, 075°35'48" W, and 39°35'06" N, 075°37'08" W. Dredging will be conducted 24 hours a day in three 8-hour shifts, Monday through Saturday. The Dredge Fullerton will monitor VHF-FM radio channels 13 & 16. Mariners are advised to transit the area with caution.

Chart 12311

DE – SEACOAST & DELAWARE BREAK WALL HARBOR – BEACH NOURISHMENT PROJECT

Dredging operations have been completed and demobilization will occur until approximately **October 1, 2023**.

A staging area for pipeline and equipment is located in the vicinity of Delaware Breakwater Harbor, bound by the following approximate positions:

38°48'2.42"N, 75° 7'5.12"W 38°47'33.10"N, 75° 7'0.11"W
38°47'24.14"N, 75° 5'52.83"W 38°47'47.80"N, 75° 5'45.58"W

Operations will continue on a twenty-four (24) hours per day, seven days per week basis. Tugboats/vessels 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 contact Project Manager(s) on-site:

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

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

Chart 12214 LNM 08/23

DE – MD – CAPE HENOPEN TO INDIAN INLET – LEWES AND REHOBOTH CANAL – DREDGE OPERATIONS

Dredgit Corp will begin maintenance dredging utilizing a 12" suction-cutter dredge. Dredging and associated pipeline will be in the vicinity of the Lewes & Rehoboth Canal. Dredge sediments will be carried via a 12" floating and submerged pipeline approximately 9,000 LF to a USACE CDF in Lewes, DE, where the dredged material will be placed. Work will begin October 1, 2023 and be completed around **January 16, 2024**. Operations will take place 24 hours a day, 7 days a week. DSC Dredge Lady Diana and support equipment will monitor VHF 13 and 16. Vessels need to exercise extreme caution when navigating near and around the dredge. Mariners are urged to use extreme caution and transit the dredge area at their slowest safe speed to create minimum wake. Mariners are encouraged to utilize the vessels navigational aids, navigational lights and day shapes to determine safest passage. The dredge pipeline will be clearly marked with floats and amber blinking lights.

The dredge will minimize interference with the use of the Lewes & Rehoboth Canal. Dredgit will shift or move the dredge and interrupt dredging operations to accommodate the movement of vessels and floating equipment, if necessary. Pipeline crossing the canal will be submerged and marked with buoys.

Chart 12214 LNM 37/23

MARYLAND

MD – BALTIMORE HARBOR - PATAPSCO RIVER – SPARROWS POINT CHANNEL INNER BERTHING AREA – DREDGE OPERATIONS

Mechanical dredging operations on behalf of Tradepoint Atlantic will commence on or about July 27, 2023 at the inner berthing area of the Sparrows Point Channel Turning Basin on the Patapsco River. Loaded scows will be towed from the work area to an unloader barge located at Masonville DMCF. 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 **December 31, 2023**. For more information, contact Adam Dondero, (443) 695-3788, adondero@kokos.com.

Chart 12281 LNM 31/23

MD – BALTIMORE HARBOR – PATAPSCO RIVER - SOUTH LOCUST POINT MARINE TERMINAL – DREDGE OPERATIONS

Mechanical dredging operations on behalf of Maryland Port Administration will commence on or about July 27, 2023 at South Locust Point, Berth 9, on the Patapsco River. Loaded scows will be towed from the work area to an unloader barge located at Masonville DMCF. 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 **August 31, 2023**. For more information, contact Adam Dondero, (443) 695-3788, adondero@kokos.com.

Chart 12281 LNM 31/23

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 – HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY – WICOMICO RIVER, MD - DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Lexington* will be conducting dredging operations in the vicinity of the mouth Wicomico River near Wicomico River Light 10 (LLNR 23750) and Wicomico River Lighted Buoy 10 (LLNR 23745). The work area will extend all the way to Wicomico River Buoy 15 (LLNR 23770). Dredging will start September 11 through **December 30, 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. Operations will be conducted 24 hours a day, 7 days a week.

Chart 12261 LNM 37/23

MD – COVE POINT TO SANDY POINT – COVE POINT LNG TERMINAL – DIVE OPERATIONS

Greg's Marine Construction will provide maintenance to the Cathodic Protection services for Dominion's Cove Point LNG Terminal. This involves placing a cofferdam around a portion of the tunnel and working from barges and boats. Vessels are requested to use idle speed when within 2 miles of terminal so as not to have the barges hit against the tunnel due to high waves and for the safety of diver and crew on board.

The work is scheduled to begin June 5, 2023 through **October 30, 2023**.

Chart 12263 LNM 23/23

MD – CHOPTANK RIVER AND HERRING BAY – ROCK HOLD CREEK

Southern Maryland Dredging, Inc. will begin the dredging of Herring Bay and Rockhold Creek, beginning in the Herring Bay and working their way into Rockhold Creek. Equipment will be on site starting June 12, 2023 and anticipated dredging will begin the week of June 26, 2023.

The dredge is an Ellicott 670. In addition to the dredge, 4 small work skiffs, 4 miles of pipeline from the dredge to the spoil site and two anchor barges as well as two booster pumps will be utilized. The pipeline will be continuously marked with orange buoys. Dredge will operate 5 days a week, 12 hours a day, weather permitting, and we will monitor VHF-FM channel 09. Work is scheduled to be completed by **September 30, 2023** with equipment breakdown shortly after. All equipment should be removed from the area by October 31, 2023.

Chart 12266 LNM 24/23

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 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
N39°08'40.34	W-76°19'33.80	N39°12'25.38	W-76°15'13.98	N39°08'42.35
N39°08'42.35	W-76°19'34.24	N39°12'42.11	W-76°15'04.40	N39°09'02.75
N39°09'00.52	W-76°19'13.89	N39°12'44.52	W-76°15'11.36	N39°08'58.86
N39°08'54.28	W-76°19'58.74	N39°12'39.03	W-76°15'14.51	N39°08'53.64
N39°08'56.43	W-76°20'05.84	N39°12'20.01	W-76°15'30.13	N39°08'23.07
		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 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**
Chart 12270, 12278, 12281

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – SPARROWS POINT CHANNEL – DRILL SOIL BORING OPERATIONS

Drill soil boring operations are scheduled to occur in the vicinity of Sparrows Point Basin and Brewerton Channel, Baltimore MD. **from August 28 to October 6, 2023**. Work will be conducted Monday—Friday, from 7 a.m. to 5:00 p.m., and may include weekends to make up for weather-related delays, if needed. The boring operations will be conducted in approximate position latitude 39°12.09' N, longitude 076°29.02' W. Marine equipment on site for the duration of the project includes a spud barge (85' x 40' x 5.5'), 2 tugs, and a crew boat. All equipment will be clearly marked and lighted as required by U.S. Coast Guard regulations. To prevent damage to the gear, mariners operating vessels nearby are requested to proceed at a reduced safe speed that minimizes wake at the work site. Interested mariners can contact the marine project vessels, while working, on marine band radio VHF-FM channels 16 and 13.

Chart 12278.LNM 35/23

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

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

Chart 12281

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 WESTERN BRANCH – DREDGE OPERATIONS******

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

Chart 12254

VA – LYNNHAVEN RIVER EASTERN BRANCH – DREDGE OPERATIONS

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 – CAPE HENRY TO THIMBLE SHOAL LIGHT – THIMBLE SHOAL CHANNEL – DREDGE OPERATIONS******

Starting approximately September 19, 2023 and continuing until approximately December 1, 2023, Clamshell Dredge "Weeks 506", crew boat "Olivia", Tugs "Thomas" and "Liz Alma", along with split hull scows (257 & 264) will be operating in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235) and Thimble Shoal Channel Lighted Buoy 13 (LLNR 9275). Dredged material will be transported to the approved Dam Neck Ocean Disposal Site – DNODS - Cells 5 & 6.

Work limits for the Thimble Shoal Channel will be bound by the following approximate positions:

37°01'35.24"N, 076°15'57.82"W 36°59'11.10"N, 076°06'41.27"W

36°57'37.50"N, 076°07'8.25"W 36°59'53.72"N, 076°16'36.67"W

The DNODS will be bound by the following approximate positions:

36°51'41.07"N, 075°55'41.74"W 36°51'45.15"N, 075°51'16.40"W

36°45'47.19"N, 075°50'54.07"W 36°45'45.72"N, 075°55'33.04"W

Dredging operations will be conducted on a twenty-four (24) hours per day, seven days per week basis. Clamshell dredge, tugboats and crewboat will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Equipment will each have all required U.S. Coast Guard lighting for night operations. For additional information contact contact Project Manager(s) on-site:

PM, David McNeill - (985) 237-5069, dmcneill@weeksmarine.com

Chris Rossell – (904) 206-6603, crossell@weeksmarine.com

Matt Williamson – (910) 674-1125, mmwilliamson@weeksmarine.com

Superintendent, Joe Mazzarella – (985) 273-1152, jmmazzarella@weeksmarine.com

Chart 12254

VA – CAPE HENNERY TO THIMBLE SHOAL LIGHT - LITTLE CREEK HARBOR – DREDGE OPERATIONS

W3 Marine and the dredges MOBRO 112, MOBRO 114, and MOBRO 1003 will be conducting dredging operations at Little Creek Entrance Channel in the vicinity of Little Creek Naval Base beginning on January 15 2023 until **November 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 dredges, dumpscows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge area. Mariners are reminded to strictly comply with Inland Rules of the Road.

Chart 12255 LNM 28/23

VA – NORFOLK HARBOR AND ELIZABETH RIVER – PORTSMOUTH MARINE TERMINAL – DREDGE OPERATIONS

Great Lakes Dredge & Dock Company, LLC (GLDD) with two Attending Tugs, Mechanical Bucket Dredge No. 58, and Three Scows (Tugs and Scows will be determined closer to startup) will commence dredging operations for the Portsmouth Marine Terminal Berth Expansion Project between coordinates point A - 36°51.46239'N, 076°19.75501'W, point B - 36°51.71810'N, 076°19.33481'W, point C - 36°51.65039'N, 076°19.27381'W, point D - 36°51.53745'N, 076°19.20599'W, on September 17th, 2023. Dredged material will be transported to Norfolk Ocean Disposal Site and bottom dumped in the contract designated area by Scows 64, 67, and 68. Disposal operations will take place in a 900' radius around Point E - 36°56.02733'N, 075°37.75377'W. Operations will occur 24 hours per day, 7 days per week. Please note that GLDD has a planned Mooring Area located at 36°56.46077'N, 76°22.47107'W and asks boaters to maintain a safe distance of 150' from the area, due to the presence of floating line and a buoy at the location. For more information, contact Project Manager: Chris Pomfret CPomfret@glld.com (239) 250-0974 or Site Manager: Kevin Holt KHolt@glld.com (630) 750-1304. Project expected to be completed by December 30, 2023.

Chart 12253 LNM 35/23

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

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

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

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

Chart 12253 LNM 23/23

VA – HAMPTON ROADS - NEWPORT NEWS – PIPELINE INSTALLATION PROJECT

A pipeline installation project will begin on or about August 1, 2023 and is expected to continue to **August 2025**. A temporary work platform measuring 200 feet in length by 90 feet in width will be constructed on the south side of the federal shipping channel and federally maintained anchorage area, approximately $\frac{3}{4}$ of a mile west of the Monitor-Merrimac Memorial Bridge Tunnel. Its approximate center at latitude/longitude 36.9486259°N, 076.4195787°W. At various stages of construction, series of piles will extend north ward from temporary work platform and barges will be moored to and around platform. The temporary work platform and each barge will be individually equipped with four (4) 360-degree visible white warning lights, one (1) light at each corner. All mooring piles, buoys, and goal-post piles will also be individually equipped with one (1) 360-degree visible white light atop each pile. At no time will construction project affect, interfere with, obstruct, nor otherwise adversely impact marine traffic in the federal navigation channel or federally maintained anchorage area.

Tugs, vessels, and platform operations associated with these construction activities will monitor VHF-FM channels 13 and 16 when work is in progress, or when vessels are operating in the project area. To reach an on-scene manager, contact Clint Robertson 757-705-6615. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Updated project information can be obtained from <https://www.hrsd.com/boat-harbor-underwater-transmission-pipe-installation>.

Chart 12245 LNM28/23

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 – 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 Skiffs 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 – JAMESTOWN ISLAND TO JORDAN POINT – CHICKAHOMINY RIVER – PIER PROJECT

Crofton Construction Services, Incorporated (CCSI) will be performing construction at the Chickahominy Riverfront Park with the demolition of the existing pier and installation of a 290 open-pile pier, and asphalt access pathway. Approximate project location: 37°15'52.90"N, 76°52'28.98"W. Project will begin June 5, 2023, and continuing until **March 1, 2024**, from 7:00 AM – 5:00 PM, five days a week. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction. Barge(s) & vessel(s) will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined to the barges with crew boats working in the vicinity. The entire channel will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.

Chart 12251 LNM 21/23

VA – CAPE CHARLES TO WOLF TRAP – KINGS CREEK

Michaels Construction Company will begin dredging Kings Creek Channel with dredged material will be conveyed by pipeline to the nearby County owned Cape Charles Public Beach. Nassawadox Creek Channel; with dredged material is anticipated to be conveyed by pipeline to nearby County owned property on the southern end of the creek mouth for nearshore berm creation. Dredge Cadiz and support vessels be engaged in operation 6 days a week from 0600 to 1800 and will monitor CH 13 and 16. Crew requires one (1) hour notice to shut down and disassemble pipeline if needed to move from channels. Project timeline is estimated to begin on September 11, 2023 and completed by **December 11, 2023**. LNM 37/23

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

NORTH CAROLINA

NC – OREGON INLET – DREDGING OPERATIONS

EJE Dredging Service will begin dredging operations back in the Oregon Inlet. The "MISS KATIE" dredge vessel is expected to begin dredging operations on June 20, 2023, and will continue throughout the remainder of the summer, dependent upon weather conditions, maintenance, and/or other emergency dredging projects out of the area. Dredging operations will be performed on a schedule of 12 hours and/or 24 hours a day, seven (7) days a week. Material that is hopper dredged will be transported to a disposal site located in deep sour holes near the Basnight Bridge on the south side of Oregon Inlet and/or a nearshore site located off Pea Island. All mariners are requested to use caution in the area. MISS KATIE can be reached on VHF-FM CH 16 and 13. For more information, contact Jordan Hennessy at jhennessy@ejedredgng.com or (252) 597-5752.

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

Beginning on or around October 1, 2023, the Dutra Clamshell Dredge DB Paula Lee, Tug "Colonel", Dump Scow WF-9, Dump Scow CK-7, and Work Boat "Trojan" will be operating in the lower Cape Fear River at the Military Ocean Terminal at Sunny Point (MOTSU). The MOTSU Base is located on the western side of the Cape Fear River between the Reaves Point Channel and the Upper Midnight Channel as designated by the security zone. Project will take approximately 2.5 months putting completion close to mid-**December 2023**. During the operations, our towing tug, the Colonel, will be moving the two dump scows between the dredge area and the Ocean Dredged Material Disposal Site (ODMDS) which is approximately 9 NM from the mouth of the Cape Fear River. The equipment will operate 24 hours a day, 7 days a week until the assignment is complete. Mariners are urged to proceed with caution at a slow, safe speed when passing or overtaking one of the project vessels. The crew of the DB Paula Lee will monitor VHF channels 13, 16, and 68A for communication purposes.

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 – LITTLE EGG HARBOR – BEACH HAVEN – BARGE BASED FIREWORKS DISPLAY

A barge-based fireworks display is scheduled to occur on the Little Egg Harbor off of Beach Haven, NJ, from 9 p.m. to 10 p.m. on the following dates: September 2, 2023, or on a rain date of September 3, 2023; September 22, 2023; October 7, 2023 or a rain date of October 8, 2023. A fireworks barge will be located at approximate position latitude 39°34'18.77" N, longitude 074°14'36.2" W. Mariners are advised to stay a safe distance from the barge and transit the area with caution. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

NJ – DELAWARE RIVER – CAMDEN – BARGE BASED FIREWORKS DISPLAY - SAFETY ZONE

A barge-based fireworks display is scheduled to occur on the Delaware River adjacent to RCA Pier in Camden, NJ. The fireworks display will be from 9:30 p.m. to 9p.m. on **September 22, 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°56'53.65"N, longitude 75°08'03.43"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 – 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: **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 AND MAGOTHY RIVERS – SEVERN RIVER – ANNAPOLIS HARBOR CHANNEL – SAILING REGATTA

A sailing regatta is scheduled to occur on the Severn River on **September 23, 2022**, between 11 a.m. and 4 p.m. Up to 40 sailboats (18-40 feet in length) will conduct a single pursuit-type sail race along a designated course located between Annapolis Harbor Channel NOAA Lighted Data Buoy AN (LLNR 19697) and Annapolis Harbor Channel Buoy 13 (LLNR 19775), at Annapolis, MD. Start will be at approximately noon. Interested mariners can contact the Race Committee boat via marine band radio VHF-FM channels 9, 13, 16 and 71. Additional information on the Annual Seafarers Regatta is available at website <http://seafarersyc.com/regatta>. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2693.

Charts 12282.

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://iworldannapolis.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 – COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – WILLIAM P. LANE, JR. MEMORIAL BRIDGES – REGULATED AREA

The annual "Bay Bridge Paddle" paddling races are scheduled to occur on the Chesapeake Bay between Sandy Point, MD and Kent Island, MD on **September 23, 2023**, between 8 a.m. and 1 p.m. As described in Table 2 to Paragraph (i)(2) in [33 CFR 100.501](#), a regulated area is established for all navigable waters of the Chesapeake Bay, adjacent to the shoreline at Sandy Point State Park and between and adjacent to the spans of the William P. Lane Jr. Memorial Bridges, from shoreline to shoreline, bounded to the north by a line drawn from the western shoreline at latitude 39°01'05.23" N, longitude 076°23'47.93" W; thence eastward to latitude 39°01'02.08" N, longitude 076°22'40.24" W; thence southeastward to eastern shoreline at latitude 38°59'13.70" N, longitude 076°19'58.40" W; and bounded to the south by a line drawn parallel and 500 yards south of the south bridge span that originates from the western shoreline at latitude 39°00'17.08" N, longitude 076°24'28.36" W; thence southward to latitude 38°59'38.36" N, longitude 076°23'59.67" W; thence eastward to latitude 38°59'26.93" N, longitude 076°23'25.53" W; thence eastward to the eastern shoreline at latitude 38°58'40.32" N, longitude 076°20'10.45" W, located between Sandy Point and Kent Island, MD. The regulated area will be enforced from 7 a.m. to 1 p.m. on September 23, 2023. All coordinates reference Datum NAD 1983. The Captain of the Port (COTP) may assign one or more official patrol vessels, as described in [33 CFR § 100.40](#). The patrol vessels and Event Patrol Commander (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 U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2693.

Charts 12263, 12270.

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.bcyva.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.

******MD – CHESAPEAKE BAY – BALTIMORE HARBOR – NORTHWEST HARBOR - SAILING REGATTA******

Annual sailboat race events are scheduled to occur in Baltimore Harbor on **September 30, 2023** (no rain date), between 11 a.m. and 6 p.m. Approximately 50 sailboats (up to 50 feet in length) will compete in three designated sail race areas located on the Patapsco River at Baltimore, MD, as follows: two drop-mark buoys courses, one located within the Northwest Harbor in the vicinity of the turning basin near Canton and one located southeast of Fort McHenry National Monument and Historic Shrine in the vicinity of the Fort McHenry Angle; and one pursuit race using existing channel marks that occurs in an area between Baltimore Inner Harbor Buoy 2 (LLNR 21363) and the Francis Scott Key (I-695) Bridge, with races in this area beginning at noon. Participants will be supported by sponsor-provided motor launches. Interested mariners can contact the Downtown Sailing Center Race Committee on marine band radio VHF-FM channel 13, 16 or 71. More information on the "DSC Ya Gotta Regatta" event is available at website www.downtownsailing.org/. 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.

Chart 12281.

MD – CHESAPEAKE BAY – CHESTER RIVER – ROCK HALL - HARBOR – SWIM EVENT****

The swim segment of an annual triathlon event is scheduled to occur in Rock Hall Harbor at Rock Hall, MD during **September 30 through October 1, 2023**, between 7:30 a.m. and 11:30 a.m. both days. Up to 500 swimmers in timed groups of 50-75 athletes will compete along a marked 750-meter course (two laps on Saturday starting at 8 a.m., and one lap on Sunday starting at 9 a.m.). Yellow triangular buoys will mark swim course turns, and orange buoys will mark course straight-aways. There is no alternate swim course layout, and the swim direction will be determined on the day of the event. The swim course set-up is planned on Friday at 1 p.m. and its removal is planned on Sunday at approximately 1 p.m., following conclusion of the event. Swimmers will be supported by sponsor-provided watercraft, which can be contacted on marine band radio VHF-FM channel 78A. More information on the "Waterman's Triathlon" is available at website <https://kineticmultisports.com/races/watermans/>. Official patrol vessels on scene can be contacted on marine band radio VHF-FM channel 16. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2693.

Chart 12272

******MD – CHESAPEAKE BAY – HEAD OF CHESAPEAKE BAY – UPPER ELK RIVER – NIGHTTIME WATER SKIING EVENT******

A nighttime water skiing tournament and exhibition is scheduled to occur in the Upper Elk River during **September 30, 2023 through October 1, 2023**, from 7 p.m. to 2 a.m. The event includes using the Upper Chesapeake Waterski Club (UCSC) slalom course located at the public headwaters of the Chesapeake Bay running in straight line from approximate position latitude 39°34'01.8" N, longitude 075°50'47.4" W to approximate position latitude 39°34'04.2" N, longitude 075°50'36.0" W. Sponsor-provided safety boats will be stationed south of the navigable channel to alert recreational boaters of the tournament site during the event. Additional information on this UCSC Moonlight SKI event can be obtained at website <https://sites.google.com/view/upper-chesapeake-waterskiclub/>. For any comments or questions, contact U. S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at (410) 576-2693.

Chart 12274

VA - MD – CHESAPEAKE BAY AND POTOMAC RIVER – LONG DISTANCE KAYAK EVENT

An annual long distance kayak event is scheduled to occur on the Chesapeake Bay during **September 16, 2023-September 23, 2023**, between 10 a.m. to 6 p.m. each day. Up to 16 participants will operate ocean kayaks (16-18 feet in length) along a designated course, over 225 miles in length, that starts in the Chesapeake and Delaware Canal, and proceeds westward into the Chesapeake Bay then southward along the eastern shore to Kent Island, MD, then crosses the Chesapeake Bay to Rock Hall, MD, and continues southward in the Chesapeake Bay along the western shore to Cove Point, MD. The course will resume in Dahlgren, VA traveling upriver along the Potomac River, and finish at Washington, D.C. The event management can be contacted via marine band radio VHF-FM channel 69. More information on the "Operation Deep Blue" charity event can be obtained at website www.operationdeepblue.org. For any comments or questions related to that portion of the event held upon navigable waters located within the State of Maryland, contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division at telephone number (410) 576-2693. Chart 12280.

******VA - MD – UPPER POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN - LITTLE HUNTING CREEK – FIREWORKS DISPLAY******

A short-duration aerial fireworks display is scheduled to occur on the Potomac River from a barge near the grounds of George Washington's Mount Vernon Estate and Gardens, on **September 30, 2023** (no rain dates) at 9 p.m. and **October 5, 2023** (no rain date) a 9 p.m. 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 500 feet from the fireworks barge in approximate position latitude 38°42'22.35" N, longitude 077°04'59.54" W, located near Little Hunting Creek LB 4 (LLNR 18430). For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12289.

******VA - MD - POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – UPPER POTOMAC RIVER – GEORGETOWN CHANNEL – FIREWORKS DISPLAY SAFETY ZONE******

An aerial fireworks display is scheduled to occur on the Upper Potomac River on **October 5, 2023** (no rain date) at 8 p.m. The Coast Guard is establishing a temporary safety zone for all navigable waters of the Potomac River within 500 feet of the fireworks barge in approximate position latitude 38°53'43.13" N, longitude 077°03'30.62" W, located near the John F. Kennedy Center for Performing Arts, in Washington, D.C. These coordinates are based on datum NAD 83. This safety zone will be enforced from 7:30 p.m. to 9:30 p.m. on **October 5, 2023**. Under the general safety zone regulations in subpart C of Title 33 Code of Federal Regulations part 165, you may not enter the safety zone described in this article unless authorized by the U.S. Coast Guard Captain of the Port Maryland-National Capital Region (COTP) or the COTP's designated representative. To seek permission to enter, contact the COTP or the COTP's representative by telephone at 410-576-2693 or on Marine Band Radio VHF-FM channel 16 (156.8 MHz). The Coast Guard vessels enforcing this section can be contacted 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. Comments or questions should be directed to U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

******VA – MD – CHESAPEAKE BAY – GREAT CHESAPEAKE BAY SCHOONER RACE PARADE OF SAIL******

The Great Chesapeake Bay Schooner Race Sailing Race will be held in the Chesapeake Bay from October 4 to October 7, 2023. The sailboat races will begin in Baltimore, VA at 4 p.m. on October 4th and end at Thimble Shoal Lighthouse in Norfolk, VA at 12 p.m. on October 7th. Mariners are requested to use caution when transiting the area.

Chart 12245

VA – ATLANTIC OCEAN – SOUTHERN CHESAPEAKE BAY

Mariners are advised that the Broad Bay Sailing Association will be sponsoring the Neptune Atlantic Regatta on September 30, 2023, from 9:00 a.m. to 4:00 p.m. This event is being held to support the Virginia Beach Neptune Festival. There will be approximately 30 mono-hull sailboats racing from the southern Chesapeake Bay to the Atlantic Ocean near the Virginia Beach ocean front at 24th Street. Mariners are advised to keep a sharp lookout for these sailboats and exercise caution.

Chart 12221

VA – VIRGINIA BEACH, VIRGINIA – OCEANFRONT – WAVEDAZE EVENT

Mariners are advised that the event WaveDaze will be held at the Virginia Beach Oceanfront between 7th and 14th Street on **October 12, 2023**. Small personal watercraft will be near the shoreline beginning at 8 a.m. until at 7 p.m. Mariners are requested to use caution when transiting in the vicinity of the race area.

******VA – SOUTHERN CHESAPEAKE BAY – LITTLE CREEK HARBOR – REGATTA******

The Back Bay Sailing Association will be sponsoring the 2023 Bold Mariner Cup on Saturday **October 14th, 2023**, from 10:00 AM until 3:00 PM. The race will be held in the southern Chesapeake Bay in the vicinity of Ocean View around a combination of drop marks. An estimated 25 boats will be participating in this year's race with mono-hull sailboats ranging in size from 20-50 feet LOA. Mariners are requested to use caution and bare steerage when transiting the area.

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 – HAMPTON FLATS - CCV RACING OCTOBERFEST RACE SERIES 2023

The CCV Racing is sponsoring the Octoberfest Race Series from October 4th to **October 25th** every Wednesday in the Hampton Flats. The sailing regatta will be held from at 5 p.m. to 9 p.m. each Wednesday. Mariners are requested to use caution when transiting the area.
Chart 12222

VA – HAMPTON HARBOR - LOWER CHESAPEAKE/OFF BUCKROW BEACH - CCV Racing 2023 Fall Series

The CCV Racing is sponsoring the Fall Series Regatta. The event will occur at Hampton Harbor on **September 17th and October 8th**. And then again at Southern Chesapeake Bay in the vicinity of Buckrow Beach on September 24th. The sailboats will begin transiting to the racing area at 10 a.m. each day. Mariners are requested to use caution when transiting the area.
Chart 12245

VA – ELIZABETH RIVER - CCV RACING 2023 TRIPLE TUNNEL RACE

The CCV Racing is sponsoring the Triple Tunnel Race in the Hampton Harbor and the Elizabeth River. The sailing regatta will begin on **October 15, 2023** at 10 a.m. and end at 2:30 p.m. Mariners are requested to use caution when transiting the area.
Chart: 12222

VA – HAMPTON ROADS - WILLOUGHBY BAY – WILLOUGHBY MEMORIAL RACE

BBSA is sponsoring the Willoughby Memorial Race in Willoughby Bay. The sailing regatta will begin on **October 7, 2023** at 6:00 p.m. and end at 9:00 p.m. Mariners are requested to use caution when transiting the area.
Chart 12245

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 – HAMPTON ROADS – ELIZABETH RIVER - ODU SAILING CENTER - FIREWORKS DISPLAY****

The Old Dominion University Alumni Association is sponsoring fireworks display at the ODU Sailing Center on the Elizabeth River in Norfolk, VA. The Fireworks will begin on **September 22, 2023** 7:30 p.m. and end at 07:40 p.m. Mariners are requested to use caution when transiting the area.
Chart 12245

VA – HAMPTON ROADS – MILLCREEK – FORT MONROE – POWER BOAT RACES

City of Hampton and Hampton Cup Racing Club are sponsoring the Hampton Cup Regatta on **September 23rd and 24th** in Mill Creek, Hampton, VA. The powerboats will begin transiting to the racing area at 10 a.m. each day. The US Coast Guard will be enforcing a Special Local Regulation within Mills Creek. Vessels may not enter, remain in, or transit through portions of the regulated area during this time unless authorized by the Patrol Commander. There will be an established Spectator Area for those spectating the marine event. Mariners can contact the Patrol Commander via VHF-FM Channel 16.
Chart 12222

******VA – HAMPTON ROADS – LAFAYETTE RIVER – SAILING REGATTA******

The Norfolk Yacht and Country Club is sponsoring the Snipe North American Championship at the mouth of the Lafayette and Elizabeth Rivers. The sailing regatta will be held on **October 20-22, 2023** at 9 a.m. until 4 p.m. each day. Mariners are requested to use caution when transiting the area.
Chart 12245

VA – YORKTOWN TO WEST POINT – MATTAPONI RIVER

The West Point Chamber of Commerce is Sponsoring fireworks display in the waters of the Mattaponi River in West Point, VA. The Fireworks will begin on **October 6, 2023** at 8 p.m. and end at 8:08 p.m. Mariners are requested to use caution when transiting the area.

VA – LAKE ANNA – TRIATHLON

Kinetic ENDEAVORS LLC is sponsoring the Patriots Triathlon on Lake Anna, VA. The Triathlon will begin on **October 7th** at 9:00 a.m. and end at 11:00 a.m. Mariners are requested to use caution when transiting the area.

NC – ATLANTIC OCEAN AND BANKS CHANNEL – WRIGHTSVILLE BEACH – CAROLINA YACHT CLUB REGATTAS

Mariners are advised that the Carolina Yacht Club will host a series of regattas in the Atlantic Ocean near Masonboro Inlet and Banks Channel in Wrightsville Beach, NC. Approximately 45 regattas will take place from March 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

VA – LAKE ANNA - GIANT ACORN TRIATHLONS

Kinetic Endeavors LLC is sponsoring the Giant Acorn Triathlons on Lake Anna, VA. The Triathlons will be held on **September 23rd and 24th**, 8:00 a.m. until 11:00 a.m. each day. Mariners are requested to use caution when transiting the area.

NC – BANKS AND MOTTS CHANNEL – WRIGHTSVILLE BEACH – YMCA WRIGHTSVILLE BEACH TRIATHLON

Mariners are advised that the Coast Guard will establish a temporary safety zone for the YMCA Wrightsville Beach Triathlon on **September 30, 2023** from 7 AM to 10:30 AM. Approximately 800 swimmers will compete along a course starting at the Blockade Runner across Banks and Motts channel to the Sea Path marina. Mariners are advised to use caution while transiting in this area.



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

NEW OR UPDATED INFORMATION

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

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

TerraSond will be conducting geotechnical investigations from the Almar 31 survey vessel with support from Carta within a survey area in state nearshore waters bounded by the NY and NJ coast and the following coordinates:

40° 02' 36.7" N, 73° 58' 51.8" W; 40° 03' 06.4" N, 74° 02' 55.3" W;

40° 30' 2.7" N, 74° 17' 35.7" W; 40° 36' 35.5" N, 74° 02' 46.7" W;

40° 31' 54.1" N, 73° 39' 26.9" W; 40° 21' 6.3" N, 73° 54' 22.3" W.

Equipment on Almar 31 includes a 3m vibra-core unit, Ocean Instruments RIC 5500 CPT unit. Survey operations start approximately on August 28th, 2023, until approximately **September 30th, 2023** and will be conducted 7 days per week, 12 hours per day during daylight until survey completion with periodic port calls. Both Almar 31 and Carta will monitor VHF-FM Ch 16. Almar 31 will have restricted to no maneuverability during survey operations for extended periods of time and is requesting mariners operating in or transiting the area to give a 0.5 NM passing clearance. Mariners, please transit the area with extreme caution. For more information, Trevor Jones (Vessel Operations Manager for Bluepoint Wind) may also be contacted at 1-857-972-4328.

Chart 13003 LNM 33/23

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), and nearshore waters of NY and NJ.

The survey area is within the following 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, and marine multi-tip sparker seismic system (MCS) will be used starting on March 1, 2023, until approximately **September 30, 2023** and will conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. In addition, the vessel will be towing an ultra-high-resolution streamer. 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 geotechnical investigations from GO Adventurer within a survey area in state and offshore waters bounded by the following 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

Equipment on the vessel including a 6m vibra-core unit, ROSON 100 CPT unit, and Fielax thermal Resistivity test system. Survey operations start approximately on August 21, 2023, until approximately **October 30th, 2023** and will be conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. GO Adventurer will monitor VHF-FM Ch 16. The vessel will have restricted or no maneuverability during survey operations for extended periods of time and is requesting mariners operating in or transiting the area to give a 0.5 NM passing clearance. Mariners, please transit the area with extreme caution. For more information, Trevor Jones (Vessel Operations Manager for Bluepoint Wind) may also be contacted at 1-857-972-4328.

Chart 13003 LNM 32/23

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 conducted 7 days per week, 24 hours per day for Gerry Bordelon, until survey completion with periodic port calls. Gerry Bordelon 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

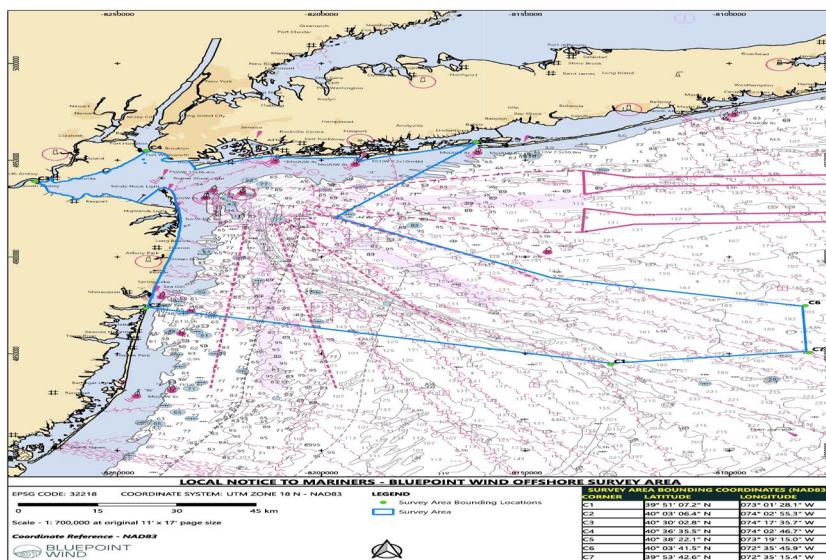
EGS will be conducting geophysical survey activities from the Time & Tide survey vessels within NJ and NY waters and federal waters.

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.

Side scan sonar (SSS), multibeam bathymetry echo sounder (MBES), cesium vapor magnetometer (MAG), parametric sub-bottom profiler (SBP), single-channel seismic boomer (S-UHRS), and ultrashort base line (USBL) acoustic transceiver will be used starting on April 1, 2023, until approximately **September 30, 2023** and will conduct 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



NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The MPSV Sea Gull, call sign LAGK8, will be conducting geotechnical survey operations, using geotechnical drilling equipment. Operations will occur within Lease Area OCS-A-0539 located ~56 nautical miles (103 km) off the east coast of the USA (closest distance to New York) and will begin around August 10th, 2023, and continue to approximately **September 30, 2023**.

Operating area Lease 0539:

N extent: 39° 39' 52" N / 73° 18' 25" W NE extent: 39° 35' 10" N / 73° 05' 52" W

S extent: 39° 24' 58" N / 73° 18' 17" W SW extent: 39° 28' 28" N / 73° 29' 38" W

The MPSV Sea Gull 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 MPSV Sea Gull will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements. Please see below the vessel information and map as a reference.

Chart 13303 LNM 32/23

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

Fugro will be conducting geotechnical investigations from Regulus and/or Explorer within the Bluepoint Wind Lease Area (OCS-A 0537).

The survey area will be bounded by the following 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

Equipment on the vessel(s) include C25 drill rig, API drill pipe, WISON geotechnical sampling equipment and P&S logging equipment. Survey operations start approximately on July 7, 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. Regulus and/or Explorer will monitor VHF-FM Ch 16. The vessel(s) will have restricted or no maneuverability during survey operations for extended periods of time and is requesting mariners operating in or transiting the area to give a 0.5 NM passing clearance.

Mariners, please transit the area with extreme caution. For more information, Trevor Jones may also be contacted at 1-857-972-4328.

Chart 13003 LNM 25/23

NY - NJ - SEACOAST - OFFSHORE SURVEY OPERATIONS

TDI-Brooks International's chartered vessel ORV *Marcelle Bordelon* (Radio Call Sign: WDJ2038) will be conducting geophysical operations offshore New York / New Jersey from approximately September 5, 2023 to **December 31, 2023**, weather permitting. Vessel will have restricted maneuverability during survey operations and requests a CPA of 0.5 – 1.0 mile to accommodate operations. Geophysical data will be collected along potential export cable routes from the OCR-A 0538 lease area to the fed-state boundary in support of the project. Area bound by:

39-46-10.62N, 074-01-45.89W 40-28-36.53N, 073-55-07.81W
40-28-04.49N, 073-12-14.15W 39-45-36.06N, 073-13-20.86W
Marcelle Bordelon will monitor VHF 16 & 13 during the surveys. LNM 37/23

NY - NJ - SEACOAST - OFFSHORE SURVEY OPERATIONS

The *R/V Westerly*, will be conducting survey operations, operating multibeam bathymetry; side scan sonar; marine magnetometer, and shallow/medium seismic to map the seafloor and near-surface sub-bottom conditions. Vessel may additionally run weather patterns or testing in sheltered areas without survey sensors. Average vessel speed will be 3.7 knots while towing sensors up to 425 feet behind vessel. Operations will continue through **December 2023**. Survey area will be bounded by the following approximate positions in Lease area 0542, Lease area 0539, and along export route(s) originating at the lease and terminating outside of Lower New York Bay:

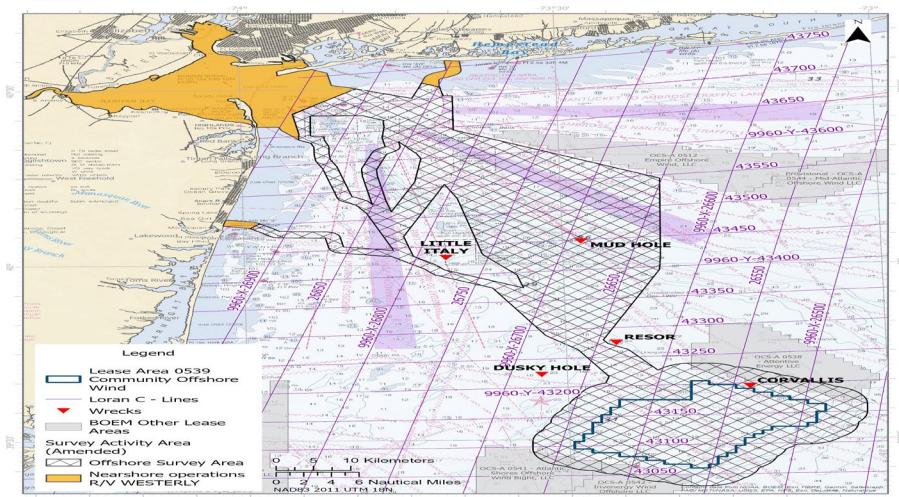
NW= 40° 08' 17.6743"N, 74° 02' 33.6234" W
NE = 40° 08' 16.2502" N, 73° 59' 45.4728" W
SE = 40° 04' 17.4962" N, 73° 59' 48.9814" W
SW = 40° 04' 18.9170" N, 74° 02' 36.9687" W
NW= 40° 44' 44.5159" N; 74° 04' 36.7620" W

Manasquan Area:

NE=40° 44' 37.9188" N, 73° 52' 14.8115" W
SE = 40° 25' 58.4141" N, 73° 52' 33.6006" W
SW=40° 26' 04.9397" N, 74° 04' 52.1231" W
And
NW=40°34'57.535"N 73°40'31.109"W
NE=40°34'55.143"N; 73°39'05.781W,
SE=40°30'29.714"N, 73°41'02.522"W,
SW=40°31'10.986"N,73°42'44.033"W,

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

Chart 12326, 12323



NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

Go Prusuit will be conducting benthic sampling operations – collecting shallow sediment samples from the seafloor. Vessel will collect samples from several locations within the project sites. Vessel will be stationary while lowering equipment over the stern to sample the seafloor. Sample area bounded by:

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" W;
40° 34' 49" N, 74° 01' 41" W.

Survey work will be conducted 24 hours a day between September 18, 2023 and October 31, 2023. Vessel will be restricted in its ability to maneuver when sampling and approaching vessels are requested to pass at a closest point of approach of 0.5 nautical miles. LNM 37/23.

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 - 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: WDZ 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

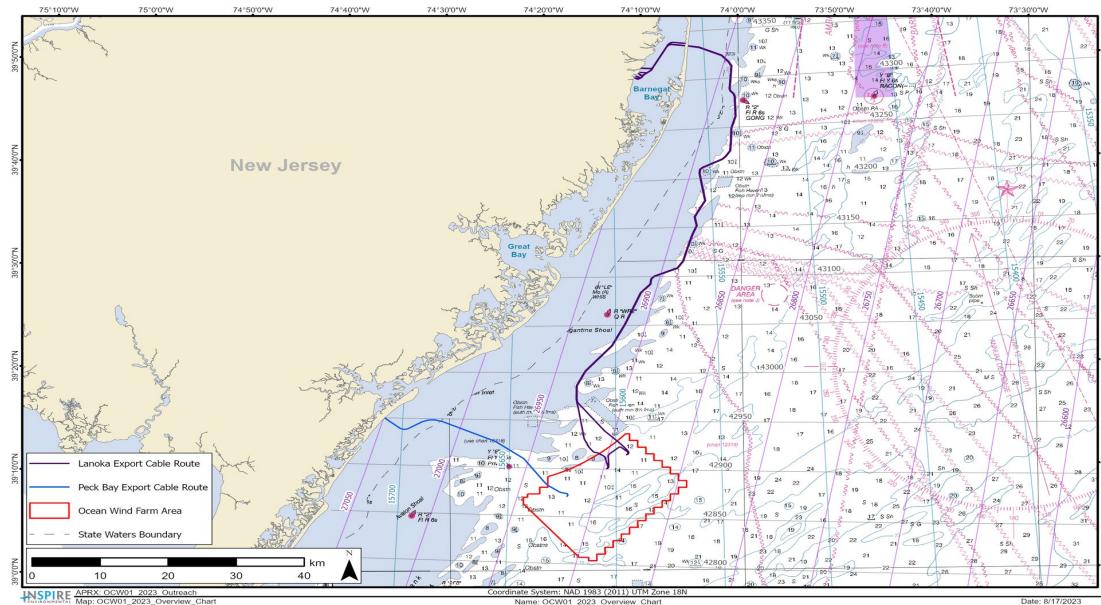
NJ – SEACOAST - GEOPHYSICAL SURVEY OPERATIONS OFF ATLANTIC CITY, NJ

Mariners be advised that Bordelon Marine vessel OSV MARCELLE BORDELON (Radio Call Sign: WDJ 2038) will be continuing geophysical operations offshore Atlantic City, New Jersey from approximately July 10, 2023, to **October 1, 2023**, weather permitting. Vessel will have restricted maneuverability during survey operations. The survey operations will be conducted within the following coordinates: 39°49'37.9"N, 073°00'46.8"W, 39°49'37.9"N, 073°18'23.2"W, 39°36'26.2"N, 073°18'23.2"W, 39°36'26.2"N, 073°00'46.8"W.

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

NJ – SEACOAST – GEOPHYSICAL SURVEY OPERATIONS

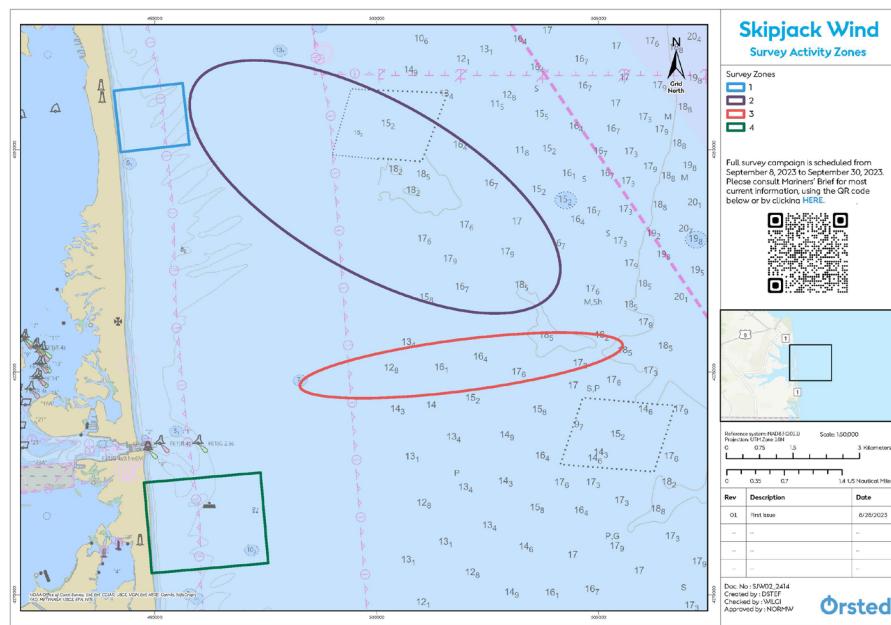
Beginning September 9, 2023, the research vessel Henry Hudson will begin High-Resolution Geophysical (HRG) site characterization surveying along select areas of the planned Ocean Wind 1 (OCW01) export cable corridor (ECR) and lease area to identify areas for micro-siting or boulder clearance. R/V Henry Hudson, will be surveying during daylight hours. The survey work will last approximately thirty days, weather depending. Vessel will monitor VHF channels 13 & 16 at all times.



DE – SEACOAST – GEOPHYSICAL SURVEY OPERATIONS

Beginning September 9, 2023, the research vessel Shackleford will begin High-Resolution Geophysical (HRG) site characterization surveying along select areas of the planned Skipjack Wind (SJW) export cable corridor. These areas are shown as Survey Zones 1-4 on the below graphic. This data is used in the development of the SJW Construction and Operation Plan (COP). R/V Shackleford with assists by a scout vessel, the F/V Atlantic Bounty, will be surveying during daylight hours and scout vessel will be on site around the clock.. The survey work will last approximately thirty days, weather depending. Both vessels will monitor VHF channels 13 & 16 at all times.

Chart 12214

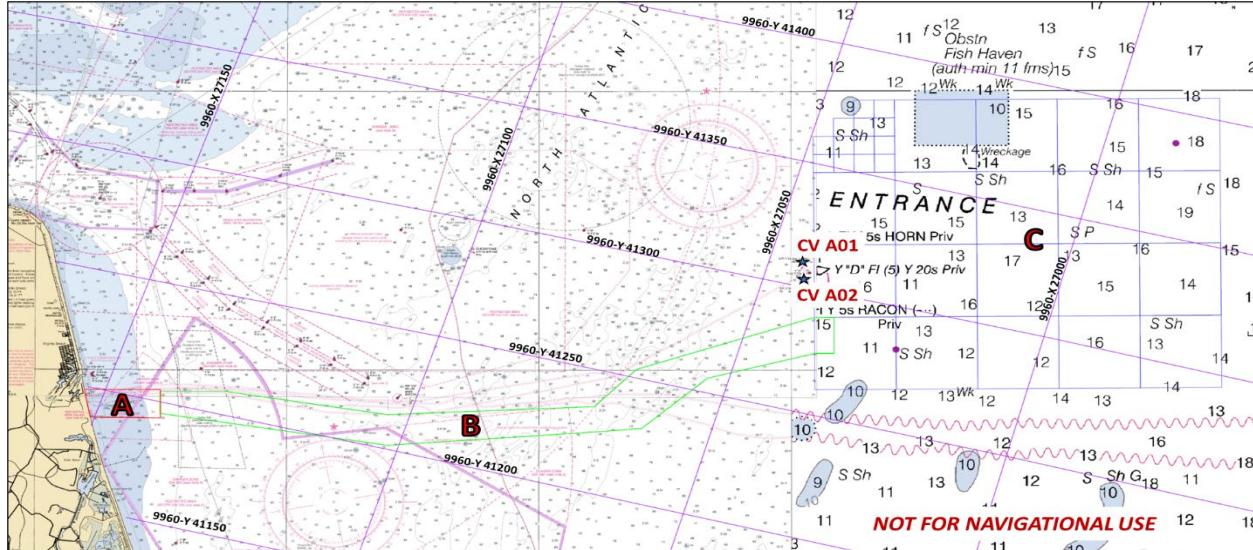


****VA – NC – SEACOAST - UNEXPLODED ORDNANCE (UXO) IDENTIFICATION ACTIVITIES****

Dominion Energy's 24/7 UXO identification activities will continue into the Fall of 2023 utilizing the M/V Subsea Responder I and M/V Subsea Responder II. These vessels utilize Remotely Operated Vehicles (ROVs) to identify targets detected by prior survey activities and determine if they are UXO. The operation is currently active in Area B and C on the below chartlet. These vessels will not be towing any survey equipment and should not pose a hazard to any fixed gear commercial fishing operations.

We remain committed to maintaining communications with fishing communities and other mariners in the area via periodic mariner 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 Liaison (Ron Larsen: 570-242-5023) 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 with the ROV deployed. Mariners should operate in a manner that will not endanger themselves, the survey vessels or their equipment, a 0.5 NM clearance is requested.



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
3680	Upper Delaware River Channel Lighted Buoy 8	RELOCATED FOR DREDGING	366D5	36/23	40-00-24.986N	075-03-03.131W
3690	Upper Delaware River Channel Lighted Buoy 10	RELOCATED FOR DREDGING	366D5	36/23	40-00-33.713N	075-02-43.937W
3830	Upper Delaware River Channel Lighted Buoy 28	RELOCATED FOR DREDGING	366D5	36/23	40-03-45.245N	074-56-39.240W
3860	Upper Delaware River Channel Lighted Buoy 30	RELOCATED FOR DREDGING	366D5	36/23	40-04-09.533N	074-55-37.761W
3875	Upper Delaware River Channel Lighted Buoy 33	RELOCATED FOR DREDGING	366D5	36/23	40-04-17.998N	074-54-47.552W
3920	Upper Delaware River Channel Lighted Buoy 36	RELOCATED FOR DREDGING	366D5	36/23	40-04-25.728N	074-53-50.734W
3925	Upper Delaware River Channel Buoy 39	RELOCATED FOR DREDGING	366D5	36/23	40-04-46.170N	074-53-08.618W
3930	Upper Delaware River Channel Lighted Buoy 40	RELOCATED FOR DREDGING	366D5	36/23	40-04-38.929N,	074-53-05.935W
3955	Upper Delaware River Channel Lighted Buoy 43	RELOCATED FOR DREDGING	366D5	36/23	40-05-00.068N	074-51-53.381W
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 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
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 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 \(uscg.gov\)](#). Information on proper reporting and safety procedures for UXOs can be found at the following link: <https://www.denix.osd.mil/uxo/>.

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

LNM Added – UXO REF #	Latitude	Longitude	LNM Added – UXO REF #	Latitude	Longitude
19/23 - A1 M3281	36-48-04.3488N	075-39-40.572W	19/23 – A1 M3713	36-48-00.256N	075-39-44.719W
20/23 - A1 M2398	36-48-09.163N	075-40-09.461W	20/23 - A1 M4108	36-48-14.134N	075-40-36.742W
20/23 - A1 M1660	36-48-03.505N	075-40-19.866W	20/23 – A1 M1176	36-47-59.422N	075-40-56.776W
20/23 - A1 M4176	36-47-59.243N	075-40-40.894W	20/23 – A1 M1046	36-47-55.476N	075-42-18.279W
20/23 - A1 M467	36-47-56.662N	075-41-54.717W	20/23 – A1 M 2490	36-48-00.934" N	075-41-08.176W
20/23 - A1 M1042	36-48-02.523N	075-41-25.176W	20/23 – A1 M3738	36-48-15.167N	075-39-56.484W
20/23 – A1 M1095	36-48-15.167N	075-39-56.484W	20/23 – A1 M3416	36-48-02.302N	075-43-13.289W
20/23 – A1 M1823	36-47-56.095N	075-43-48.899W	21/23 – A1 M1823	36-47-56.095N	075-43-48.899W
21/23 – A1 M2084	36-48-00.203N	075-43-43.218W	21/23 – A1 M2027	36-48-01.787N	075-45-24.997W
21/23 – A1 M1276	36-48-13.791N	075-39-56.586W	24/23 – A1 M882	36-48-04.768N	075-46-20.263W
24/23 – A1 M287	36-47-51.493N	075-45-58.878W	25/23 – A2 M5443A	36-50-57.0012N	075-25-16.258W
25/23 – A2 M5397	36-51-37.198N	075-25-56.1W	26/23	39-28.15868N	073-23.68847W
26/23 – A1 M1679	36-48-11.693N	075-50-02.369W	26/23 - A1 M2401	36-48-11.652N	075-49-56.560W
26/23 – A2 M5009	36-48-25.92N	075-38-39.361W	26/23 - A1 M5011	36-48-20.401N	075-38-38.281W
28/23 – A2 5002	36-48-26.751N	075-38-50.486W	28/23 - A1 1507	36-48-19.061N	075-51-05.593W
28/23 - A1 1612	36-48-31.355N	075-50-34.784W	28/23 - A1-M1378	36-48-29.317N	075-51-29.738W
28/23 - A1 M1382	36-48-29.318N	075-51-28.876W	28/23 - A1-M1393	36-48-28.290N	075-51-26.762W
28/23 - A1-M1446	36-48-28.504N	075-51-18.009W	28/23 - A1-M1502	36-48-26.593N	075-51-08.710W
28/23 - A1-M1515	36-48-29.579N	075-50-59.905W	28/23 - A1-M1519	36-48-29.495N	075-50-59.560W
28/23 – A1-M1568	36-48-23.742N	075-50-54.076W	28/23 – A1-M5020	36-49-39.705N	075-34-23.925W
28/23 – A2-M5025	36-49-47.534N	075-34-30.241W	28/23 – A2-M5060	36-50-04.368N	075-33-14.319W
28/23 – A2-M5356	36-51-46.141N	075-23-03.48W	28/23 – A2-M5408	36-51-36.961N	075-23-19.201W
28/23 – A2-M5508	36-52-13.26N	075-21-05.698W	28/23 – A2-M5200	36-50-01.871N	075-32-39.450W
28/23 – A2-M5286	36-50-31.711N	075-32-30.463W	28/23 – A1-M609	36-48-58.393N	075-52-19.926W
28/23 – A1-M3713	36-48-00.1872N	075-39-44.6688W	28/23 – A2 -M5220	36-50-49.605N	075-30-12.542W
28/23 - A1-M571	36-48-56.831N	075-52-27.635W	28/23 – A1-M2024	36-48-06.121N	075-40-13.536W
28/23 – A1-M2309	36-47-58.278N	075-43-42.811W	28/23 – A1-M4016	36-41-27.019N	075-41-27.019W
30/23 – A2-M5003	36-48-20.056N	075-38-49.087W	30/23 – A2-M5005	36-48-25.543N	075-38-48.548W
30/23 – A2-M5006	36-48-25.246N	075-38-47.586W	30/23 – A2-M5010	36-48-21.866N	075-38-38.468W
30/23 – A1-M1475	36-48-21.300N	075-51-16.342W	30/23 – A1-M1540	36-48-26.813N	075-50-57.913W'
30/23 – A1-M989	36-47-55.613N	075-41-17.044W	30/23 – A2-5400	36-50-54.829N	075-23-28.697W
31/23 – A1-M3483	36-48-10.651N	075-48-42.200W	31/23 – A2-M5069	36-50-33.236N	075-30-45.012W
32/23 – A3-M12681	36-52-06.253N	075-28-15.329W	32/23 – A3-M12802	36-52-06.202N	075-27-20.001W
32/23 – A3-M12660	36-52-13.124N	075-28-18.121W	32/23 – A3-M12664	36-52-11.750N	075-28-17.862W
32/23 – A3-M12981	36-52-05.765N	075-26-27.903W	32/23 – A3-M13129	36-52-09.388N	075-25-33.600W
32/23 – A3-M13157	36-52-10.267N	075-25-30.162W	32/23 – A3-M13171	36-52-09.272N	075-25-25.539W
32/23 – A3-M12960	36-53-04.942N	075-26-31.522W	32/23 – A3-M12970	36-53-05.451N	075-26-29.614W
32/23 – A3-13547	36-52-09.363N	075-22-48.180W	33/23 – A3-M12940	36-53-06.859N	075-26-34.249W
33/23 – A3-M12942	36-53-01.253N	075-26-34.173W	33/23 – A3-M12955	36-53-01.782N	075-26-32.259W
33/23 – A3-M12617	36-53-02.283N	075-28-25.885W	33/23 – A3-M13519	36-54-00.701N	075-22-52.737W
33/23 – A3-M13888	36-53-56.775N	075-24-50.247W	33/23 – A3-M14047	36-54-00.573N	075-28-28.754W
33/23 – A3-M13993	36-53-58.954N	075-27-33.911W	33/23 – A3-M11968	36-55-00.902N	075-24-00.794W
33/23 – A3-M12186	36-54-53.259N	075-23-06.871W	33/23 – A3-M12189	36-54-52.373N	075-23-06.363W
33/23 – A3-M12223	36-54-54.358N	075-23-03.083W	33/23 – A3-M12223-A	36-54-54.233N	075-23-03.147W
33/23 – A3-M12226	36-54-54.046N	075-23-02.485W	33/23 – A3-M12236	36-54-55.407N	075-23-00.306W
33/23 – A3-M14020	36-53-59.663N	075-27-33.347W	33/23 – A3-M14055	36-54-01.037N	075-27-33.182W
33/23 – A3-M14001	36-53-59.586N	075-25-46.929W	34/23 – A3-M12128	36-55-51.623N	075-23-14.675W
34/23 – A3-M11180	36-59-30.921N	075-25-28.610W	34/23 – A3-M10664	36-59-37.790N	075-26-24.876W
34/23 – A3-M11181	36-58-40.340N	075-25-28.062W	34/23 – A3-M12474	36-57-45.516N	075-21-29.763W
34/23 – A3-M10169	36-56-46.569N	075-27-58.305W	34/23 – A3-M10229	36-54-57.231N	075-27-45.345W
34/23 – A3-M10233	36-54-52.203N	075-27-44.868W	34/23 – A3-M10246	36-54-56.861N	075-27-43.122W
34/23 – A3-M10262	36-54-59.682N	075-27-40.293W	34/23 – A3-M11738	36-57-43.379N	075-24-26.366W
35/23 – A3-M12897	36-54-28.623N	075-27-39.272W	35/23 – A3-M12730	36-54-17.100N	075-27-37.082W
35/23 – A3-M12865	36-53-48.652N	075-26-38.577W	35/23 – A3-M12879	36-53-51.858N	075-26-37.910W

35/23 – A3-M13866	36-53-54.228N	075-26-38.146W	35/23 - A3-M10489	36-54-57.510N	075-26-53.642W
35/23 - A3-M12721	36-54-28.623N	075-27-39.272W	35/23 – A3-M10274	36-54-53.703N	075-27-38.912W
35/23 - A3-M11079	36-56-26.880N	075-25-39.260W	35/23 - A3-M12358	36-54-53.346N	075-22-17.898W
35/23 - A3-M13757	36-55-45.313N	075-24-59.159W	35/23 - A3-M12353	36-54-54.719N	075-22-18.849W
36/23 - A3-M12633	36-52-49.806N	075-28-21.933W	36/23 - A3-M13649	36-52-08.123N	075-22-10.098W
37/23 – A4-M6345	36-53-03.536N	075-19-02.379W	37/23 – A4-M6328	36-53-05.837N	075-19-07.512W
37/23 – A4-M6569	36-53-08.357N	075-17-12.990W	37/23 – A4-M12041	36-54-52.057N	075-23-27.088W
37/23 – A4-M6326	36-54-02.507N'	075-19-08.752W	37/23 – A4-M6508	36-54-58.543N	075-17-25.671W
37/23 – A4-M7140	36-58-41.461N	075-20-45.097W	37/23 – A4-7137	36-58-41.831N	075-20-45.281W'
37/23 – A3-M10854	36-57-33.898N	075-26-04.534W	37/23 – A3-M14216	36-58-01.572N	075-25-17.253W
37/23 – A4-M7483	36-58-37.381N	075-19-47.622W	37/23 – A4-M7111A	36-58-36.706N	075-20-49.819W
38/23 – A3-M13016	36-52-08.592N	075-26-04.242W	38/23 – A3-M13002	36-52-08.994N	075-26-15.026W
38/23 – A3-M12999	36-52-09.287N	075-26-18.351W	38/23 – A3-M12829	36-52-07.532N	075-27-00.043W