U.S. Department
of Homeland Security

**United States Coast Guard**

# LOCAL NOTICE TO MARINERS

## District: 5 Week: 43/23

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

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

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

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

or for correspondence and article requests:
gregory.c.goetz2@uscg.mil, (757) 398-6220 and CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING
To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:
1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR MARYLAND - NATIONAL CAPITAL REGION at (410) 576-2525.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR VIRGINIA at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (910) 343-3882.

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2023 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, 2023 (55th) 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
Al - 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 UNEXPLODED ORDNANCES (UXO)**

The Coast Guard advertises reported unexploded ordnances (UXO) information through local, Sector Broadcast Notice to Mariners (BNMs) and through the weekly, Fifth Coast Guard District LNM. BNMs are additionally available directly to mariners by email sign-up at the CG Navigation Center Web Site Subscribe to Our RSS Feeds | Navigation Center (uscg.gov). 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&region=5

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

**CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION**

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

**INTERFERENCE WITH AIDS TO NAVIGATION**

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

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

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

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

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

**SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS**

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

**SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON ELECTRONIC CHARTS**

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

LNM: 39/22

**US COAST PILOT 4 – NEW ADDITION**

PUBLICATION–National Oceanic Atmospheric Administration (NOAA) – U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 55th Edition, 2023, has been issued and is ready for free download and weekly updates at www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html.

Only Print-on-Demand (POD) bound copies are available for purchase; visit www.nauticalcharts.noaa.gov/publications/print-agents.html#coast-pilot

The 2023 Edition cancels the preceding 2022 Edition, and incorporates all previous corrections.

LNM: 41/23

**USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

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

**CANCELLATION OF NOAA PAPER AND RASTER NAUTICAL CHARTS**

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

Six month notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." A comprehensive list of all canceled NOAA charts is available at: http://www.charts.noaa.gov/MCD/Dole.shtml.

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

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

LNM: 09/21

**BROADCAST NOTICES TO MARINERS**

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

CCGD5 (D5) - BNM - 0406, 0408, 0409, 0410, 0411, 0412, 0413, 0414, 0417, 0418, 0419-23.

Sector Delaware Bay (DB) - BNM - 0180, 0181, 0184-23.

Sector Maryland-National Capital Region (MD-NCR) - BNM - 0021, 0150, 0208, 0209, 0213, 0214, 0215-23.

Sector Virginia (VA) - BNM - 0225, 0226, 0227, 0228-23.

Sector North Carolina (NC) - BNM - 0462, 0463, 0464, 0470, 0471, 0472, 0473-23.

## 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 | |

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|---|---|---|---|---|---|
| 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 |
| 1129 | Little Egg Inlet Buoy 8 | MISSING | | 0180DB | 41/23 |
| 1230 | Absecon Inlet Buoy 12 | MISSING | | 0163DB | 36/23 |
| 1291 | Great Egg Harbor Inlet Buoy 9 | OFF STA | | NONEDB | 37/23 |
| 1405 | Townsends Inlet Lighted Buoy 2T | BUOY DMGD | | 0154DB | 34/23 |
| 1407 | Townsends Inlet Lighted Buoy 3 | MISSING | | NONEDB | 40/23 |
| 1535 | Brown Shoal Light | LT EXT/RAC INOP | | 102DB | 23/21 |
| **1555** | **Brandywine Shoal Light** | **LT EXT/SS INOP/TRLT** | | **0182DB** | **43/23** |
| 1600 | Elbow of Cross Ledge Light | LT EXT | | 341DB | 26/22 |
| **1740** | **Maurice River Buoy 11** | **MISSING** | | **0184DB** | **43/23** |
| 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 |
| 2097 | Rehoboth Bay Channel Warning Light A | STRUCT DEST/TRUB | | NONEVA | 25/22 |
| 2580 | Reedy Island Range Front Light | REDUCED INT | 12311 | 0028DB | 29/19 |
| 2735 | New Castle Range Rear Light | LT EXT | 12311 | 103DB | 20/22 |
| 3120 | Delaware River Lighted Buoy 40 | SINKING | 12312 | 0179DB | 41/23 |
| 6485 | Virginia Inside Passage Lighted Wreck Buoy WR244 | STRUCT DEST/TRLB | 12221 | 0053VA | 15/23 |
| 6585 | Virginia Inside Passage Daybeacon 266 | STRUCT DEST | 12222 | 0195VA | 39/23 |
| 6605 | Wachapreague Inlet Buoy 1 | MISSING | | 084VA | 42/21 |
| 6610 | Wachapreague Inlet Buoy 2 | OFF STA | | 085VA | 21/22 |
| 6615 | Wachapreague Inlet Buoy 3 | OFF STA | | 086VA | 21/22 |
| 6795 | North Inlet Warning Daybeacon A | STRUCT DEST | | 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 |
| 8385 | Brewerton Channel Eastern Extension Lighted Buoy 2BE | LT EXT | 12278 | 0198MD | 39/23 |
| 8635 | Upper Chesapeake Channel Lighted Buoy 37 | SINKING | 12274 | 0208MD | 42/23 |
| 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 |
| 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 |
| 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 |
| 11115 | Nansemond River Channel Daybeacon 23 | STRUCT DEST/TRLB | 12248 | 0204VA | 40/23 |
| 11610 | Burwell Bay Daybeacon 3 | STRUCT DEST | 12248 | 0200VA | 40/23 |
| 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 |

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|---|---|---|---|---|---|
| 14450 | Horn Harbor Warning Daybeacon A | STRUCT DEST/DAYMK MISSING/TRLB | 12238 | 0217VA | 11/21 |
| 16070 | Bluff Point Light B | DAYMK MISSING | 12225 | 0218VA | 42/23 |
| 16960 | Potomac River Channel Buoy 11 | SINKING/TRLB | | 0085MD | 22/23 |
| 17305 | Cobb Island Daybeacon 4 | STRUCT DEST/TRUB | | 0167MD | 33/23 |
| 19330 | Herring Bay Light 3 | 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 |
| 21667 | Nassawadox Creek Warning Daybeacon J | STRUCT DEST/TRUB | | 005VA | 02/20 |
| 23150 | Tyler Creek Channel Light 11 | DAYMK MISSING | 12230 | 339MD | 40/22 |
| 23800 | Webster Cove Channel Daybeacon 3 | STRUCT DEST/TRLB | 12230 | 064MD | 19/21 |
| 23980 | Nanticoke River Channel Light 6 | STRUCT DMGD | 12230 | 097MD | 11/22 |
| 24055 | Bivalve Channel Daybeacon 3 | STRUCT DEST/TRLB | 12230 | 228MD | 26/22 |
| 24515 | Middle Island Bridge West Channel Wreck Daybeacon WR1W | MISSING/TRUB | 12264 | 0037MD | 04/18 |
| 24601 | Tar Bay Warning Daybeacon F | STRUCT DEST | 12264 | 383MD | 51/19 |
| 25200 | Choptank River Daybeacon 47 | STRUCT DEST/TRLB | | 0186MD | 36/23 |
| 26295 | Crab Alley Bay Junction Daybeacon | STRUCT DEST/TRLB | 12270 | NONEMD | 40/23 |
| 26790 | Chester River Channel Light 34 | DAYMK MISSING | | 0148MD | 23/23 |
| 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/TRUB | | 0303NC | 28/23 |
| 28295 | Old House Channel Light 15 | STRUCT DEST/TRLB | | 0369NC | 35/23 |
| 28310 | Walter Slough Light 3 | STRUCT DEST/TRLB | | 0416NC | 37/23 |
| 28460 | Wanchese Channel Daybeacon 5 | STRUCT DEST/TRUB | | 495NC | 50/22 |
| 28505 | Roanoke Sound Channel Daybeacon 25 | STRUCT DEST/TRUB | | 0200NC | 22/23 |
| 28600 | Roanoke Sound Channel Daybeacon 37 | STRUCT DMGD/TRUB | | 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 |
| 28722.3 | Barney Slough Channel Lighted Buoy 6 | MISSING/TRLB | | 390NC | 45/21 |
| 28770 | Hatteras Inlet Channel Light 21 | STRUCT DEST/TRUB | | 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/TRUB | | 454NC | 43/22 |
| 29056 | Big Foot Slough Channel Light 9A | STRUCT DEST/TRLB | | 469NC | 48/22 |
| 29077 | Big Foot Slough Channel Daybeacon 12 | STRUCT DEST/TRUB | | 0016NC | 03/23 |
| 29430 | Fort Macon Creek Warning Light | STRUCT DEST/TRLB | | 0441NC | 40/23 |
| 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 |

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|---|---|---|---|---|---|
| 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/TRUB | | 0122NC | 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 |
| 30070 | Banks Channel Daybeacon 5 | STRUCT DMGD/TRLB | | 0457NC | 41/23 |
| 30150 | Masonboro Inlet Buoy 1 | OFF STA | | 0094NC | 11/23 |
| 30165 | Masonboro Inlet Buoy 4 | OFF STA | | 528NC | 01/23 |
| 30215 | Wrightsville Channel Daybeacon 13 | STRUCT DEST/TRUB | | 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 |
| 30420 | Oak Island Channel Light 2 | STRUCT DEST/TRLB | | 274NC | 29/22 |
| 30430 | Oak Island Channel Daybeacon 5 | STRUCT DEST/TRUB | | 0322NC | 30/23 |
| **30665** | **Cape Fear River Channel Lighted Buoy 30** | **SINKING** | | **0470NC** | **43/23** |
| 30950 | Cape Fear River Turning Basin Light B | STRUCT DEST/TRLB | | 024NC | 16/20 |
| 30980 | Northeast Cape Fear River Light 2 | STRUCT DEST/TRUB | | 0442NC | 40/23 |
| 30985 | Northeast Cape Fear River Light 4 | STRUCT DEST/TRLB | | 098NC | 11/21 |
| 30990 | Northeast Cape Fear River Light 6 | STRUCT DEST/TRLB | | 097NC | 11/21 |
| 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 |
| 31665 | Kendrick Creek Channel Daybeacon 2 | STRUCT DEST/TRUB | | 0455NC | 41/23 |
| 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 |
| 32205 | Buxton Harbor Light 3 | LT EXT | | 0454NC | 41/23 |
| 32235 | Buxton Harbor Daybeacon 14 | STRUCT DEST | | 0443NC | 40/23 |
| 32295 | Frisco Approach Light 4 | STRUCT DEST/TRLB | | 507NC | 42/19 |
| 32305 | Frisco Channel Daybeacon 8 | STRUCT DEST/HAZ NAV/TRLB | | 0360NC | 34/23 |
| 32320 | Durant Point Lighted Buoy 2 | 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 |

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|---|---|---|---|---|---|
| 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 |
| 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 |
| 34825 | Beaufort Harbor Channel Daybeacon 5 | STRUCT DEST/TRUB | | 0056NC | 07/23 |
| 34970 | Manasquan River Daybeacon 8 | STRUCT DEST/TRLB | | 167DB | 32/22 |
| 37045 | Pasquotank River Entrance Light PR | LT EXT | 11553 | 0271NC | 25/23 |
| 37075 | Elizabeth River Southern Branch Daybeacon 31 | STRUCT DEST/TRUB | 12253 | 0190VA | 39/23 |
| 37375 | Great Bridge to Albemarle Sound Daybeacon 36 | STRUCT DEST/TRLB | 12206 | 0224VA | 42/23 |
| 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 |

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|---|---|---|---|---|
| 39083 | Swansboro Harbor Daybeacon 4 | STRUCT DEST/TRUB | 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 |
| 39275 | Bogue Sound - New River Daybeacon 67 | STRUCT DEST/TRUB | | 41/23 |
| 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 |
| 39660 | New River - Cape Fear River Daybeacon 138 | STRUCT DEST/TRUB | 0463NC | 42/23 |
| 39750 | New River - Cape Fear River Daybeacon 159 | STRUCT DEST/TRUB | 434NC | 45/22 |
| **39910** | **Cape Fear River Channel Lighted Buoy 30** | **SINKING** | **0470NC** | **43/23** |
| 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 |

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|---|---|---|---|---|---|
| 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 |
| | Grinels Breakwater Warning Daybeacon D | STRUCT DEST/HAZ NAV/TRUB | 12225 | 0115VA | 28/23 |
| | St. Catherine Sound Upper Entrance Warning Daybeacon D | STRUCT DEST/TRLB | | 258MD | 43/21 |

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 3320 | Billingsport Range Front Light | WATCHING PROPERLY | 12313 | 0183DB | 43/23 | 43/23 |
| 5370 | Chincoteague Channel Lighted Buoy 23 | RELIGHTED | | 0221VA | 42/23 | 43/23 |
| 7995 | Craighill Channel Entrance Range Front Light | RELIGHTED | 12282 | 0213MD | 43/23 | 43/23 |
| 10640 | Naval Boat Channel Daybeacon 7 | REBUILT/RECOVERED | 12245 | 0197VA | 37/23 | 43/23 |
| 14250 | Severn River Junction Light SR | REBUILT/RECOVERED | 12238 | 0196VA | 39/23 | 43/23 |
| 14780 | Milford Haven Daybeacon 4 | REBUILT/RECOVERED | 12225 | 0174VA | 42/22 | 43/23 |
| 16080 | Indian Creek Light 4 | REBUILT/RECOVERED | 12225 | 0194VA | 39/23 | 43/23 |
| 18025 | Upper Potomac River Lighted Buoy 19 | RELIGHTED | | 0210MD | 43/23 | 43/23 |
| 19300 | Chesapeake Beach Light 2 | RELIGHTED | 12266 | 0209MD | 42/23 | 43/23 |
| 29315 | Beaufort Inlet Channel Range Rear Light | RELIGHTED | | 0460NC | 41/23 | 43/23 |
| 29435 | Morehead City Channel Lighted Buoy 19 | RESET ON STATION | | 0433NC | 39/23 | 43/23 |
| 30930 | Fourth East Jetty Range Rear Light | RELIGHTED | | 0465NC | 42/23 | 43/23 |
| 39223 | Bogue Sound - New River Buoy 61A | WATCHING PROPERLY | | 0449NC | 41/23 | 43/23 |

**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 | |
| **7840** | **Bay Bridge Marina Light 1** | **LT EXT** | **12270** | **0214MD** | **43/23** | |
| **7845** | **Bay Bridge Marina Light 2** | **LT EXT** | **12270** | **0214MD** | **43/23** | |
| **7855** | **Bay Bridge Marina Light 4** | **LT EXT** | **12270** | **0214MD** | **43/23** | |
| **7860** | **Bay Bridge Marina Light 5** | **LT EXT** | **12270** | **0214MD** | **43/23** | |
| **7875** | **Bay Bridge Marina Light 8** | **LT EXT** | **12270** | **0214MD** | **43/23** | |
| 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 | |

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|---|---|---|---|---|---|
| 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 |
| 12870 | Salt Ponds Light 6 | LT EXT | 12222 | 0219VA | 42/23 |
| 12955 | Back River South Channel Daybeacon 5 | MISSING | 12222 | NONEVA | 19/23 |
| 12962 | Back River South Channel Junction Daybeacon WC | MISSING | 12222 | 075VA | 20/22 |
| 13010 | Dandy Haven Marina Entrance Daybeacon 11 | MISSING | 12222 | NONEVA | 19/23 |
| 13575 | Virginia Power Underwater Obstruction Light A | DAYMK DMGD | 12241 | NONEVA | 04/23 |
| 13591 | Virginia Power Debris Exclusion Boom Light C | LT EXT | 12241 | 0225VA | 42/23 |
| 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 |

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|---|---|---|---|---|---|
| 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 |
| 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 |
| 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 |
| 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 |
| | City Of Norfolk Outfall Warning Light At Ocean View Park | LT EXT | 12255 | NONEVA | 51/22 |

| | | | | |
|---|---|---|---|---|
| Elizabeth River Eastern BR Water Main South Lt | STRUCT DMGD | 12253 | 125VA | 27/20 |
| Gosnold Hope Channel Daybeacon 6 | STRUCT DEST | 12222 | 242HR | 12/18 |
| Hambleton Cove Daybeacon 1 | DAYMK MISSING | 12270 | NONEMD | 43/20 |
| Hambleton Cove Daybeacon 3 | DAYMK MISSING | 12270 | 302MD | 41/20 |
| Hambleton Cove Daybeacon 5 | DAYMK MISSING | 12270 | 302MD | 41/20 |
| Moore Creek Daybeacon 4 | DAYMK MISSING | | NONEVA | 40/22 |
| Moore Creek Daybeacon 9 | DAYMK MISSING | | NONEVA | 40/22 |
| Wolf Trap Artificial Reef Buoy A | MISSING | 12225 | NONEVA | 04/23 |
| York County Mooring Buoy A | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| York County Mooring Buoy B | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| York County Mooring Buoy C | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| York County Mooring Buoy D | DAYMK IMCH | 12241 | NONEVA | 04/23 |

**DISCREPANCIES (PRIVATE AIDS) CORRECTED**

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

**None**

**PLATFORM DISCREPANCIES**

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

**None**

**PLATFORM DISCREPANCIES CORRECTED**

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

**None**

## SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

**TEMPORARY CHANGES**

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|---|---|---|---|---|---|---|
| 2095 | Rehoboth Bay Channel Buoy 1 | DISCONTINUED | | 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 | TRLB | 12253 | 0386D5 | 38/23 |
| 9825 | Portsmouth Marine Terminal Lighted Buoy 5 | TRLB | 12253 | 0386D5 | 38/23 |
| 9830 | Portsmouth Marine Terminal Lighted Buoy 6 | TRLB | 12253 | 0386D5 | 38/23 |
| 10524 | Little Creek Harbor Lighted Buoy 7 | DISCONTINUED FOR DREDGING | 12255 | 0341D5 | 32/23 |
| **17200** | **Dukeharts Daybeacon 8** | **TRLB** | | **0429D5** | **43/23** |
| **17225** | **St. Catherine Sound Lower Entrance Daybeacon 3L** | **TRLB** | | **0429D5** | **43/23** |
| **17230** | **St. Catherine Sound Lower Entrance Daybeacon 5L** | **TRLB** | | **0429D5** | **43/23** |
| **17235** | **St. Catherine Sound Lower Entrance Daybeacon 6L** | **TRLB** | | **0429D5** | **43/23** |
| **17245** | **St. Catherine Sound Lower Entrance Daybeacon 9L** | **TRLB** | | **0429D5** | **43/23** |
| 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 |
| **30635** | **Cape Fear River Channel Lighted Buoy 28** | **RELOCATED FOR DREDGING** | | **0471NC** | **43/23** |
| **30705** | **Cape Fear River Channel Lighted Buoy 38** | **TRLB** | | **0472NC** | **43/23** |
| **30810** | **Cape Fear River Channel Lighted Buoy 54** | **DISCONTINUED FOR DREDGING** | | **0473NC** | **43/23** |
| **39930** | **Cape Fear River Channel Lighted Buoy 28** | **RELOCATED FOR DREDGING** | | **0471NC** | **43/23** |

**TEMPORARY CHANGES CORRECTED**

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

**None**

**PLATFORM TEMPORARY CHANGES**

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

**None**

**PLATFORM TEMPORARY CHANGES CORRECTED**

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

**None**

## SECTION IV - CHART CORRECTIONS

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

| Chart Number | Chart Edition | Edition Date | Last Local Notice to Mariners | Horizontal Datum Reference | Source of Correction | Current Local Notice to Mariners |
|---|---|---|---|---|---|---|
| 12327 | 91st Ed. | 19-APR-97 | Last LNM: 26/97 | NAD 83 | | 27/97 |

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER
Main Panel 2245 NEW YORK HARBOR

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

(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 43/23**
*ChartTitle:* **Intracoastal Waterway Albermarle 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. | -- | -- | |

**12200 53rd Ed. 01-OCT-18 Last LNM: 23/23 NAD 83 43/23**
*ChartTitle:* **Cape May to Cape Hatteras**
**Main Panel 526 CAPE MAY TO CAPE HATTERAS - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| | | CGD05 | | |
| ADD | Woods Hole Lighted Research Data Buoy WH2<br>Yellow<br>Fl Y 4s | at 37-09-41.400N | 075-14-58.200W | |

**12206 35th Ed. 01-DEC-15 Last LNM: 35/18 NAD 83 43/23**
*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. | -- | -- | |

**12221 84th Ed. 01-MAY-19 Last LNM: 23/23 NAD 83 43/23**
*ChartTitle:* **Chesapeake Bay Entrance**
**Main Panel 558 CHESAPEAKE BAY ENTRANCE - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| | | CGD05 | | |
| RELOCATE | Severn River Junction Light SR | from 37-20-15.306N | 076-23-41.386W | |
| | | to 37-20-15.401N | 076-23-41.373W | |

**12225 62nd Ed. 01-AUG-19 Last LNM: 33/22 NAD 83 43/23**
*ChartTitle:* **Chesapeake Bay Wolf Trap to Smith Point**
**Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT - -. Page/Side: -**

| | | | | |
|---|---|---|---|---|
| | | | CGD05 | |
| DELETE | Piankatank River Lighted Buoy 8 | | 37-30-47.591N | 076-18-54.036W |
| | | | CGD05 | |
| ADD | Piankatank River Light 8<br>Red<br>Q R<br>15 Ft, 4 Naut Mi | | at 37-30-50.630N | 076-18-55.950W |
| | | | NOS | |
| LAST EDITION | No new editions of chart 12225 will be published. It will be canceled on 03-Apr-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** **43/23**

*ChartTitle:* **Chesapeake Bay Smith Point to Cove Point**

**Main Panel 567 CHESAPEAKE BAY SMITH POINT TO COVE POINT. Page/Side: A**

| | | | | |
|---|---|---|---|---|
| | | | NOS | |
| LAST EDITION | No new editions of chart 12230 will be published. It will be canceled on 03-Apr-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. | | -- | -- |

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

*ChartTitle:* **Chesapeake Bay Mobjack Bay and York River Entrance**

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

| | | | | |
|---|---|---|---|---|
| | | | CGD05 | |
| RELOCATE | Severn River Junction Light SR | | from 37-20-15.306N | 076-23-41.386W |
| | | | to 37-20-15.401N | 076-23-41.373W |
| | | | 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** **43/23**

*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** **43/23**

*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. 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** **43/23**

*ChartTitle:* **Hampton Roads**

**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** **43/23**

*ChartTitle:* **James River Newport News to Jamestown Island; Back River and College Creek**

**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** **43/23**

*ChartTitle:* **Norfolk Harbor and Elizabeth River**

**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** **43/23**

*ChartTitle:* **Chesapeake Bay Cape Henry to Thimble Shoal Light**

**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** **43/23**

*ChartTitle:* **Little Creek Naval Amphibious Base**

**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** **43/23**

*ChartTitle:* **Chesapeake Bay Thimble Shoal Channel**

**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. -- --

**12263** **58th Ed.** **01-DEC-18** **Last LNM: 47/21** **NAD 83** **43/23**

*ChartTitle:* **Chesapeake Bay Cove Point to Sandy Point**

**Main Panel 603 CHEASAPEAKE BAY COVE POINT TO SANDY POINT - -. Page/Side: -**

NOS

LAST EDITION No new editions of chart 12263 will be published. It will be canceled on 03-Apr-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** **43/23**

*ChartTitle:* **Chesapeake Bay Patuxent River and Vicinity**

**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** **43/23**

*ChartTitle:* **Chesapeake Bay Choptank River and Herring Bay; Cambridge**

**Main Panel 610 CHESAPEAKE BAY CHOPTANK RIVER AND HERRING BAY - -. Page/Side: -**

NOS

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.

**12270** **40th Ed.** **01-JUL-19** **Last LNM: 38/22** **NAD 83** **43/23**

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

**Main Panel 617 CHESAPEAKE BAY EASTERN BAY AND SOUTH RIVER - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| 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. | -- | -- |

**12273** **61st Ed.** **01-AUG-20** **Last LNM: 15/19** **NAD 83** **43/23**

*ChartTitle:* **Chesapeake Bay Sandy Point to Susquehanna River**

**Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| LAST EDITION | No new editions of chart 12273 will be published. It will be canceled on 03-Apr-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. | -- | -- |

**12274** **39th Ed.** **01-SEP-20** **Last LNM: 39/19** **NAD 83** **43/23**

*ChartTitle:* **Head of Chesapeake Bay**

**Main Panel 626 HEAD OF CHESAPEAKE BAY - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| 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. | -- | -- |

**12277** **37th Ed.** **01-AUG-19** **Last LNM: 32/17** **NAD 83** **43/23**

*ChartTitle:* **Chesapeake and Delaware Canal**

**Extension 631 CHESAPEAKE AND DELAWARE CANAL TOP PANEL - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| 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. | -- | -- |

**12278** **80th Ed.** **01-MAY-20** **Last LNM: 05/23** **NAD 83** **43/23**

*ChartTitle:* **Chesapeake Bay Approaches to Baltimore Harbor**

**Main Panel 633 CHESAPEAKE BAY APPROACHES TO BALTIMORE HARBOR - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| 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. | -- | -- |

**12281** **57th Ed.** **01-NOV-18** **Last LNM: 05/23** **NAD 83** **43/23**

*ChartTitle:* **Baltimore Harbor**

**Main Panel 640 BALTIMORE HARBOR - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| 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. | -- | -- |

**12282** **38th Ed.** **01-JUL-20** **Last LNM: 38/22** **NAD 83** **43/23**

*ChartTitle:* **Chesapeake Bay Severn and Magothy Rivers**

**Main Panel 641 CHESAPEAKE BAY SEVERN AND MAGOTHY RIVERS - -. Page/Side: -**

| | | NOS | |
|---|---|---|---|
| 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 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** **43/23**

*ChartTitle:* **Annapolis Harbor**

**Main Panel 642 ANNAPOLIS HARBOR. Page/Side: A**

| | | | |
|---|---|---|---|
| | | NOS | |
| 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** **43/23**

*ChartTitle:* **Delaware River Smyrna River to Wilmington**

**Main Panel 668 DELAWARE RIVER SMYRNA RIVER TO WILMINGTON - -. Page/Side: -**

| | | | |
|---|---|---|---|
| | | NOS | |
| 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** **43/23**

*ChartTitle:* **Delaware River Wilmington to Philadelphia**

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

| | | | |
|---|---|---|---|
| | | CGD05 | |
| DELETE | Mantua Creek Outfall Pipeline Light | 39-51-15.307N | 075-13-34.254W |
| | | NOS | |
| 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** **43/23**

*ChartTitle:* **Philadelphia and Camden Waterfronts**

**CHART PA- NJ- DELAWARE RIVER- PHILADELPHIA AND CAMDEN WATERFRONT. Page/Side: N/A**

| | | | |
|---|---|---|---|
| | | CGD05 | |
| DELETE | Mantua Creek Outfall Pipeline Light | 39-51-15.307N | 075-13-34.254W |

**Main Panel 670 DELAWARE RIVER PHILADELPHIA AND CAMDEN WATERFRONTS. Page/Side: N/A**

| | | | |
|---|---|---|---|
| | | NOS | |
| 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** **43/23**

*ChartTitle:* **Cape May Harbor**

**Main Panel 679 CAPE MAY HARBOR - -. Page/Side: -**

| | | | |
|---|---|---|---|
| | | NOS | |
| 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. | -- | -- |

**13003** **52nd Ed.** **01-OCT-15** **Last LNM: 38/20** **NAD 83** **43/23**

*ChartTitle:* **Cape Sable to Cape Hatteras**

**Main Panel 2156 CAPE SABLE TO CAPE HATTERAS. Page/Side: A**

| | | | |
|---|---|---|---|
| | | CGD05 | |
| ADD | Woods Hole Lighted Research Data Buoy WH2<br>Yellow<br>Fl Y 4s | at 37-09-41.400N | 075-14-58.200W |

## SECTION V - ADVANCE NOTICES

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

## SUMMARY OF ADVANCED APPROVED PROJECTS

**Approved Project(s)** **Project Date** **Ref. LNM**

**None**

**Advance Notice(s)**

**MD – VA – CHESAPEAKE CHANNEL – AIDS TO NAVIGATION CHANGE**

The Coast Guard will be removing the sound signals and existing ice condition from the below listed aids. This sound signal removals will correlate to the specific aids hull replacement date and/or a discrepancy response.
Remove sound Signal and rename:
Remove: Chesapeake Channel Mid-Channel Lighted Whistle Buoy CB (LLNR 7285) to Chesapeake Channel Mid-Channel Lighted Buoy CB.
Remove: Chesapeake Channel Mid-Channel Lighted Whistle Buoy RP (LLNR 7430) to Chesapeake Channel Mid-Channel Lighted Buoy RP.
Remove: Chesapeake Channel Mid-Channel Lighted Whistle Buoy HS (LLNR 7575) to Chesapeake Channel Mid-Channel Lighted Buoy HS.
Remove: Chesapeake Channel Mid-Channel Lighted Whistle Buoy HI (LLNR 7595) to Chesapeake Channel Mid-Channel Lighted Buoy HI.
Remove: Chesapeake Channel Mid-Channel Lighted Whistle Buoy CP (LLNR 7665) to Chesapeake Channel Mid-Channel Lighted Buoy CP.
Remove: Chesapeake Channel Lighted Whistle Buoy CR (LLNR 7695) to Chesapeake Channel Lighted Buoy CR and the ice condition "Replace with an unlighted ice buoy when endangered."
Remove: Chesapeake Channel Lighted Bell Buoy 92 (LLNR 7835) to Chesapeake Channel Lighted Buoy 92 and the ice condition "Replace with a lighted ice buoy when endangered."
Remove: Patuxent River Lighted Bell Buoy 1PR (LLNR 18870) to Patuxent River Lighted Buoy 1RR and the ice condition "Replace with an unlighted ice buoy when endangered."

Charts: 12225 12230 12263 12264 LNM: 40/23

**MD – SANDY POINT TO SUSQUEHANNA RIVER – POOLS ISLAND FLATS CHANNEL – AIDS TO NAVIGATION DEVIATION**

On or about October 12, 2023, the Coast Guard; will begin making the seasonal ice buoy changes to the Pooles Island Flats Lighted Buoys, as listed in the Light List.

Chart 12273 LNM: 41/23

**MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – AIDS TO NAVIGATION CHANGE**

The Coast Guard will remove the existing ice condition "Replace lighted buoy with an unlighted buoy from 11/25 to 4/1" on the aids listed below and change to a new year-round (ice) buoy. This new hull has the same characteristics as the existing summer hull and all flash characteristics and nominal ranges will remain unchanged.
Aberdeen Groving Grounds Lighted Buoy 2 (LLNR 27520)
Susquehanna River Lighted Buoy 1S (LLNR 27590)
Susquehanna River Lighted Buoy 3 (LLNR 27600)
Susquehanna River Lighted Buoy 11 (LLNR 27645)
Susquehanna River Lighted Buoy 14 (LLNR 27660)
Susquehanna River Lighted Buoy 17 (LLNR 27670)

Charts: 12273 12274 LNM: 42/23

**MD – DUKEHARTS CHANNEL, ST. CATHERINES SOUND LOWER AND UPPER ENTRANCE – AIDS TO NAVIGATION CHANGE**

On or about October 16,2023; a contractor, will begin removing the fix aids from Dukeharts Channel, Upper and Lower St. Catherine Sound that have experienced continual shoaling. As a result, The Coast Guard will make the below listed changes.
Change: Dukeharts Channel Daybeacon 8 (LLNR 17200) to Dukeharts Buoy 8.
Change: St. Catherine Sound Lower Lighted Buoy 1L (LLNR 17215) to St. Catherine Sound Buoy 1L.
Discontinue: St. Catherine Sound Lower Entrance Daybeacon 2 (LLNR 17220).
Change: St. Catherine Sound Lower Entrance Daybeacon 3L (LLNR 17225) to St. Catherine Sound Buoy 3.
Change: St. Catherine Sound Lower Entrance Daybeacon 5L (LLNR 17230) to St. Catherine Sound Buoy 5.
Change: St. Catherine Sound Lower Entrance Daybeacon 6L (LLNR 17235) to St. Catherine Sound Buoy 6.
Remove: St. Catherine Sound Lower Entrance Warning Daybeacon (LLNR 17240).
Change: St. Catherine Sound Lower Entrance Daybeacon 9L (LLNR 17245) to St. Catherine Sound Buoy 9.
Remove: St. Catherine Sound Upper Entrance Warning Daybeacon E (LLNR 17290).
Remove: St. Catherine Sound Upper Entrance Warning Daybeacon D (LLNR 17285).
Remove: St. Catherine Sound Upper Entrance Warning Daybeacon C (LLNR 17280).
Remove: St. Catherine Sound Upper Entrance Warning Daybeacon B (LLNR 17275).

LNM: 42/23

**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 has removed 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

**NC – CAPE FEAR RIVER – TEMPORARY AIDS TO NAVIGATION CHANGE**

During the week of October 9, 2023, the Coast Guard will make the following temporary changes in support of a pending dredge project.
The following aids will be temporally relocated:
Cape Fear River Channel Lighted Buoy 25A (LLNR 30531) will be temporally relocated to approximate position: 33 57 31.651N, 077 57 22.881W.
Cape Fear River Channel Lighted Buoy 28 (LLNR 30635) will be temporally relocated to approximate position: 33 59 13.409N, 077 56 44.541W.
The following aids will be temporally discontinued:
Cape Fear River Channel Lighted Buoy 38 (LLNR 30705) – temporally discontinued.
Cape Fear River Channel Lighted Buoy 54 (LLNR 30810) – temporally discontinued.

LNM: 40/23

## SECTION VI - PROPOSED CHANGES

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

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

| Proposed Project(s) | Closing | Docket No. | Ref. LNM |
|---|---|---|---|
| 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_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard District with a request for comments as indicated.

LNM: 04/20

******DE – PA – NJ – DELAWARE RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL******

The Coast Guard is proposing the following changes to the buoys on the Delaware River.
Delaware River Lighted Bell Buoy 6 (LLNR 2575), Remove the bell and change the seasonal "Replaced by Lighted Ice Buoy (LIB) of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 1DR (LLNR 2485), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 3 (LLNR 2515), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 4 (LLNR 2520), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 8 (LLNR 2595), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 9 (LLNR 2620), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Wreck Buoy WR10 (LLNR 2635), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Salem River Entrance Channel Lighted Buoy 2 (LLNR 2645), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 11 (LLNR 2720), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 12 (LLNR 2725), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 13 (LLNR 2740), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Chesapeake and Delaware Canal Junction Lighted Buoy CD (LLNR 2745), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 18 (LLNR 2875), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 22 (LLNR 2925), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 38 (LLNR 3110), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Continued - Next article.

LNM: 43/23

******DE – PA – NJ – DELAWARE RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL******

Continued from above.
Delaware River Lighted Buoy 50 (LLNR 3245), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."
Delaware River Lighted Buoy 64 (LLNR 3405), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."

Delaware River Lighted Buoy 66 (LLNR 3490), Change the seasonal "Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1" status to "Replaced by LIB of reduced intensity when endangered by ice."

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
Or via email at: ward.b.posey@uscg.mil
Or regular mail at: U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
All comments will be carefully considered and are requested prior to 19 DEC 2023 to be considered in the analysis. Refer to Project Number 05-24-004(D).

LNM: 43/23

**DE – DELAWARE BAY – MURDERKILL RIVER AND ROOSEVELT INLET – CHANGES TO SEASONAL AID TO NAVIGATION STATUS**

The Coast Guard is proposing changing the following Aids to Navigations Seasonal Status of "Maintained from Apr 1 to Nov 1" to "Removed when endangered by ice."
Murderkill River Buoy 2 (LLNR 2315)
Murderkill River Buoy 3 (LLNR 2320)
Murderkill River Buoy 4 (LLNR 2330)
Murderkill River Buoy 5 (LLNR 2335)
Murderkill River Buoy 6 (LLNR 2337)
Roosevelt Inlet Buoy 4 (LLNR 2073)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to 05 Dec 2023 to be considered in the analysis. Refer to project number 05-24-003(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704

LNM: 41/23

**DE – CAPE HENLOPEN TO INDIAN RIVER INLET – CHANGES TO SEASONAL AIDS TO NAVIGATION STATUS**

The Coast Guard is proposing changing the following Aids to Navigation Seasonal Status of "Maintained from May 1 to Dec 10" to "Removed when endangered by ice."
Rehoboth Bay Channel Buoy 1 (LLNR 2095)
Rehoboth Bay Channel Buoy 3 (LLNR 2100)
Rehoboth Bay Channel Buoy 5 (LLNR 2105)
Rehoboth Bay Channel Buoy 7 (LLNR 2110)
Rehoboth Bay Channel Buoy 7A (LLNR 2112)
Rehoboth Bay Channel Lighted Buoy 9 (LLNR 2115)
Rehoboth Bay Channel Buoy 10 (LLNR 2117)
Rehoboth Bay Channel Buoy 11 (LLNR 2120)
Rehoboth Bay Channel Buoy 12 (LLNR 2125)
Rehoboth Bay Lighted Buoy 13 (LLNR 2130)
Rehoboth Bay Channel Buoy 14 (LLNR 2133)
Rehoboth Bay Channel Buoy 15 (LLNR 2135)
Rehoboth Bay Channel Buoy 16 (LLNR 2138)
Rehoboth Bay Channel Buoy 16A (LLNR 2139)
Rehoboth Bay Channel Buoy 16B (LLNR 2140)
Rehoboth Bay Channel Buoy 17 (LLNR 2142)
Rehoboth Bay Channel Buoy 17A (LLNR 2143)
Rehoboth Bay Channel Buoy 17B (LLNR 2145)
Rehoboth Bay Channel Buoy 18 (LLNR 2145.1)
Rehoboth Bay Channel Buoy 19 (LLNR 2148)
Rehoboth Bay Channel Buoy 20 (LLNR 2151)
Rehoboth Bay Channel Buoy 21 (LLNR 2155)
Rehoboth Bay Channel Buoy 22 (LLNR 2157)
Rehoboth Bay Channel Buoy 23 (LLNR 2165)
Rehoboth Bay Channel Buoy 24 (LLNR 2166)
Rehoboth Bay Channel Buoy 24A (LLNR 2167)
Rehoboth Bay Channel Buoy 25 (LLNR 2169)
Indian River Inlet Buoy 15 (LLNR 4415)
Indian River Inlet Lighted Buoy 16 (LLN 4417)
Indian River Inlet Buoy 16A (LLNR 4419)
Indian River Inlet Lighted Buoy 17 (LLNR 4420)
Indian River Inlet Buoy 18 (LLNR 4433)

Indian River Channel Buoy 20 (LLNR 4490)
Indian River Channel Buoy 22 (LLNR 4495)
Indian River Channel Buoy 24 (LLNR 4500)
Indian River Channel Buoy 26 (LLNR 4505)
Indian River Channel Buoy 28 (LLNR 4510)
Indian River Channel Buoy 30 (LLNR 4515)
Indian River Channel Buoy 31 (LLNR 4520)
Indian River Channel Buoy 32 (LLNR 4525)
Indian River Channel Buoy 34 (LLNR 4530)
Indian River Channel Buoy 36 (LLNR 4536)
Indian River Channel Buoy 38 (LLNR 4540)
Indian River Channel Buoy 40 (LLNR 4545)
Indian River Channel Buoy 42 (LLNR 4550)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to 05 Dec 2023 to be considered in the analysis. Refer to project number 05-24-003(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704

LNM: 41/23

**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_Notice_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 – PINEY POINT TO LOWER CEDAR POINT – DUKEHARTS/ST CATHERINE SOUND LOWER – AIDS TO NAVIGATION CHANGE PROPOSAL******

On or about October 20, 2023; a contractor, removed the fix aids from Dukeharts Channel, Upper and Lower St. Catherine Sound that have experienced continual shoaling and the Coast Guard established temporary buoys. Due to the worsening shoaling conditions the Coast Guard is proposing discontinuing those temporary buoys as listed below.
Discontinue: Dukeharts Buoy 7 (LLNR 17195).
Discontinue: Dukeharts Buoy 8 (LLNR 17200).
Discontinue: Dukeharts Buoy 9 (LLNR 17205).
Discontinue: Dukeharts Buoy 10 (LLNR 17210).
Discontinue: St. Catherine Sound Lower Buoy 1L (LLNR 17215).
Discontinue: St. Catherine Sound Lower Buoy 3L (LLNR 17225).
Discontinue: St. Catherine Sound Lower Buoy 5L (LLNR 17230).
Discontinue: St. Catherine Sound Lower Buoy 6L (LLNR 17235).
Discontinue: St. Catherine Sound Lower Buoy 7L (LLNR 17243).
Discontinue: St. Catherine Sound Lower Buoy 9L (LLNR 17245).
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to December 11, 2023 to be considered in the analysis. Refer to project number 05-24-005(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: 43/23

**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_Notice_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

******MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – BRIDGE PROPOSAL******

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the Amtrak® with plans for replacement of two new railroad fixed bridges over a navigable waterway of the United States.
WATERWAY AND LOCATION: Susquehanna River, mile 1.0, between Havre de Grace, Harford County, MD and Perryville, Cecil County, MD.
CHARACTER OF WORK: The proposed project consists of demolition and replacement of the existing Susquehanna River Rail Bridge and construction of two new fixed, two-track river bridges with accompanying piers and abutment, along with redesigned approaches and interlockings, track realignment, and installation of new embankments and retaining walls. The purpose of the project is to improve rail services reliability and safety, improve operational flexibility and accommodate reduced trip times, optimize existing and planned infrastructures to accommodate future freight, commuter, intercity, and high-speed rail operations, and maintain adequate marine navigation and improve safety along the Susquehanna River.
The existing drawbridge has a horizontal clearance of 100 feet and a vertical clearance of 52 feet above mean high water in the closed position and 127 feet vertical clearance in the open position. The new bridges will be fixed bridges with horizontal clearances of 235 feet and vertical clearances of 60 feet above mean high water.
A copy of Preliminary Public Notice D05PPN-09-2023, which describes the proposal in detail, can be obtained by calling (571) 607-6048 or by viewing at https://www.navcen.uscg.gov/public-notices-for-bridges-active-by-district?district=5&subdistrict=n. Comments on this proposal should be forwarded to the address in the notice no later than November 19, 2023.

LNM: 43/23

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

The Coast Guard is proposing a change to Tangier Sound Light (LLNR 7435), replacing existing legacy incandescence red and white sector light with self-contained white LED optic. The new LED will retain the flashing 6 second white characteristic, have a reduced nominal range from 12 nm to 7nm and remove the red sector from the lights characteristic.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to November 27, 2023 to be considered in the analysis. Refer to project number 05-24-001(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: 40/23

**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_Notice_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_Notice_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 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 21either 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**

**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.ON 075-34.7W.
AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.
AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.
AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.
Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart 12200

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

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

Charts: 12207 12221

**DREDGING AND MARINE CONSTRUCTION CAUTIONS**

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

**NJ – 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.
Starting on October 23, 2023 South State Inc/ Northstar Marine will begin removal and demolition of cofferdam. Work will be conducted Monday thru Friday (6am to 7pm). Work is expended to be finish around November 20, 2023.

LNM: 43/23

**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 (NJICW), 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

**NJ – CAPE MAY HARBOR – CAPE MAY TO LOWER TOWNSHIP BEACH NOURISHMENT**

Great Lakes Dredge and Dock will begin placement of beach fill starting from Cape May USCG Base - Perchard Ave to Cape May Inlet, and Cape May - Brooklyn Ave. to Beach Club of Cape May, NJ. The Trailer Suction Hopper Dredge (TSHD) Liberty Island will dredge beach fill quality material from Borrow Area located approximately 2.5 miles south east of the Cape May Inlet (center point 38-54.091N, 074-50.311W). The Dredge will sail to the subline, make connections, and then will pump material through one subline. Subline coordinates 38-55.619N, 074-52.060W. Waterside staging area will be outside the channel in the vicinity of Cape May Harbor Lighted Buoy 3 (LLNR 36730). The survey vessel and crew transfer vessel (CTV) St. John's River will traverse between the work areas and Cape May Marina throughout the duration of the project. Operations will be conducted 24 hours a day, 7 days a week beginning October 6, 2023 to December 31, 2023. Vessels and dredge equipment Liberty Island, Derrick GL70, Tug Evergreen State, McCormack Boys, Tug Bayou Warrior, and survey vessel St. John's River will monitor VHF-FM 13 and 16.

LNM: 41/23

**NJ – DELAWARE BAY – MAURICE RIVER – DREDGE OPERATIONS**

Barnegat Bay Dredge Company will begin maintenance dredging on the Maurice River, in Cumberland County, NJ. Hydraulic dredging will commence on or about October 9, 2023 and will end mid-January, 2024. Dredge Fullerton will start up river working west or down river towards the river entrance. There will be 15,000 ft. of dredge pipe laid out for this project. Mariners should use caution when transiting the area. The Dredge Fullerton will monitor VHF channels 13 & 16 and can be reached at 609-709-9900. Operations will be conducted 24 hours a day, Monday thru Saturday.

LNM: 40/23

******NJ - DELAWARE RIVER-PHILADELPHIA TO TRENTON - RANCOCAS CREEK - BRIDGE MAINTENANCE******

Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance on the I-295 Bridge across Rancocas Creek, mile 8.0, between Mount Laurel Township and Westampton, Burlington County, NJ. The maintenance will be conducted from 7 a.m. to 5 p.m.; 7 days a week; which began in June 2022, will continue to be conducted through November 10, 2023. A work platform will be located under the bridge. During the maintenance period the work platform will 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) 907-4236. Mariners should use extreme caution navigating through the area.

LNM: 42/23

**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 – 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"
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", 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

******MD – FENWICK ISLAND TO CHINCOTEAGUE INLET – OCEAN CITY INLET – ISLE OF WIGHT (SINEPUXENT) BAY – BRIDGE TEMPORARY 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 Run Fest. The bridge will remain in the closed position from 5 a.m. through 3 p.m. on Saturday, October 28, 2023. The bridge will be able to open for emergencies, if provided at least 10 minutes prior notice to the bridge tender. 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

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

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: 43/23

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

Beginning October 2, 2023, and continuing until March 01, 2024 Construction operations will include barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction and underwater construction (diving). 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 of 37°58'12.45"N,76° 2'10.63"W. All equipment will be provided with the normal navigational devices consistent with regulatory directives indicating to any potential traffic to stay clear of the barge(s). The equipment will be present at night, have nighttime navigational lights, and spudded down. The entire channel will not be closed during any stage of construction, will not restrict traffic with diving operations ongoing as required.

Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.

LNM: 41/23

**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 – 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 –APPROACHES TO BALTIMORE HARBOR – CURTIS CREEK- BRIDGE FENDER REPAIR**

A fender repair project located at the Curtis Creek Railroad Swing Bridge (39°12'04.1"n 76°34'34.1"w) will start approximately October 18, 2023, and last approximately 6 weeks. Mariners are advised that, at certain times, passage on the east or west side of the span may be partially obstructed during this operation. One side of the span will always remain fully open during all phases of the work. Mariners are urged to use caution and pass slowly when transiting the area. Interested mariners can contact the working vessel on-site on marine band radio VHF-FM channels 16 or 74.

Chart 12278

LNM: 39/23

**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. Wakes from speeding boats can create major hazards for construction operations and workers. Mariners are reminded to heed the speed limit markers established by the State of Maryland when transiting the area, so that wake does not affect the platforms and barges at the work site. For more information, visit www.nicemiddletonbridge.com or call 888-994-1415.

LNM: 18/21

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

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

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

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

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

LNM: 17/23

**MD – UPPER POTOMAC RIVER- ANACOSTIA RIVER- NAVY CEREMONIAL GUARD-NAVY YARD**

Mariners are advised that the Navy Ceremonial Guard will be conducting a 21-gun salute via cannon, using blank rounds from the Waterfront Saluting Battery of the Washington Navy Yard, in position 38° 52′ 18.087″ N 076° 59′ 40.2612″ W, overlooking the Anacostia River in Washington, DC. The Ceremony will be conducted on Veterans Day, Saturday November 11, 2023, starting at 11:11 a.m. for 21 minutes. The 21 Gun Salute will not affect the navigational channel. All mariners should use caution when transiting the area. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

LNM: 41/23

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

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be constructing new approach bridges to replace the I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges, across Hampton Roads, at mile 0.0, between Norfolk, VA and Hampton, VA, commonly referred to as the Hampton Roads Bridge-Tunnel (HRBT). Construction activities will begin March 15, 2021, and are expected to continue through November, 2025. Marine construction activity will take place 24-hours per day, seven days a week.

The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00′ 24.12″ N, 76° 19′ 18.84″ W for the west span and at position 37° 00′ 24.48″ N, 76° 19′ 15.60″ W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58′ 15.24″ N, 76° 18′ 03.96″ W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.

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

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

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

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@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.

**VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION**

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 on out from the North and South shorelines.

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536- 9863 and/or email MarineOps@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 – HAMPTON ROADS – ELIZABETH RIVER – DREDGE OPERATIONS**

W3 Marine and the dredges MOBRO 112, will be conducting dredging operations on the Elizabeth River at the Norfolk Harbor Reach Channel, inbound/outbound channel in the vicinity of the HRBT beginning on November 1, 2023 until December 15, 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 12245 LNM: 41/23

**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 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 November 3, 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 - 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 8 p.m. to 5 a.m., Wednesday November 1, 2023, through Friday November 3, 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 10-minute notice. The project foreman can be reached on VHF-FM channel 13 and (757) 270-9569. 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.

LNM: 43/23

**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 – NEWPORT NEWS TO JAMESTOWN ISLAND - JAMES RIVER - 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 be maintained in the closed-to-navigation position from 10 a.m. to 4 a.m., Monday through Friday, from November 13, 2023, through November 17, 2023, and from 10 a.m. to 4 a.m. Monday through Wednesday November 20, 2023, through November 22, 2023. 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 117.5. All mariners should use caution when transiting the area.

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

Chart 12222

LNM: 42/23

******VA - PAMUNKEY AND MATTAPONI 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 – Route 33/30 (Eltham) Bridge over the Pamunkey River, mile 1.0, near King William, VA. To facilitate bridge work, the bridge will have a reduced horizontal clearance from 7 a.m. to 5 p.m., Monday through Friday, from December 4, 2023, through December 22, 2023. During work hours, a barge will be located in and around the navigation channel reducing the horizontal clearance by approximately 10 feet to approximately 93 feet. Vessels requiring the 103 feet horizontal clearance upon signal, if given at least 4-hour notice. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.1023. The project foreman or bride tender can be reached on VHF-FM channel 13. All mariners should use caution when transiting the area.

LNM: 43/23

******VA – RAPPAHANNOCK RIVER – GRINELS POINT – SUBMERGED PILE******

Add submerged pile, Chart One symbol K 43.1 in approximate position 37-34-30.983, 076-21-29.299W.

LNM: 43/23

**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

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

Effective immediately, the Deep Creek Bridge, located in Chesapeake Virginia at the northernmost point of the Dismal Swamp Canal is in the process of being replaced. The bridge is owned and operated by the Norfolk District Army Corps of Engineers. The repair project is currently scheduled to extend through September of 2026. Various construction operations will be taking place daily adjacent to and within the canal throughout the duration of the replacement project and may impact those transiting the waterway. Additional notices will be released prior to any major impacts. For questions or concerns, please contact the Atlantic Intracoastal Water Way Project Manager, Zack Ware from the Army Corps of Engineers Norfolk District at (757) 633-5749 or Zachary.t.ware@usace.army.mil.

Chart 12206

LNM: 39/23

******NC – SEACOAST – SURVEY OPERATIONS******

WHOI-OOI work will be taking place approximately 25-45 nm East of Nags Head, NC, in the area bounded by Lat 36-15.0'N, Lon 075-22.0'W. Lat 36-15.0'N, Lon 074-40.0'W, Lat 35-38.0N, Lon 074-40.0'W, Lat 35-38.0'N, Lon 075-22.0'W. The R/V Neil Armstrong will be on site recovering scientific moorings and conducting underwater surveys from 26 October through 5 November 2023.

LNM: 43/23

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.
Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of 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.

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

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 – 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 – DREDGE OPERATIONS**

The Dredge BALTIMORE will commence dredging operations in the Cape Fear River on or about October 13, 2023. The project is expected to continue until approximately June 2024. The dredging work limits are approximately between Cape Fear River Lighted Buoy 18 (LLNR 30470) and the Cape Fear Memorial Bridge.
Scows will be towed from the jobsite to the Ocean Dredged Material Disposal Area in approximate position: 33-43-10.4669 N, 078-02-40.4923 W.
The Dredge Operators will standby on channels #13 and #16 VHF-FM. Traffic should call 60 minutes prior to the expected time of passage. Project will be conducted twenty-four (24) hours per day seven (7) days a week. To facilitate dredging of the navigation channel, USCG may temporarily relocate or remove some Aids to Navigation.

LNM: 40/23

**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

**NC – CAPE FEAR RIVER – OBSTRUCTION**

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 – 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 | |
|---|---|---|---|---|---|---|---|---|
| 225<br>4720 | OCEAN CITY INLET JETTY LIGHT | 38-19-27.072N<br>075-05-05.596W | Iso W 6s | 38 | 6 | NB On skeleton tower. | HORN: 1 blast ev 10s (2s bl). HORN is activated by keying the mic 5 times on VHF-FM 81A (157.075MHz). HORN operates for 30 minutes. | 43/23 |
| | | | | | | * | | |
| 375.2 | *Woods Hole Lighted Research Data Buoy WH2* | 37-09-41.400N<br>075-14-58.200W | Fl Y 4s | | | Yellow. | Private Aid.<br>Private Aid. | 43/23 |
| * | * | * | * | * | * | * | * | |
| 3340 | MANTUA CREEK OUTFALL PIPELINE LIGHT | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 4720<br>225 | OCEAN CITY INLET JETTY LIGHT | 38-19-27.072N<br>075-05-05.596W | Iso W 6s | 38 | 6 | NB On skeleton tower. | HORN: 1 blast ev 10s (2s bl). HORN is activated by keying the mic 5 times on VHF-FM 81A (157.075MHz). HORN operates for 30 minutes. | 43/23 |
| | | | | | | * | | |
| 8910 | SHAD BATTERY SHOAL RANGE FRONT LIGHT | 39-20-18.360N<br>076-11-26.403W | Fl W 2.5s (NIGHT)<br>Fl W 2.5s (DAY) | 33 | | Yellow monopile and platform with white equipment hut on top. | Lighted throughout 24 hours.<br>DAY : Visible 1.5° either side of rangeline.<br>NIGHT : Visible 4.0° either side of rangeline. | 43/23 |
| | | | | | | | * | |
| 8915 | SHAD BATTERY SHOAL RANGE REAR LIGHT<br>2,585 yards, 237° from front light. | 39-19-37.215N<br>076-12-49.681W | Oc W 4s (NIGHT)<br>Oc W 4s (DAY) | 60 | | On yellow mono-pile structure. On same structure as Upper Chesapeake Channel Range Rear Light. | Lighted throughout 24 hours.<br>DAY : Visible 1.5° either side of rangeline.<br>NIGHT : Visible 1.5° either side of rangeline. | 43/23 |
| | | | | | | * | | |
| 14250 | SEVERN RIVER JUNCTION LIGHT SR | 37-20-15.401N<br>076-23-41.373W | Fl (2+1)R 6s | 16 | 4 | JR on multi-pile structure. | | 43/23 |
| | | * | | | | | | |
| 14745 | *Piankatank River Lighted Buoy 8* | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks | |
|---|---|---|---|---|---|---|---|---|
| 14745 | PIANKATANK RIVER LIGHT 8 | 37-30-50.630N 076-18-55.950W | Q R | 15 | 4 | TR on pile. | | 43/23 |
| * | * | * | * | * | * | * | * | |
| 15060 | Grinels Breakwater Warning Daybeacon D | 37-34-30.983N 076-21-29.299W | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 15060 | Grinels Breakwater Warning Daybeacon A | 37-34-31.785N 076-21-24.308W | | | | NW on pile worded DANGER. | | 43/23 |
| | | * | | | | | | |
| 15065 | Grinels Breakwater Warning Daybeacon C | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 15065 | Grinels Breakwater Warning Daybeacon B | 37-34-34.875N 076-21-31.851W | | | | NW on pile worded DANGER. | | 43/23 |
| | | * | | | | | | |
| 15066 | Grinels Breakwater Warning Daybeacon C | 37-34-34.875N 076-21-31.851W | | | | NW on pile worded DANGER. | | 43/23 |
| * | * | * | * | * | * | * | * | |
| 17200 | Dukeharts Daybeacon 8 | 38-13-07.002N 076-45-08.749W | | | | TR on pile. | | 43/23 |
| | | * | | | | | | |
| 17220 | St. Catherine Sound Lower Entrance Daybeacon 2L | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 17225 | St. Catherine Sound Lower Entrance Daybeacon 3L | 38-13-53.758N 076-47-02.620W | | | | SG on pile. | | 43/23 |
| | | * | | | | | | |
| 17230 | St. Catherine Sound Lower Entrance Daybeacon 5L | 38-13-58.437N 076-47-08.772W | | | | SG on pile. | | 43/23 |
| | | * | | | | | | |
| 17235 | St. Catherine Sound Lower Entrance Daybeacon 6L | 38-14-07.409N 076-47-12.547W | | | | TR on pile. | | 43/23 |
| | | * | | | | | | |
| 17240 | St. Catherine Sound Lower Entrance Warning Daybeacon | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 17245 | St. Catherine Sound Lower Entrance Daybeacon 9L | 38-14-32.912N 076-47-14.669W | | | | SG on pile. | | 43/23 |
| | | * | | | | | | |
| 17275 | St. Catherine Sound Upper Entrance Warning Daybeacon B | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 17280 | St. Catherine Sound Upper Entrance Warning Daybeacon C | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 17285 | St. Catherine Sound Upper Entrance Warning Daybeacon D | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |
| 17290 | St. Catherine Sound Upper Entrance Warning Daybeacon E | | | | | | Remove from list. | 43/23 |
| | | | | | | | * | |

## 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 (NJICW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported:
NJICWW Light 4 (LLNR 34995).
NJICWW Light 38 (LLNR 35115).
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).
NJICWW Daybeacon 49 (LLNR 35108).
NJICWW Daybeacon 58 (LLNR 35215) to Buoy 75 (LLNR 35290).
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).
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 Daybeacon434 (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 September 12, 2023 has identified shoaling on the north side of the channel across from Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and ocean city inlet lighted buoy 13 (LLNR 4758), indicating a least depth of 6.6 feet at mean low water. Mariners are advised to use caution in the area.
Chart 12211 See MD-NCR BNM 0203-23

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

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

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

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

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

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

**MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING**
Shoaling has been reported in St. Jerome Creek to a depth of 3 feet at MLW between St Jerome Creek DBN 3 (18805) and St. Jerome Creek Light 3A (LLNR 18810) and extending to St. Jerome Creek Buoy 4 (LLNR 18812) and St. Jerome Creek Buoy 6 (LLNR 18815). The channel width in the area of Deep Point is reduced to approximately 20 feet.

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

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

**MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – KNAPPS NARROWS WEST CHANNEL – SHOALING**
Shoaling has been observed in the Knapps Narrow West Channel within the channel boundaries between Knapps Narrow West Channel Daybeacon 3 (LLNR 25925) and Knapps Narrow West Channel Daybeacon 5 (LLNR 25931) to a depth of 1 foot at mean low water.
See MD-NCR BNM 0082-23.
Chart 12266

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

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

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

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

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

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

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

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

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

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

**VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING**
U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.

## VIRGINIA SHOALING

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

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

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

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

**VA – VIRGINIA INSIDE PASSAGE (VIP)**
VIP Daybeacon 184 (LLNR 6220) to VIP Daybeacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16, VIP Daybeacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996) LNM 24-13.
Chart 12210

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

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

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

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

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

**VA – HAMPTON ROADS - WILLOUGHBY BAY**
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245

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

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

**VA – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER**
A recent NOAA survey identified shoaling to a depth of 8 ft at MLW in Back River between Back River Channel Daybeacon 6 (LLNR 12930) and Back River Channel Light 5 (LLNR 12925). The survey also identified shoaling around Back River Channel Light 4 (LLNR 12920) to a depth of 10ft at MLW.
Chart 12222

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

**VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR**
Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). HR BNM 182-15.
Chart 12238

**VA – CHESAPEAKE BAY – YORKTOWN TO WEST POINT - QUEEN CREEK**
Shoaling to less the 4 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Daybeacon 10 (LLNR 13820). HR BNM 170-14.
Chart 12243

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

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

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

**VA - RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING**
An ACOE Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLLW, across the channel from approximately 250 feet North-Northeast of Greenvale Channel Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16.

**VA – CHESAPEAKE BAY TO PINEY POINT – LITTLE WICOMICO RIVER – SHOALING**
Shoaling has been reported in Little Wicomico River within the channel Boundaries between Little Wicomico River Light 4 (LLNR 16355) to the south approximately 75 yards towards Little Wicomico River Light 5 (LLNR 16360) to reported depths of three feet at mean low water.

**VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING**
Shoaling has been located in Mattawoman Creek VA. Lowest depth found 3' at high tide from Mattawoman Creek Light 1MC (LLNR 21580) to west of Mattawoman Creek Light 3 (LLNR 21590). VA BNM 006-20.
Chart 12225

**VA – CHESAPEAKE BAY – TANGIER SOUND - TANGIER ISLAND EAST CHANNEL – SHOALING**
There has been a report of shoaling in the Tangier Island East Channel within the channel boundaries between Tangier Island East Daybeacon 6 (LLNR 22765) and Tangier Island East Channel Light 7 (LLNR 22770) to a depth of three feet.

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

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

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

**VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - BONUM CREEK - SHOALING**
Soundings in Bonum Creek indicates shoaling in the channel between Bonum Creek Warning Daybeacon C (LLNR 16885), Bonum Creek Warning Daybeacon D (LLNR 16890), and Bonum Creek Warning Daybeacon E (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Warning Daybeacons C and D. Mariners are urged to use caution.

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

**VA – RUDEE INLET – SHOALING**
October 18, 2023 survey indicates shoaling from the eastern ends of the jetties extending out eastward for approximately 310ft and westward 115ft with a least depth of 6.7ft MLLW.

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

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

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

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

**NC – BOGUE INLET – SHOALING**
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 – NEUSE RIVER – WHITTAKER CREEK**
Shoaling has been reported from Whittaker Creek Daybeacon 3 (LLNR 33723) to Whittaker Creek Daybeacon 5 (LLNR 33730). Shoaling is encroaching from western side of channel, expanding roughly 70% of channel width between Whittaker Creek Daybeacon 3 (LLNR 33723) and Whittaker Creek Daybeacon 4 (LLNR 33725). Depths of 3.5' MLLW has been reported. See SEC NC BNM 0439-23. LNM 40/23.

**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

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

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

## ENCLOSURE (2)

**Updated October 25, 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.

SECTORVIRGINIA

- ***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* - None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*

Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through July 2024. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)
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 reach 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, which began in June 2022, will be conducted from 7 a.m. to 5 p.m.; 7 days a week; and will continue to be conducted through November 10, 2023. A work platform will be located under the bridge. During the maintenance period the work platform will 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) 907-4236. 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)

- ***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. (MT)
through the bridge. Mariners should use caution navigating through the area. (MT)
Stony Creek - MD Route 173 Drawbridge - To facilitate bridge work, the draw bridge will only be able to open one bascule leaf position from 9 a.m. November 1, 2023, through 3 p.m. December 1, 2023. During repairs, the bridge will be open to marine traffic with reduced horizontal clearance by approximately 20 feet to approximately 20 feet horizontal clearance. Vessels able to pass through the bridge in closed position may do so at any time. The drawbridge tender may be reached on VHF-FM channel 13 and at (410) 255-6630. (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.
  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. (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 on out from the North and South shorelines.
  Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted entry or mooring within the exclusion zone throughout the duration of the project.
  Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536- 9863 and/or email MarineOps@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. (MT)
  Western Branch of the Elizabeth River - US 17 (Churchland) Bridge –The horizontal clearance will be reduced to 35 feet, 24 hours a day, until November 30, 2023. There will be a work barge IVO the bridge during this time. Vessels able to pass may do so at any time. The project officer can be reached via cell at (757) 708-2900, or on VHF/FM CH 13. All mariners should use caution when transiting the area. (MS)
  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 - Bridge will be maintained in the closed-to-navigation position from 1 a.m. January 12, 2024, through 5 a.m. January 17, 2024, alternates dates scheduled from 1 a.m. January 19, 2024, through 5 a.m. January 24, 2024. The bridge will be maintained in the closed-to-navigation position from 1 a.m. February 2, 2024, through 5 a.m. February 7, 2024, alternates dates scheduled from 1 a.m. February 8, 2024, through 5 a.m. February 13, 2024. 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 117.5. 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)
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.

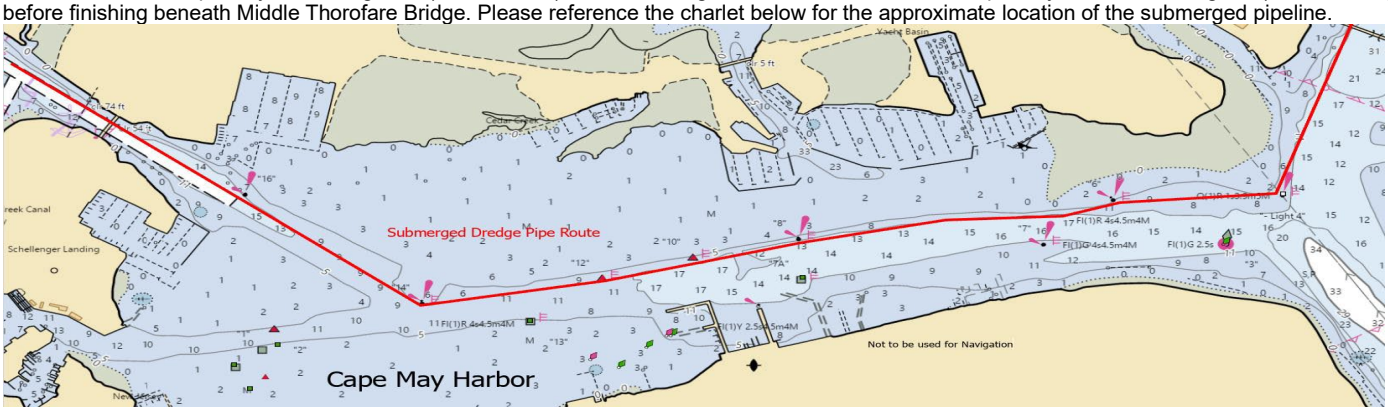
**DREDGING AND MARINE CONSTRUCTION CAUTIONS**
Mariners are cautioned to stay clear of dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks, and operating wires associated with dredging and marine construction operations. Operators of vessels of all types should be aware that 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 – LITTLE EGG INLET TO HEREFORD INLET - BRIGANTINE INLET- BEACH NOURISHMENT - BRIGANTINE ISLAND**
The Dredge DELAWARE, along with support equipment, is demobilizing from dredging operations and preparing to tow equipment from September 24, 2023, until approximately **October 15, 2023**. Dredge Delaware will stage in Absecon Inlet on the northern side of the channel in the vicinity of Brigantine Bridge as deck crews prepare pipeline, barges, and dredge DELAWARE for tow to Chesapeake, VA. Equipment barges, crane barges, 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. Although the tow preparation operations will occur outside the channel, equipment will be in the navigable channel under tow as the equipment departs. Floating pipeline, will be marked with appropriate day shape signage and lights placed at pipeline end points and. The floating pipeline length is approximately 750' feet at its longest and will be towed and tended by tender tugboats. Towed barges will display appropriate navigation lights when towed underway. The Dredge Operator and tugboats will standby on channels #13, #16, and #07 VHF-FM. For any emergencies, the dredge operator can be reached at 757-570-8453. Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredging plant and tugboats underway. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendee equipment will be navigating. Dredge and tugboat operations will be conducted 24/7. All fishnets, crab pots and structures in the general area must be removed prior to commencement of work. A slow NO WAKE speed is requested of transiting vessels as crews are closely working on pipelines and lines to barges. All vessels are requested to contact the dredge and tugboats prior to passing.
Chart 12318 LNM 26/23.

**NJ – CAPE MAY HARBOR – CAPE MAY TO LOWER TOWNSHIP BEACH NOURISHMENT**
Great Lakes Dredge and Dock will begin placement of beach fill starting from Cape May USCG Base - Perchard Ave to Cape May Inlet, and Cape May - Brooklyn Ave. to Beach Club of Cape May, NJ. The Trailer Suction Hopper Dredge (TSHD) Liberty Island will dredge beach fill quality material from Borrow Area located approximately 2.5 miles south east of the Cape May Inlet (center point 38-54.091N, 074-50.311W). The Dredge will sail to the subline, make connections, and then will pump material through one subline. Subline coordinates 38-55.619N, 074-52.060W. Waterside staging area will be outside the channel in the vicinity of Cape May Harbor Lighted Buoy 3 (LLNR 36730). The survey vessel and crew transfer vessel (CTV) St. John's River will traverse between the work areas and Cape May Marina throughout the duration of the project. Operations will be conducted 24 hours a day, 7 days a week beginning October 6, 2023 to **December 31, 2023**. Vessels and dredge equipment Liberty Island, Derrick GL70, Tug Evergreen State, McCormack Boys, Tug Bayou Warrior, and survey vessel St. John's River will monitor VHF-FM 13 and 16.

**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 charlet below for the approximate location of the submerged pipeline.




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

**NJ – DELAWARE BAY – MAURICE RIVER – DREDGE OPERATIONS**
Barnegat Bay Dredge Company will begin maintenance dredging on the Maurice River, in Cumberland County, NJ. Hydraulic dredging will commence on or about October 9, 2023 and will end mid-**January, 2024**. Dredge Fullerton will start upriver working west or down river towards the river entrance. There will be 15,000 ft. of dredge pipe laid out for this project. Mariners should use caution when transiting the area. The Dredge Fullerton will monitor VHF channels 13 & 16 and can be reached at 609-709-9900. Operations will be conducted 24 hours a day, Monday thru Saturday.
Chart 12304 LNM 40/23

****NJ – DELAWARE RIVER – ARTIFICIAL ISLAND – DREDGE OPERATIONS****
Norfolk Dredging Company will commence dredging mobilization operations in the vicinity of Artificial Island on or about October 19, 2023. Barges and pipelines will be moved from Wilmington Harbor, New Castle Range and Deepwater Range to the upcoming project near Artificial Island. A submerged pipeline will be placed from the dredging location adjacent to Artificial Island, along the vicinity of Baker Shoal and up Alloway Creek. The pipeline will run along various branches of Alloway Creek to Abbotts Meadow marsh site. Barges, pipelines, derricks, and other vessels will be anchored in the area. The Dredge CHARLESTON will arrive on site in late October to begin dredging operations. The Dredge ESSEX with Idler 184 will be in Alloway Creek, operating as a slurry booster. The project is expected to continue until **January 2024**. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. LNM 43/23

## 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 – 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, 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 – TANGIER SOUND – NORTHERN PART – RHODES POINT GUT CHANNEL – SEWER LINE CONSTRUCTION**
Beginning October 2, 2023, and continuing until **March 01, 2024** Construction operations will include barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction and underwater construction (diving). 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 of 37°58'12.45"N,76° 2'10.63"W. All equipment will be provided with the normal navigational devices consistent with regulatory directives indicating to any potential traffic to stay clear of the barge(s). The equipment will be present at night, have nighttime navigational lights, and spudded down. The entire channel will not be closed during any stage of construction, will not restrict traffic with diving operations ongoing as required. 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.

**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 – 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 – CHESAPEAKE BAY –CHOPTANK RIVER AND HERRING BAY – JAMES ISLAND – DRILL SOIL BORING OPERATIONS**
Drill soil boring operations are scheduled to occur in the vicinity of James Island MD. from October 1, 2023, to **February 1, 2024**. Work will be conducted Monday—Friday, from 7:00 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 IVO James Island in a box comprised of the following four points. (SW Corner- 38.506192N 076.3546198W, SE Corner- 38.500537N 076.3403106W, NW Corner- 38.5425024N 076.3592239W, NE Corner- 38.5422386N, 076.3204763W). Marine equipment on site for the duration of the project includes 2 spud barges (90' x 30' x 7' and 120'x45'x8'), a 25' tug, a 30' LCM and a 23' 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 12266 LNM 39/23

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

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

**MD - 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 HENERY 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

Anchor Mooring Location for equipment: 36°57'59.88"N, 76°10'47.46"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
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 – HAMPTON ROADS – ELIZABETH RIVER – DREDGE OPERATIONS**

W3 Marine and the dredges MOBRO 112, will be conducting dredging operations on the Elizabeth River at the Norfolk Harbor Reach Channel, inbound/outbound channel in the vicinity of the HRBT beginning on November 1, 2023 until **December 15, 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 12245.

**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 – 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 ¾ of a mile west of the Monitor-Merrimac Memorial Bridge Tunnel. Its approximate center at latitude/longitude 36.9486259°N, 076.4195787°W. At various stages of construction, series of piles will extend north ward from temporary work platform and barges will be moored to and around platform. The temporary work platform 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 amber 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 LNM 28/23

**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

******VA – SEACOAST – RUDEE INLET – DREDGE OPERATIONS******
ACOE Dredge Merit will conduct dredge operation on the entrance channel to Rudee Inlet starting October 24, 2023 and ending on **October 28, 2023**.

## NORTH CAROLINA

**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 – BOGUE SOUND – NEW RIVER – INTERCOASTAL WATERWAY DREDGE OPERATIONS******
Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Newmarket* will be conducting dredging operations on the Intracoastal Waterway of North Carolina. Dredging activity will occur between Bouge Sound To New River Light 64 (LLNR 39230) and Bouge Sound To New River Daybeacon 59 (LLNR 39215). Dredged material will be pumped hydraulically on to Onslow Beach. Operations to begin on November 12, 2023 and complete by **December 06, 2023**.

******NC – NEUSE RIVER TO MYRTLE GROVE SOUND – MASON INLET & ICW – DREDGE OPERATIONS******
Ahtna Marine and Construction Company will be dredging shoaled material from Mason Inlet, Mason Creek, and the ICW, with subsequent placement on the southern beachfront on Figure Eight Island. Dredging operations are expected to begin on or around November 6, 2023, and will be complete no later than March 31, 2024
Pipeline will be marked with flashing lights at night. Boaters are urged to maintain a safe distance from the dredge and pipeline to avoid potential interference with the dredging operations.
Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after arrangements have been made. Dredge and barges will be monitoring VHF Channels 16 and 79.

**NC – CAPE FEAR RIVER – SUNNY POINT TERMINAL – DREDGE OPERATIONS**
Delayed until mid-December 2023. 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 TBD. 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

**NC – CAPE FEAR RIVER – DREDGE OPERATIONS**
The Dredge BALTIMORE will commence dredging operations in the Cape Fear River on or about October 13, 2023. The project is expected to continue until approximately **June 2024**. The dredging work limits are approximately between Cape Fear River Lighted Buoy 18 (LLNR 30470) and the Cape Fear Memorial Bridge.
Scows will be towed from the jobsite to the Ocean Dredged Material Disposal Area in approximate position: 33-43-10.4669 N, 078-02-40.4923 W.
The Dredge Operators will standby on channels #13 and #16 VHF-FM. Traffic should call 60 minutes prior to the expected time of passage. Project will be conducted twenty-four (24) hours per day seven (7) days a week. To facilitate dredging of the navigation channel, USCG may temporarily relocate or remove some Aids to Navigation.
Chart 11537 LNM 40/23

# 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.

******PA – DELAWARE RIVER – ESSINGTON – FIREWORKS DISPLAY******
A barge-based fireworks display will be held in the Delaware River adjacent to Essington, PA on **November 11, 2023** from 5:55 p.m. to 6:30 p.m. The barge will be located at approximate position: 39°51'24.46N, 75°18'23.52W. All mariners are urged to navigate with caution in the surrounding area. The for any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (267) 515-7294.

******PA – DELAWARE RIVER – PHILADELPHIA – BARGE BASED FIREWORKS DISPLAY - SAFETY ZONE******
A barge-based fireworks display is scheduled to occur on the Delaware River adjacent to Rivers Casino in Philadelphia, PA, from 9:30 p.m. to 10 p.m. on **October 21, 2023**. A safety zone will be in effect for the duration of the fireworks display to include all navigable waters within 500 yards of a fireworks barge located at approximate position latitude 39°57'42" N, longitude 075°7'45" 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 - SEACOAST - FENWICK ISLAND TO CHINCOTEAGUE INLET- OCEAN CITY INLET – FIREWORKS DISPLAY**
A short-duration aerial fireworks display is scheduled to occur along the North Atlantic Ocean at Ocean City, MD, on **October 21, 2023** (no rain date) at 7 p.m. The fireworks will be discharged from the beach area at the Hugh T. Cropper Inlet Parking Lot, in approximate position latitude 38°19′30.24″ N, longitude 075°05′07.39″ W. Mariners are urged to use caution when transiting the area and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 400 feet from the fireworks discharge site. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, at telephone number (410) 576-2674 or (410) 576-2693.
Chart 12211.

**MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT AND SEVERN RIVER – SAILING REGATTA**
An annual sailing regatta is scheduled to occur in the Chesapeake Bay near Annapolis, MD during **October 28-29, 2023**, between 10 a.m. and 3 p.m. Up to 25 auxiliary sailing vessels (20-25 feet in length) will compete along two drop-mark racecourses located near the mouth of the Severn River. A maximum of eight races are scheduled over both days. Race Committee officials can be contacted on board the Signal Boat via marine band radio VHF-FM channels 16, 13, 09 and 73. More information on this Eastport Yacht Club event can be obtained at https://www.eastportyc.org/fall-brawl. 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 12270, 12283.

**MD – CHESAPEAKE BAY – SEVERN RIVER – SPA CREEK – REGULATED AREA**
The annual "The Maritime Republic of Eastport Tug of War" is scheduled to occur across Spa Creek on **November 4, 2023**, from 11 a.m. until 2 p.m. The annual charity event includes a 1,200-foot rope stretched across Spa Creek, between the Annapolis City Dock and Second Street in Eastport. As described in 33 CFR Section 100.501, a regulated area is established for all waters of Spa Creek, from shoreline to shoreline, extending 400 feet from either side of a rope spanning Spa Creek from a position at latitude 38°58'36" N, longitude 076°29'04.7" W at Annapolis City Dock, thence to a position at latitude 38°58'25" N, longitude 076°28'52.4" W, at Eastport, MD shoreline, near the foot of 2nd Street. The regulated area will be enforced from 11 a.m. through 2 p.m. on November 4, 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.
Additionally, four orange inflatable marker buoys will be established between 10:30 a.m. and 2:30 p.m., to assist mariners, operating outside the limits of the regulated area, in identifying the boundaries of the regulated area. These marker buoys will be located in the following approximate positions:

| Buoy | Latitude | Longitude |
|---|---|---|
| 1 | 38°58'25" N | 076°28'59" W |
| 2 | 38°58'34" N | 076°29'06" W |
| 3 | 38°58'36" N | 076°28'58" W |
| 4 | 38°58'32" N | 076°28'53" W |

Mariners are urged to schedule their transits on this waterway beyond the enforcement period. 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, 12283.

**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 – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES**
An annual weekly sailboat racing series is scheduled to occur on the Patapsco River each Tuesday during **April 18, 2023 - October 24, 2023**, between 6 p.m. and 9 p.m. Up to 20 sail boats (20 to 40 feet in length) will compete in a single race along a designated course located between the Baltimore Inner Harbor and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the "Baltimore City Yacht Association Tuesday Night Racing Series" can be obtained at website https://www.bcya.com. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2569 or (410) 576-2693.
Chart 12281.

**MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA**
An annual distance sailboat race is scheduled to occur in the Approaches to Baltimore Harbor and Patapsco River on **October 21, 2023**, between 11 a.m. and 5:30 p.m. Up to 75 sail boats (20 to 60 feet in length) in different divisions will compete along a designated course on the Chesapeake Bay, located north of the William P. Lane Jr. Memorial (US-50/301) Bridges, south of Pooles Island and into Baltimore Harbor, at Baltimore, MD. Additional information on the Baltimore City Yacht Association Harbor Cup can be obtained at website https://www.bcya.com. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact U.S. Coast Guard Sector Maryland-national Capital Region, Waterways Management Division, at telephone number (410) 576-2693.
Charts 12278, 12281.

**MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES**
An annual weekly sail boat racing series is scheduled to occur on the Patapsco River each Sunday during **October 01, 2023-November 19, 2023**, between 12:30 p.m. and 4:30 p.m. Up to 20 sail boats (20 to 40 feet in length) will compete in a single race along a designated course located between the Fort McHenry National Monument and Historic Shrine and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the "Baltimore City Yacht Association Fall Racing Series" can be obtained at website https://www.bcya.com. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2693.
Chart 12281.

**MD – VA – POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - NATIONAL HARBOR ACCESS CHANNEL – FIREWORKS DISPLAY**
Multiple aerial fireworks displays are scheduled to occur along the Potomac River at National Harbor, MD on between **November 1, 2023 and December 31, 2023**, between 8 p.m. and 8:15 p.m. The fireworks will be launched from the end of the National Harbor Taxi (commercial) Pier, in approximate position latitude 38°47'14.43" N, longitude 077°01'04.89" W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 400 feet from the fireworks discharge site. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693.
Chart 12289.

**DC - UPPER POTOMAC RIVER - WASHINGTON CHANNEL – FIREWORKS DISPLAY SAFETY ZONE**
An annual aerial fireworks display is scheduled to occur in Washington Channel on **October 25, 2023**, at approximately **8 p.m**. A temporary safety zone is established upon all navigable waters within 200 feet of the fireworks barge located in approximate position latitude 38°52'44.79″ N, longitude 077°01'40.17″ W located near the Wharf at Washington, DC. This safety zone will be enforced from **7:30 p.m. to 9 p.m.** on **October 25, 2023**. All persons are required to comply with the general regulations governing safety zones found in 33 CFR 165.23. Entry into or remaining in this safety zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region. All vessels underway within this safety zone at the time it is implemented are to depart the zone. Vessels may not enter, remain in, or transit through the safety zone unless authorized by the COTP Maryland-National Capital Region or designated representative. To request permission to transit the area, the Coast Guard COTP can be contacted by telephone at (410) 576-2693 or on marine band radio VHF-FM channel 16. The Coast Guard vessels enforcing this section can be contacted on marine band radio VHF-FM channel 16. Other federal, state, and local agencies may assist these personnel in the enforcement of the safety zone. Comments or questions should be directed to U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2596 or (410) 576-2693, or at email address MDNCRWaterways@uscg.mil.
Chart 12289.

**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 – SOUTHERN CHESAPEAKE BAY - BBSA VETERANS CUP RACE**
The Broad Bay Sailing Association is sponsoring the Veterans Cup Race on **November 11th**, from 10 a.m. until 3 p.m. in the southern Chesapeake Bay, off the shores of Norfolk and Virginia Beach, VA. 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 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 – 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.

**NC – ATLANTIC OCEAN AND BANKS CHANNEL – WRIGHTSVILLE BEACH – CAROLINA YACHT CLUB REGATTAS**
Mariners are advised that the Carolina Yacht Club will host a series of regattas in the Atlantic Ocean near Masonboro Inlet and Banks Channel in Wrightsville Beach, NC. Approximately 45 regattas will take place from March 18, 2023 through **January 1, 2024**. Race coordinators will monitor local vessel traffic and can be contacted via VHF Marine Radio Channel 78. The sailing schedule can be found at www.carolinayachtclub.org. For any questions or comments, please contact the Coast Guard Sector North Carolina Marine Event Coordinator at (910) 772-2221. No restrictions will be placed on the navigable channel.
Chart 11541.

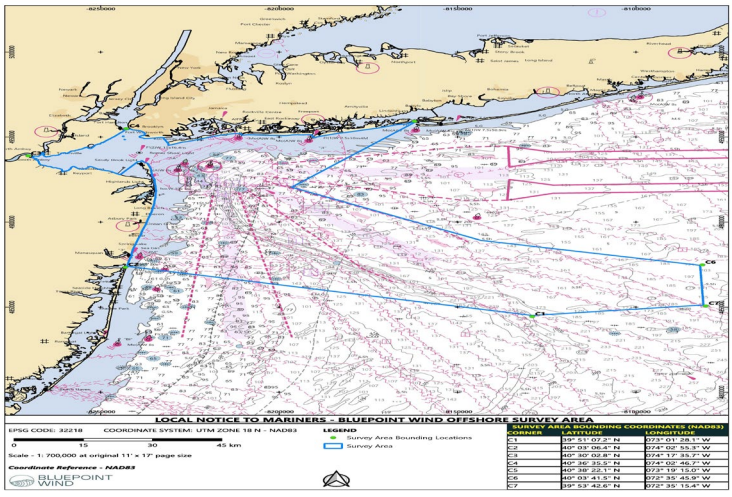
# SUMMARY OF OFFSHORE RENEWABLE ENERGY INSTALLATIONS (OREI) AND OPERATIONS IN SUPPORT OF OREI IN THE FIFTH COAST GUARD DISTRICT
# ENCLOSURE (5)

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

**NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS**
TerraSond will be conducting 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 **November 30, 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 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 21st, 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**
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 **November 30, 2023** and will conducted 7 days per week during daylight hours, until survey completion with periodic port calls. Time & Tide will monitor VHF-FM Ch 16. Vessels will have restricted maneuverability during survey operations when towing equipment. Mariners, please transit the area with extreme caution and transit at slow speed to minimize wake when transiting the area. For more information, Trevor Jones may also be contacted at 1-857-972-4328.
Chart 13003 LNM 11/23



******NJ – SEACOAST – ISLAND BEACH STATE PARK - NEAR SHORE HORIZONTAL DIRECTIONAL DRILLING******

Ocean Wind 1 (OCW01) is beginning construction operations for the Lanoka onshore substation (formerly Oyster Creek) and cable landfall. Horizontal Directional Drilling (HDD) to support cable landfall will occur in the vicinity of Island Beach State Park, NJ. Vessel activities supporting this operation include excavation of the cable exit pit, 900 feet off the beach (39°50'51"N 74°04'52"W), receiving/handling conduit, and pulling conduit through the HDD bore path.

Vessel operations are scheduled to begin on or around November 2, 2023, in the vicinity of the Lanoka landfall location and continue approximately three weeks. Vessels will be monitoring radio channels 16 and 13. Diving operations will be conducted on site. Involved vessels will generally be in a 650 yard radius of the given location. A 1,000 yard radius buffer zone from the site location is requested of marine traffic, as possible, to support the safety of divers and other workers.

To support HDD operations, the project team will tow a 1650 foot long HDPE conduit (32" diameter) to site. The lead tug, M/V NORTHSTAR 10, and the trail tug, M/V NORTHSTAR INTEGRITY, will launch the conduit in the Delaware River (in the vicinity of Hope Creek), transit down the Delaware River to the Altantic Ocean, then transit north to the worksite (in the vicinity of Island Beach State Park). The transit is expected to last three-days and is scheduled to begin on or about November 10, 2023.

For information on marine activities, visit us.orsted.com/mariners. Contacts: NORMW@orsted.com ; KARGR@orsted.com

**NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS**

Operations paused! 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 **October 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**

The MPSV Sea Gull, call sign LAGK8, will be conducting geotechnical survey operations, using geotechnical seabed equipment. Operations will occur along the 3 Export Cable Routes, please be aware that the vessel will be sailing through the Export Cable Routes. Activities will begin around October 21st, 2023, and continue to approximately December 30, 2023.

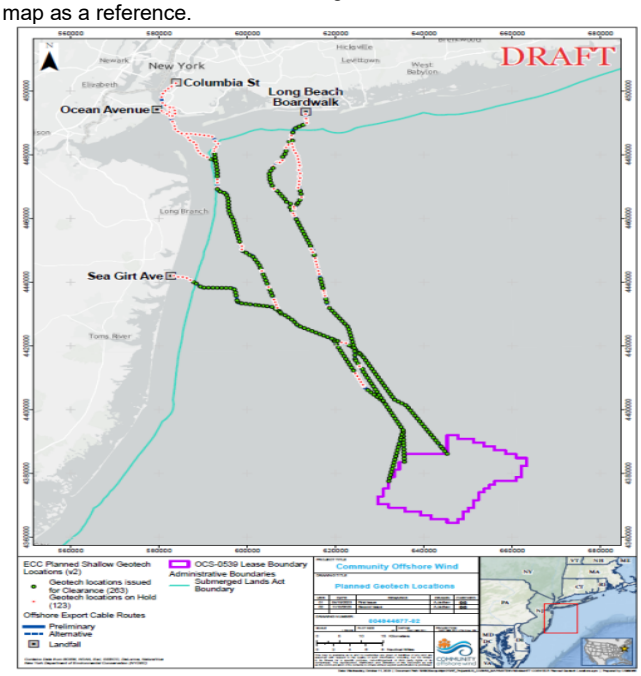
Operating Export Cable Routes:

Route 1 Initial 40° 32' 49" N; 73° 40' 14" W
Final 39° 35' 29" N; 73° 25' 17" W

Route 2 Initial 40° 28'0. 66" N; 73° 54' 29" W
Final 39° 32' 45. 30" N; 73° 27' 41" W

Route 3 Initial 40° 6' 20" N; 73° 58' 10" W
Final 39° 36' 45" N; 73° 18' 30" W

The MPSV Sea Gull will be restricted in her ability to maneuver for periods of 2 – 3 hours per location 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 map as a reference.



**NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS**

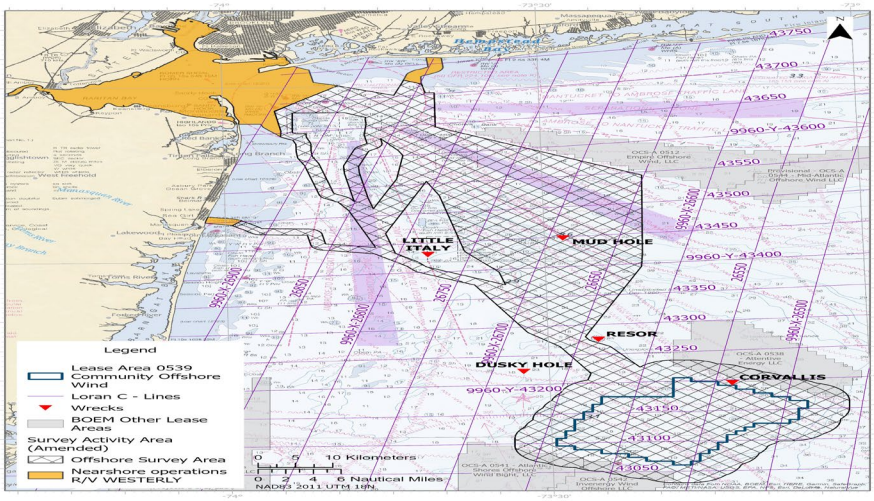
Fugro will be conducting geotechnical investigations from Regulus and/or Explorer within the Bluepoint Wind Lease Area (OCS-A 0537).
The survey area will be bounded by the following coordinates:
NW: 072° 53' 32.7" W, 40° 03' 39.4" N
NE: 072° 36' 19.3" W, 40° 03' 19.3" N
SE: 072° 36' 38.9" W, 39° 53' 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 **November 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



**NY - NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS**

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

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

Survey area bounded by:

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

Survey operations will continue till **May 15, 2024**. Sanco Swift can be contacted on VHF-FM CH 16 or at captain.swift@sanco.no / bridge.swift@sanco.no LNM 37/23

**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**

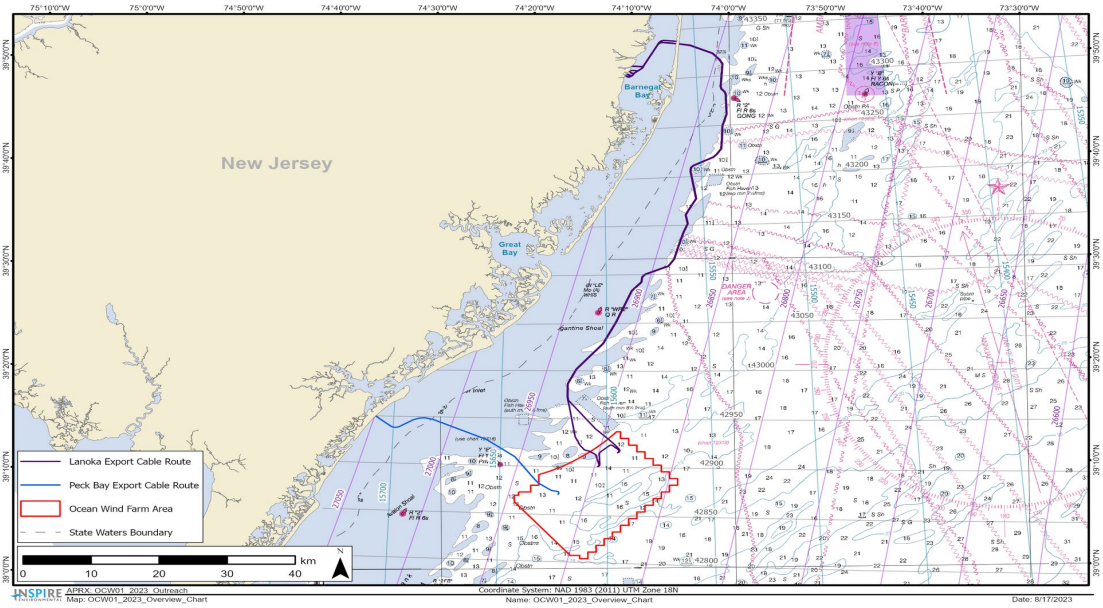
Mariners be advised that TDI-Brooks International vessel RV Emma McCall (Radio Call Sign: WDG 8742) and RV Brooks McCall (Radio Call Sign: WDZ 7811) will be continuing geophysical operations offshore Atlantic City, New Jersey from approximately February 7, 2023, to **December 31, 2023**, weather permitting.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

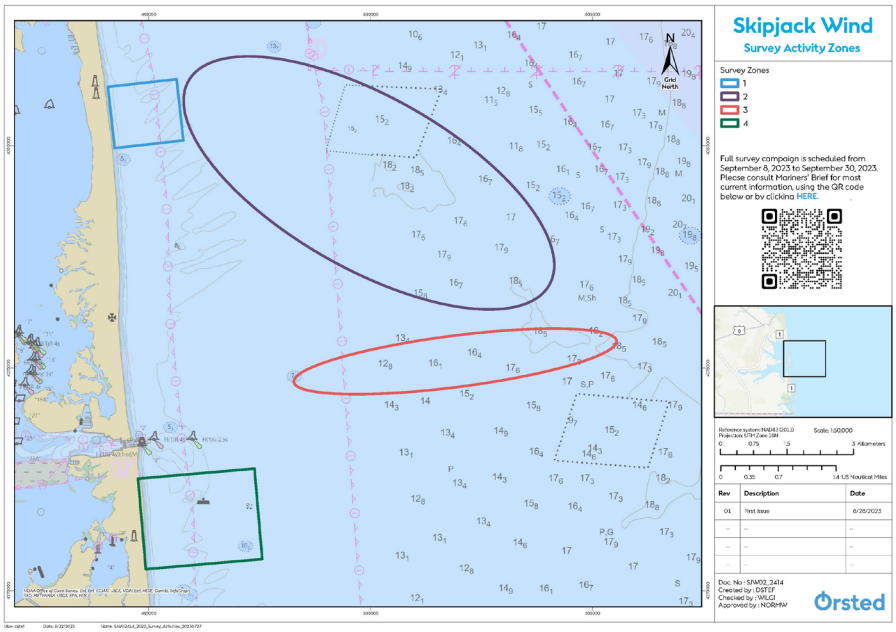
**NJ – SEACOAST – GEOPHYSICAL SURVEY OPERATIONS**

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

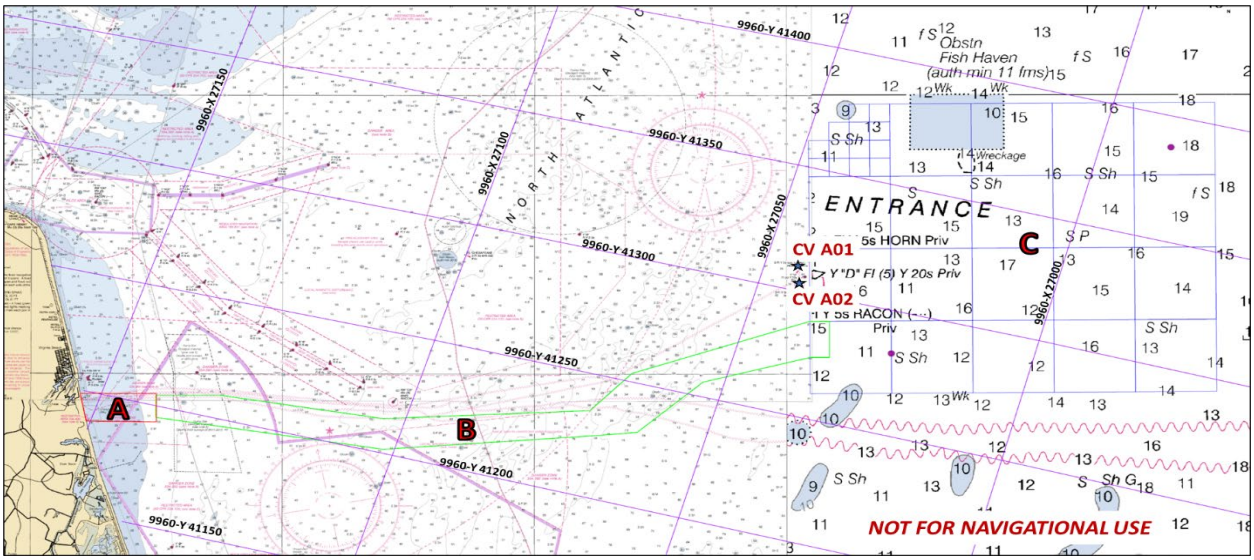


******VA – NC – SEACOAST - UNEXPLODED ORDNANCE (UXO) IDENTIFICATION ACTIVITIES******

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 | 36-58-37.854N | 076-07-56.255W |
| 9260 | Thimble Shoal Channel Lighted Buoy 10 | RELOCATED FOR DREDGING | 060D5 | 06/20 | 36-58-53.073N | 076-07-50.692W |
| 9265 | Thimble Shoal Channel Lighted Buoy 11 | RELOCATED FOR DREDGING | 060D5 | 06/20 | 36-59-04.490N | 076-09-33.370W |
| 9270 | Thimble Shoal Channel Lighted Buoy 12 | RELOCATED FOR DREDGING | 060D5 | 06/20 | 36-59-16.700N | 076-09-28.240W |
| 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 |
| 30635 | Cape Fear River Channel Lighted Buoy 28 | RELOCATED FOR DREDGING | 0471NC | 43/23 | 33-59-13.409N | 077-56-44.520W |

| | | | | | | |
|---|---|---|---|---|---|---|
| 30705 | Cape Fear River Channel Lighted Buoy 38 | RELOCATED FOR DREDGING/TRLB | 0428D5 | 43/23 | 34-02-54.532N | 077-56-20.127W |
| | | | | | | |

# ****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 |

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|---|---|---|---|---|---|
| 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 |
| 39/23 – A3-M7736 | 36-56-47.035N | 075-19-36.600W | 39/23 – A3-M10530 | 36-56-46.272N | 075-26-45.027W |
| 39/23 – A3-M10343 | 36-56-45.173N | 075-27-22.535W | 39/23 – A4-M8010 | 36-57-41.119N | 075-18-41.589W |
| 40/23 – A3-M12935 | 36-53-19.989N | 075-26-34.704W | 40/23 – A4-M9028 | 36-57-39.771N | 075-15-58.750W |
| 40/23 – A3-M9063 | 36-57-40.148N | 075-15-55.079W | 41/23 – A4-M8537 | 36-57-46.184N | 075-16-55.070W |
| 41/23 – A4-M9489 | 36-57-47.782N | 075-15-00.268W | 41/23 – A5-M16562 | 36-52-11.501N | 075-20-50.321W |
| 41/23 – A3-M11226 | 36-55-22.975N | 075-25-22.675W | 41/23 – A5-M16546 | 36-52-14.674N | 075-20-52.801W |
| 42/23 – A3-M14007 | 36-53-59.175N | 075-28-03.133W | 42/23 – A3-M13957A | 36-53-57.931N | 075-28-00.651W |
| 42/23 – A3-M13957 | 36-53-57.868N | 075-28-00.504W | 42/23 – A3-12941 | 36-53-24.961N | 075-26-34.511W |
| 42/23 – A3-10340 | 36-54-54.801N | 075-27-22.593W | 42/23 – A3-10401 | 36-54-54.280N | 075-27-09.237W |
| 42/23 – A3-M10386 | 36-54-53.761N | 075-27-12.715W | 42/23 – A3-10541 | 36-55-51.947N | 075-26-41.825W |
| 42/23 – A3-M10542 | 36-55-51.436N | 075-26-41.715W | 43/23 – A5-M16944 | 36-52-08.878N | 075-19-55.478W |
| 43/23 – A5-M18000 | 36-52-09.973N | 075-16-16.657W | 43/23 – A5-M18010 | 36-52-10.158N | 075-16-14.816W |
| 43/23 – A5-M18022 | 36-52-06-598N | 075-16-11.317W | 43/23 – A5-M18025 | 36-52-11.317N | 075-16-12.949W |
| 43/23 – A5-M18015 | 36-52-11.860N | 075-16-12.949W | 43/23 – A5-M18305 | 36-52-07.557N | 075-14-22.456W |
| 43/23 – A5-M18326 | 36-52-13.772N | 075-14-14.172W | | | |