U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 Week: 50/23

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, (571) 613-1472 and CGD5Waterways@uscg.mil

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

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

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2023 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 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.

US – ATLANTIC SEACOAST – ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING

Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are at risk of serious injury or death due to collisions with vessels because the whales spend a lot of time at or close to the surface. Collisions with whales are dangerous. Passengers can be injured and vessels badly damaged. U.S. regulation (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See Compliance Guide for Right Whale Ship Strike Reduction Rule at the Reducing Vessel Strikes to North Atlantic Right Whales webpage (below) for specific times, areas, and exceptions to this regulation. Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. regulation. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent to rightwhale.msr(at)noaa.gov.
NOAA Right Whale Slow Zones Campaign NOAA Fisheries uses the "Right Whale Slow Zones" campaign to reduce the risk of vessel strike to

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

LNM: 44/23

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

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

Tower/Electrical Service Platform (ESP) Identification:

• Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible

• (Tower) Letters and numbers, visible at night, labelled to as near to 3 meters high as possible, rendered through use of retro-reflective or high contrast black, comparable to MilSpec #17038 or RAL 9005, to maximize visual range for nearby mariners, is strongly recommended

• (ESP) Letters and numbers labelled to 1 meter high to visual range for nearby mariners.

• Visible above any servicing platforms

• Visible throughout a 360-degree arc from the water's surface

• If feasible, also labelled below the servicing platform

• (Tower) All-around band, retro-reflective material (white, yellow or silver) is strongly recommended, visible through a 360 degree arc, at least 2 foot bands around the structure no less than 30 ft above MHHW.

• (Tower) Foundation base of all turbines should be painted yellow, comparable to MilSpec #23655 or RAL 1023, all around from Mean Higher High Water (MHHW) to 50 ft above MHHW

Lighting:

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

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

Sound Signals:

• Should be located on all structures located at corners/SPSs

• Sound every 30 seconds (4s Blast, 26s off)

• Set to project at a range of 2NM

• Should not exceed 3NM spacing between perimeter structures

• Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds activating the sound signal for 45 minutes is preferred. If a MRASS is not used, the sound signal should operate when the visibility in any direction is less than 5NM.

LNM: 45/23

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

Automated Information System (AIS) Transponder Signals:

• Each Significant Peripheral Structure (SPS), and Intermediate Peripheral Structure (IPS) adjacent to a fairway or used to identify a designated vessel transit route through the farm or closely adjacent farms, shall be identified by a properly encoded AIS message 21.

• These broadcasts shall be made autonomously and continuously, at least every 6 minutes, alternating on AIS channel 1 and 2.

•-At sufficient power to provide a relatively uniform coverage recommended to extend at least 8NM beyond the periphery of the wind farm to allow sufficient time for ship operations to detect and make necessary course or speed alterations.

•-IPS, or other IFS within the farm, may be additionally marked with physical or synthetic AIS Message 21 if circumstances warrant; but not such to overload the VHF data link in or near congested waters. Such circumstances may include but are not limited to when there is a distance of greater than 12NM between SPS, or the need to temporarily mark an IFS of navigational concern due to some other factors (discrepant light signal).

• Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation.

PATON Application can be requested through email to: D05-SMB-CGD5Waterways@uscg.mil

Please forward questions or feedback in an e-mail Matthew.K.Creelman2@uscg.mil or Ryan.P.Doody2@uscg.mil.

Charts: 12200 12221

LNM: 46/23

PUBLICATION OF NVIC 03-23 GUIDANCE ON NAVIGATIONAL SAFETY IN AND AROUND OFFSHORE RENEWABLE ENERGY INSTALLATIONS (OREI)

The Coast Guard has published Navigation and Vessel Inspection Circular (NVIC) 03-23: Guidance on Navigational Safety In and Around Offshore

Renewable Energy Installations (OREI) to highlight considerations when planning and undertaking voyages in the vicinity of offshore renewable energy installations (OREI) in U.S. waters. The prudent mariner should review and utilize this NVIC to make an informed risk assessment prior to navigating within or in the vicinity of an OREI. Important Maritime Safety Information (MSI) relating to OREIs is distributed by Local or Broadcast Notices to Mariners (LNM or BNM) promulgated by Coast Guard Districts. Marine Safety Information Bulletins (MSIB) released by the local Captain of the Port (COTP) may be issued to provide supplemental information. Interested parties should contact the Office of Navigation Systems at CGNAV@uscg.mil with any questions or feedback.

LNM: 47/23

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

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 - 0465, 0467, 0470, 0475, 0477, 0479, 0483, 0486, 0487-23.
Sector Delaware Bay (DB) - BNM - 0197-23
Sector Maryland-National Capital Region (MD-NCR) - BNM - 0021, 0150, 0227, 0233, 0234, 0235, 0236-23.

Sector Virginia (VA) - BNM - 0270, 0271, 0272, 0273-23.
Sector North Carolina (NC) - BNM - 0477, 0510, 0513, 0514, 0515, 0517, 0518, 0519, 0520, 0521, 0522-23.

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	
955	Barnegat Inlet Lighted Buoy 11	OFF STA		0190DB	45/23	
1100	Little Egg Inlet Lighted Buoy 1	MISSING		241DB	46/22	
1105	Little Egg Inlet Lighted Buoy 2	BUOY DMGD/LT EXT		0051DB	10/23	
1291	Great Egg Harbor Inlet Buoy 9	OFF STA		NONEDB	37/23	
1535	Brown Shoal Light	LT EXT/RAC INOP		102DB	23/21	
1555	Brandywine Shoal Light	REDUCED INT/SS INOP		0182DB	43/23	
1600	Elbow of Cross Ledge Light	LT EXT		341DB	26/22	
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	
2180	Tanker Anchorage Approach Lighted Buoy A	LT EXT		DB 0194-23	48/23	
2515	**Delaware River Lighted Buoy 3**	**LT EXT**	**12311**	**0197DB**	**50/23**	
2580	Reedy Island Range Front Light	REDUCED INT	12311	0028DB	29/19	
2735	New Castle Range Rear Light	LT EXT	12311	103DB	20/22	
3320	**Billingsport Range Front Light**	**LT EXT**	**12313**	**0198DB**	**50/23**	
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/INACCESSIBLE		072VA	19/22	
6805	Great Machipongo Inlet Buoy 2	OFF STA	12221	NONEDB	10/23	
6810	Great Machipongo Inlet Buoy 3	MISSING	12221	NONEVA	21/21	
6815	Great Machipongo Inlet Lighted Buoy 4	MISSING	12221	135VA	30/22	
7440	Chesapeake Channel Lighted Buoy 62	RAC INOP	12225	0246VA	46/23	
7570	**Hooper Strait Approach Lighted Buoy 1**	**LT EXT**	**12230**	**0235MD**	**50/23**	
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
8693	Pooles Island Light	LT EXT	12278	110MD	24/21
9095	Elk River Channel Lighted Buoy 23	OFF STA	12277	0173MD	34/23
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
10520	**Little Creek Harbor Light 5**	**DAYMK MISSING**	**12255**	**0274VA**	**50/23**
10655	Naval Boat Channel Light 10	LT EXT	12245	015VA	02/22
10843	Golf 2 Anchorage Lighted Mooring Buoy A	OFF STA	12245	041VA	09/22
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
14110	**York Spit Swash Channel Light 3**	**STRUCT DEST/HAZ NAV/TRLB**	**12238**	**0271VA**	**50/23**
14450	Horn Harbor Warning Daybeacon A	STRUCT DEST/DAYMK MISSING/TRLB	12238	0217VA	11/21
16960	Potomac River Channel Buoy 11	SINKING/TRLB		0085MD	22/23
17305	Cobb Island Daybeacon 4	STRUCT DEST/TRUB		0167MD	33/23
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
21800	Nandua Creek Channel Warning Daybeacon G	DAYMK MISSING	12225	0229VA	44/23
23150	Tyler Creek Channel Light 11	DAYMK MISSING	12230	339MD	40/22
23600	**Hooper Strait Approach Lighted Buoy 1**	**LT EXT**	**12230**	**0235MD**	**50/23**
23680	**Wicomico River Channel Lighted Buoy 1**	**LT EXT**	**12230**	**0234MD**	**50/23**
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
24480	Muddy Hook Cove Channel Daybeacon 2	STRUCT DEST/TRLB	12230	233MD	49/23
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/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
25445	Trippe Creek Daybeacon 1	STRUCT DEST/TRLB	12266	0225MD	46/23
26790	Chester River Channel Light 34	DAYMK MISSING		0148MD	23/23
27985	Oregon Inlet Lighted Buoy 3	MISSING		0509NC	48/23
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 DEST/TRUB		0274NC	26/23
28650	Hatteras Inlet Lighted Buoy 4	MISSING		0476NC	44/23

28721.8	**Barney Slough Channel Lighted Buoy 4A**	**MISSING**	**0522NC**	**50/23**
28736	Hatteras Inlet Channel Buoy 15	OFF STA	0496NC	46/23
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
29020	Silver Lake Entrance Light 9	STRUCT DEST/TRLB	0477NC	47/23
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
29533	**Emerald Isle Cut Buoy 2**	**MISSING**	**0526NC**	**50/23**
29655	New River Inlet Lighted Buoy 1	MISSING	295NC	33/22
29660	New River Inlet Lighted Buoy 2	MISSING	465NC	33/22
29665	New River Inlet Buoy 3	MISSING	0062NC	09/23
29735	New River Channel Wreck Light WR12	STRUCT DEST/TRLB	494NC	31/20
29740	New River Channel Light 13	STRUCT DEST/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
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
30265	Carolina Beach Inlet Buoy 1	MISSING/MSLD SIG	0513NC	49/23
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
30531	Cape Fear River Channel Lighted Buoy 25A	OFF STA/LT EXT/TRLB	0515NC	49/23
30545	**Cape Fear River Channel Lighted Buoy 26**	**OFF STA**	**0521NC**	**50/23**
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
31375	Durant Island Daybeacon 3D	STRUCT DEST		0501NC	47/23
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
31755	Edenton Bay Daybeacon 6	DAYMK MISSING		0481NC	44/23
31835	Chowan River Light 16	STRUCT DEST/TRLB		0223NC	25/23
32085	Stumpy Point Target Warning Light W	LT EXT		364NC	38/22
32145	Gull Shoal Light GS	STRUCT DEST/TRLB		090NC	40/18
32155	Wysocking Bay Entrance Light 3	LT EXT		432NC	44/22
32170	Wysocking Bay Light 6	LT EXT		433NC	44/22
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
32855	Pungo River Junction Light PR	STRUCT DEST/TRLB	11553	133NC	17/22
32860	Pungo River Wreck Light WR2	STRUCT DEST/TRLB	11553	0365NC	35/23
32895	Pungo River Light 3	STRUCT DEST/HAZ NAV/TRLB	11553	0201NC	23/23
33015	Pungo River Channel Daybeacon 16	STRUCT DEST/TRLB	11553	0497NC	47/23
33240	Long Point Ferry Terminal Channel Daybeacon 2	STRUCT DEST/TRUB		0510NC	49/23
33400	Bay River Light 1	STRUCT DEST/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		0480NC	07/23
34970	Manasquan River Daybeacon 8	STRUCT DEST/TRLB		167DB	32/22
35870	New Jersey Intracoastal Waterway Lighted Wreck Buoy WR222	LT EXT		0192DB	46/23
36010	New Jersey Intracoastal Waterway Lighted Buoy 264	LT EXT		0187DB	44/23
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
37590	**Great Bridge to Albemarle Sound Light 111**	**STRUCT DMGD**	**12206**	**0524NC**	**50/23**
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
37745	Great Bridge to Albemarle Sound Light 153	LT EXT	12206	0495NC	46/23
37790	**Great Bridge to Albemarle Sound Light 165**	**STRUCT DEST/TRLB**	**12206**	**0520NC**	**50/23**
37803	**Great Bridge to Albemarle Sound Buoy 168**	**MISSING**	**11553**	**0525NC**	**50/23**
37815	Great Bridge to Albemarle Sound Buoy 171	MISSING	11553	0487NC	45/23
37895	Alligator River Light 26	STRUCT DEST/HAZ NAV/TRLB	11553	0191NC	18/23
37920	Alligator River Daybeacon 35	STRUCT DEST/TRUB	11553	0475NC	44/23
37975	Alligator River Daybeacon 45	STRUCT DEST/TRUB	11553	0499NC	47/23
38075	Pungo River Channel Daybeacon 16	STRUCT DEST/TRLB	11553	0497NC	47/23
38130	Pungo River Light 3	STRUCT DEST/HAZ NAV/TRLB	11553	0201NC	23/23
38135	Pungo River Wreck Light WR2	STRUCT DEST/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	STRUCT DEST/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
38395	Core Creek Daybeacon 21	STRUCT DEST/TRUB		0508NC	48/23
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	STRUCT DEST/TRUB		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
39010	Bogue Sound Daybeacon 38	STRUCT DEST/TRUB		0517NC	49/23
39025	Bogue Sound Light 41	STRUCT DEST/TRLB		0104NC	13/23
39060	Bogue Sound Daybeacon 45B	STRUCT DEST/TRUB		415NC	43/22
39083	Swansboro Harbor Daybeacon 4	STRUCT DEST/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
39960	**Cape Fear River Channel Lighted Buoy 26**	**OFF STA**	**0521NC**	**50/23**
39965.1	Cape Fear River Channel Lighted Buoy 25A	OFF STA/LT EXT/TRLB	0515NC	49/23
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB	161NC	19/20
40060	Cape Fear River - Little River Light 7	STRUCT DEST/TRLB	477NC	51/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRLB	169NC	20/20
40110	Cape Fear River - Little River Daybeacon 28	STRUCT DEST/TRUB	406NC	01/22
40130	Cape Fear River - Little River Daybeacon 36	STRUCT DEST/TRUB	276NC	34/21
40220	Cape Fear River - Little River Daybeacon 46	STRUCT DEST/TRUB	502NC	50/22
40285	Cape Fear River - Little River Daybeacon 63	STRUCT DEST/TRUB	235NC	27/20
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	306NC	27/20
40315	Cape Fear River - Little River Daybeacon 73	STRUCT DEST/TRUB	178NC	20/21
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	0157NC	32/20
40330	Cape Fear River - Little River Light 78	STRUCT DEST/TRLB	217NC	24/20
40335	Cape Fear River - Little River Daybeacon 80	STRUCT DEST/TRUB	604D5	49/19
40350	Cape Fear River - Little River Light 83	STRUCT DEST/TRLB	511NC	44/22
40360	Cape Fear River - Little River Light 85	STRUCT DEST/TRLB	378NC	40/20
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	374NC	32/20
40405	Cape Fear River - Little River Daybeacon 99	STRUCT DEST/TRUB	0325NC	14/23
40410	Cape Fear River - Little River Light 101	STRUCT DEST/TRLB	0119NC	14/23
40430	Cape Fear River - Little River Daybeacon 109	STRUCT DEST/TRUB	0343NC	32/23
40440	Cape Fear River - Little River Daybeacon 113	STRUCT DEST/TRUB	217NC	25/22

40445	Cape Fear River - Little River Daybeacon 115	STRUCT DEST/TRUB		0202NC	14/23
40455	Cape Fear River - Little River Light 117	STRUCT DEST/TRLB		407NC	42/20
40460	Cape Fear River - Little River Light 119	STRUCT DEST/TRLB		277NC	34/21
	Timberneck Creek Buoy 2	MISSING	12241	0152VA	33/23

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
120	Five Fathom Bank Lighted Buoy F	RELIGHTED	12300	NONEDB	50/23	50/23
4095	Upper Delaware River Channel Lighted Buoy 65	RELIGHTED		0196DB	49/23	50/23
5280	Chincoteague Inlet Lighted Buoy 2	RESET ON STATION		0254DB	48/23	50/23
5300	Chincoteague Inlet Lighted Buoy 6	RESET ON STATION		0255DB	48/23	50/23
7255	Wolf Trap Lighted Buoy 1WT	RELIGHTED	12221	0269VA	50/23	50/23
8040	Craighill Channel Range Front Light	RELIGHTED	12278	0236MD	50/23	50/23
9180	Back Creek Channel Light 28	RELIGHTED	12277	0086MD	22/23	
9205	Thimble Shoal Channel Lighted Buoy 1TS	RELIGHTED	12254	0268VA	50/23	50/23
9360	Naval Ordnance Lighted Buoy R	RELIGHTED	12245	0265VA	49/23	50/23
10130	Lynnhaven Inlet Light 1L	WATCHING PROPERLY	12254	0262VA	49/23	50/23
14835	Queens Creek Channel Buoy 3	RESET ON STATION		0242VA	45/23	50/23
30270	Carolina Beach Inlet Buoy 2	RELOCATED		0514NC	49/23	50/23
38883	Bogue Sound Buoy 11A	RESET ON STATION		0523NC	50/23	50/23

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
4875	Thorofare Channel Buoy 3	MISSING		0175MD	34/23	
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	
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	0244VA	40/22	
10333.2	Lynnhaven River Eastern Branch Daybeacon 17	DAYMK MISSING	12222	NONEVA	37/21	

10334.6	Lynnhaven River Eastern Branch Daybeacon 37	DAYMK MISSING	12222	NONEVA	37/21
10334.7	Lynnhaven River Eastern Branch Daybeacon 38	DAYMK MISSING	12222	NONEVA	37/21
10334.8	Lynnhaven River Eastern Branch Daybeacon 40	DAYMK MISSING	12222	NONEVA	37/21
10334.9	Lynnhaven River Eastern Branch Daybeacon 42	DAYMK MISSING	12222	NONEVA	37/21
10881	HRSD Newport News Point Outfall Lighted Buoy BH	LT EXT	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
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14560	Milford Haven East Channel Light 1	STRUCT DEST	12238	0108VA	27/23
14565	Milford Haven East Channel Light 3	LT EXT/STRUCT DMGD	12238	169VA	40/22
14585	Milford Haven East Channel Lighted Buoy 4A	OFF STA	12238	113VA	25/22
14595	Milford Haven East Channel Danger Light 6	LT IMCH		170VA	40/22
15555	VA Power Cable Crossing East Tower Light A	LT EXT		288VA	50/22
15560	VA Power Cable Crossing Middle Tower Light B (2)	LT EXT		229VA	50/22
15565	VA Power Cable Crossing West Tower Light C	LT EXT		230VA	50/22
16565	Lake Conoy Warning Daybeacon C	STRUCT DEST/HAZ NAV		0144MD	29/23
16825	West Yeocomico River Daybeacon 6	HAZ NAV/STRUCT DMGD		0131MD	28/23
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD		184MD	33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING		186MD	33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB		183MD	24/19
18251.1	Neabsco Creek Channel Lighted Buoy 2	LT EXT		0121MD	27/23
18251.2	Neabsco Creek Channel Lighted Buoy 3	LT EXT		0121MD	31/22
18251.3	Neabsco Creek Channel Lighted Buoy 4	LT EXT		0121MD	27/23
18535	Piscataway Creek Daybeacon 8	DAYMK MISSING		083MD	21/21
18540	Piscataway Creek Warning Daybeacon A	STRUCT DEST		084MD	21/21
18545	Piscataway Creek Warning Daybeacon B	STRUCT DEST		085MD	21/21
18588.2	Dyke Marsh Breakwater Warning Light B	LT EXT		NONEVA	19/23
18588.4	Dyke Marsh Breakwater Warning Light C	LT EXT		352MD	42/22
18965	Mill Creek (Patuxent River) Daybeacon 7	STRUCT DEST/TRLB	12264	130MD	27/21
19062	Solomons Island Fishing Pier Light	LT EXT		345MD	41/22
19223	Battle Creek Channel Daybeacon 4	OFF STA/STRUCT DEST/HAZ NAV/TRLB	12264	214MD	30/21
19350	South Herrington Harbour Range Rear Light	REDUCED INT	12266	144MD	28/21

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
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
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
32725.22	Swanquarter PPA Warning Daybeacon W	DAYMK MISSING		NONENC	51/22
33200	Jacobs Creek Canal Daybeacon 1	DAYMK MISSING		503NC	51/22
33205	Jacobs Creek Canal Daybeacon 2	DAYMK MISSING		504NC	51/22
	City Of Norfolk Outfall Warning Light At Ocean View Park	LT EXT	12255	NONEVA	51/22
	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
7660.1	Cove Point Lighted Warning Buoy F	RESET ON STATION	12264	055MD	17/23	50/23
19840	Chesapeake Harbor Entrance Light 2	RELIGHTED	12282	0114MD	27/23	50/23
19860	Chesapeake Harbor Buoy 6	WATCHING PROPERLY	12282	0118MD	27/23	50/23
19865	Chesapeake Harbor Buoy 7	WATCHING PROPERLY	12282	0115md	27/23	50/23
20113.6	Magothy River Race Lighted Buoy D	N/A	12282	196MD	38/23	50/23
20430	Pennwood Range Front Light	RELIGHTED	12278	178MD	16/20	50/23
20730	HAW Generating Plant Channel Buoy 1	RESET ON STATION	12278	134MD	29/23	50/23
20740	HAW Generating Plant Channel Buoy 3	RESET ON STATION	12278	136MD	29/23	50/23
20745	HAW Generating Plant Channel Buoy 4	RESET ON STATION	12278	137MD	29/23	50/23
20750	HAW Generating Plant Channel Buoy 5	RESET ON STATION	12278	133MD	29/23	50/23
20755	HAW Generating Plant Channel Buoy 6	RESET ON STATION	12278	135MD	29/23	50/23
20765	HAW Generating Plant Channel Buoy 9	RESET ON STATION	12278	132MD	29/23	50/23
26872	Swan Creek Buoy 8	RESET ON STATION	12278	172MD	34/23	50/23
26873	Swan Creek Buoy 10	RESET ON STATION	12278	172MD	34/23	50/23
26874	Swan Creek Buoy 11	RESET ON STATION	12278	172MD	34/23	50/23

26874.1	Swan Creek Buoy 13	RESET ON STATION	12278	172MD	34/23	50/23
27896	Elk River - Welch Point Buoy 2	RESET ON STATION	12277	0094MD	23/23	50/23

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
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
29284	Beaufort Inlet Channel Lighted Buoy 7	RELOCATED FOR DREDGING		0470D5	49/23
29288	Beaufort Inlet Channel Lighted Buoy 9	RELOCATED FOR DREDGING		0470D5	49/23
29294	Beaufort Inlet Channel Lighted Buoy 11	RELOCATED FOR DREDGING		0467D5	49/23
29297	Beaufort Inlet Channel Lighted Buoy 12	RELOCATED FOR DREDGING		0467D5	49/23
29310	Beaufort Inlet Channel Lighted Buoy 14	RELOCATED FOR DREDGING		0467D5	49/23
29410	Morehead City Channel Lighted Buoy 15	RELOCATED FOR DREDGING		0467D5	49/23
29425	Morehead City Channel Lighted Buoy 17	RELOCATED FOR DREDGING		0477D5	49/23
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
39223	Bogue Sound - New River Buoy 61A	DISCONTINUED FOR DREDGING		0465D5	48/23
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	Position	
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3 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 50/23

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

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

CHANGE	Submerged Pile; Sign PA to Subm pile PA (Chart No. 1: K43.1) (NOS NW-31414)	NOS 35-53-21.780N	076-00-50.970W
CHANGE	Submerged Pile; Sign to Subm pile PA (Chart No. 1: K43.1) (NOS NW-31414)	NOS 35-54-26.810N	076-00-25.090W
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.	NOS --	--

12206 35th Ed. 01-DEC-15 Last LNM: 35/18 NAD 83 50/23

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

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.	NOS --	--

12225 62nd Ed. 01-AUG-19 Last LNM: 50/23 NAD 83 50/23

ChartTitle: **Chesapeake Bay Wolf Trap to Smith Point**

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

DELETE	Great Wicomico River Light A	CGD05 37-50-54.476N	076-22-04.810W
DELETE	Great Wicomico River Light B	CGD05 37-50-49.500N	076-22-08.900W
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.	NOS --	--

12230 67th Ed. 01-JAN-17 Last LNM: 52/21 NAD 83 50/23

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

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

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.	NOS --	--

12238 43rd Ed. 01-DEC-17 Last LNM: 01/21 NAD 83 50/23

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

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

NOS

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

12241 **24th Ed.** **01-DEC-17** **Last LNM: 01/21** **NAD 83** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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** **50/23**

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

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

		CGD05	
CHANGE	Chesapeake Harbor Entrance Light 2 Flash change to FL 3s	at 38-57-36.405N	076-27-58.853W

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** **50/23**

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** **50/23**

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 50/23

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 50/23

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 50/23

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 50/23

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

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

		CGD05	
CHANGE	Chesapeake Harbor Entrance Light 2 Flash change to FL 3s	at 38-57-36.405N	076-27-58.853W
		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 50/23

ChartTitle: **Annapolis Harbor**

Main Panel 642 ANNAPOLIS HARBOR. Page/Side: A

		CGD05	
CHANGE	Chesapeake Harbor Entrance Light 2 Flash change to FL 3s	at 38-57-36.405N	076-27-58.853W
		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 50/23

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** **50/23**

ChartTitle: **Delaware River Wilmington to Philadelphia**

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

		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** **50/23**

ChartTitle: **Philadelphia and Camden Waterfronts**

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** **50/23**

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.	--	--

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)

DE – DELAWARE BAY – AID TO NAVIGATION CHANGE - SHIP JOHN SHOAL LIGHT

The Coast Guard is making an administrative change to the Light List, Volume II, Atlantic Coast, Ship John Shoal Light (LLNR 1640). The Administrative Change will remove the wording "Emergency Light of lower intensity when main light is extinguished". The Emergency Light was removed from the Light in approximately 2013 and the Light List was never updated.

LNM: 47/23

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

On 23 Jan 2024 the Coast Guard will change the following Aids to Navigation 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)

LNM: 48/23

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

On 23 Jan 2024 the Coast Guard will change 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)

LNM: 48/23

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 – VA – POTOMAC RIVER – AIDS TO NAVIGATION CHANGE

The Coast Guard will be removing the sound signals, existing ice conditions and all lights will have a 5nm nominal range. This sound signal removals will correlate to the specific aids hull replacement date and/or a discrepancy response.
Change: Potomac River Mid-Channel Lighted Whistle Buoy A (LLNR 16505) to Potomac River Mid-Channel Lighted Buoy A with a 5nm nominal range light.
Change: Potomac River Mid-Channel Lighted Whistle Buoy B (LLNR 16855) to Potomac River Mid-Channel Lighted Buoy B, with a 5nm nominal range light and remove the ice condition.
Change: Potomac River Mid-Channel Lighted Whistle Buoy C (LLNR 17355) to Potomac River Mid-Channel Lighted Buoy C, with a 5nm nominal range light and remove the ice condition.
Change: Potomac River Mid-Channel Lighted Whistle Buoy D (LLNR 17615) to Potomac River Mid-Channel Lighted Buoy D with a 5nm nominal range light.
Chart 12230

LNM: 48/23

VA – CAPE HENERY TO THIMBLE SHOAL LIGHT – THIMBLE SHOAL CHANNEL – AIDS TO NAVIGATION CHANGE

With the completion of the ongoing deepening, widening and realignment project to Thimble Shoal Channel; in the East Reach and CBBT Reach, on or about December 18, 2023 the Coast Guard the will make the following changes.
Thimble Shoal: "Buoys located 75' outside channel limit."
Relocate:
Lighted Buoy 1TS (LLNR 9205) to approximate position: 36 56 57.794N-76 01 25.918W.
Lighted Buoy 2 (LLNR 9210) to approximate position: 36 57 11.499N-76 01 20.542W.
Lighted Buoy 3 (LLNR 9215) to approximate position: 36 57 32.596N-76 03 40.340W.
Lighted Buoy 4 (LLNR 9220) to approximate position: 36 57 46.210N-76 03 34.356W.

Lighted Buoy 5 (LLNR 9225) to approximate position: 36 58 08.757N-76 05 59.965W and change flash characteristic to a flashing 2.5 second.
Lighted Buoy 6 (LLNR 9230) to approximate position: 36 58 22.375N-76 05 54.101W and change flash characteristic to a flashing 2.5 second.
Lighted Buoy 7 (LLNR 9235) to approximate position: 36 58 28.791N-76 07 11.451W.
Lighted Buoy 8 (LLNR 9240) to approximate position: 36 58 39.592N-76 07 06.759W.
Lighted Buoy 9 (LLNR 9255) to approximate position: 36 58 48.378N-76 08 27.284W.
Lighted Buoy 10 (LLNR 9260) to approximate position: 36 58 59.277N-76 08 22.983W.
Lighted Buoy 11 (LLNR 9265) to approximate position: 36 59 08.243N-76 09 44.214W.
Lighted Buoy 12 (LLNR 9270) to approximate position: 36 59 19.097N-76 09 39.805W.
All Thimble Shoals Lighted Buoys will have a 5nm nominal range permanently.

Charts: 12222 12254 LNM: 47/23

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

On/or about January 15,2024 the Coast Guard will remove the sound signal (Gong) and change the buoy size from an 8X26 LGR to a 7X17 LR for James River Lighted Gong Buoy 55 (LLNR 112120). The new 7x17LR hull will provide a daytime visibility of 2.3nm and a radar range of 2.7nm and will be consistent with the other lighted buoys in the area.

Chart 12248 LNM: 49/23

VA – WOLF TRAP TO SMITH POINT – AIDS TO NAVIGATION CHANGE

On or about January 9, 2024 the Coast Guard will discontinue the RACON on Chesapeake Channel Lighted Buoy 62 (LLNR 7440) and the temporary AIS signal will become permanent, AIS: MMSI 993672392

Chart 12225 LNM: 46/23

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

Due to the increased shoaling in and around this waterway on/or about December 5, 2023, the Coast Guard will discontinue Timberneck Creek Buoy 2 (LLNR 13765).

LNM: 47/23

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

NJ – INTRACOASTAL WATERWAY – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing the following changes to the aids to navigation marking the New Jersey Intracoastal Waterway (NJICW). This action is being taken to ensure the visibility of the navigation aids, increase their accuracy throughout the year in the narrow waterway and decrease the workload on servicing units.
Change NJICW Buoy 45 (LLNR 35165) to NJICW Daybeacon 45 (LLNR 35165) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-45-05.430N, 074-09-06.575W
Change NJICW Buoy 54 (LLNR 35198) to NJICW Daybeacon 54 (LLNR 35198) Triangle Red Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-41-35.972N, 074-09-14.174W
Change NJICW Lighted Buoy 56 (LLNR 35205) to NJICW Light 56 (LLNR 35205) Flashing Red 4 second Light, Triangle Red Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-41-22.140N, 074-09-44.064W
Change NJICW Buoy 63 (LLNR 35235) to NJICW Daybeacon 63 (LLNR 35235) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-40-12.394N, 074-11-05.459W
Change NJICW Lighted Buoy 86 (LLNR 35335) to NJICW Light 86 (LLNR 35335) Flashing Red 4 second Light, Triangle Red Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-36-14.191N, 074-12-54.434W
Change NJICW Buoy 87 (LLNR 35340) to NJICW Daybeacon 87 (LLNR 35340) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-36-09.802N, 074-12-58.551W
Change NJICW Buoy 88 (LLNR 35345) to NJICW Daybeacon 88 (LLNR 35345) Red Triangle Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-35-56.082N, 074-13-15.286W
Change NJICW Buoy 89 (LLNR 35350) to NJICW Daybeacon 89 (LLNR 35350) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-35-49.831N, 074-13-27.363W
Change NJICW Lighted Buoy 92 (LLNR 35360) to NJICW Light 92 (LLNR 35360) Flashing Red 4 second Light, Triangle Red Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-35-47.410N, 074-13-34.529W

Change NJICW Buoy 94 (LLNR 35365) to NJICW Daybeacon 94 (LLNR 35365) Red Triangle Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-35-31.491N, 074-13-48.596W

LNM: 46/23

NJ – INTRACOASTAL WATERWAY – AIDS TO NAVIGATION CHANGE PROPOSAL (Cont)

Change NJICW Buoy 99 (LLNR 35390) to NJICW Daybeacon 99 (LLNR 35390) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-34-31.895N, 074-14-11.987W
Change NJICW Buoy 101 (LLNR 35395) to NJICW Daybeacon 101 (LLNR 35395) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-34-19.766N, 074-14-21.487W
Change NJICW Buoy 102 (LLNR 35400) to NJICW Daybeacon 102 (LLNR 35400) Red Triangle Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-34-19.138N, 074-14-23.796W
Change NJICW Buoy 153 (LLNR 35620) to NJICW Daybeacon 153 (LLNR 35620) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-27-56.792N, 074-23-39.429W
Change NJICW Lighted Buoy 182 (LLNR 35745) to NJICW Light 182 (LLNR 35745) Flashing Quick Red Light, Triangle Red Dayboard with triangle yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-23-24.265N, 074-25-57.430W
Change NJICW Lighted Buoy 189 (LLNR 35770) to NJICW Light 189 (LLNR 35770) Flashing Green 4 second Light, Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-23-02.760N, 074-27-07.800W
Change NJICW Buoy 193 (LLNR 35790) to NJICW Daybeacon 193 (LLNR 35790) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-22-27.501N, 074-27-31.180W
Change NJICW Buoy 195 (LLNR 35795) to NJICW Daybeacon 195 (LLNR 35795) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-22-25.444N, 074-27-33.637W
Change NJICW Buoy 197 (LLNR 35800) to NJICW Daybeacon 197 (LLNR 35800) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-22-21.300N, 074-27-31.260W
Change NJICW Buoy 199 (LLNR 35805) to NJICW Daybeacon 19 (LLNR 35805) Square Green Dayboard with square yellow ICW mark. Remove Remarks "Removed when endangered by ice." 39-22-10.492N, 074-27-15.142W
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 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
Or you may email comments to CGD5Waterways@uscg.mil, or mail comments 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
All comments will be carefully considered and are requested prior to 16 Jan 2024 to be considered in the analysis. Please refer to project number 05-23-022(D).

LNM: 46/23

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

******NC – BEAUFORT INLET CHANNEL AND MOREHEAD CITY CHANNEL – BOUY RELOCATIONS – AIDS TO NAVIGATION CHANGE PROPOSAL******

The Coast Guard is proposing permanently relocating the following Aids to Navigation approximately 100 feet outside the channel. These buoys are frequently required to be relocated for dredging, sometimes up to four times a year. This change will establish permanent Assigned Positions for more consistent and reliable buoy locations, reduce resource time required for frequent moves and allow dredging to be completed unhampered in these areas when resources are not available to move the buoys.
Beaufort Inlet Channel Lighted Buoy 7 (LLNR 29284) to 34-40-34.077N, 076-40-14.375W
Beaufort Inlet Channel Lighted Buoy 9 (LLNR 29288) to 34-40-53.298N, 076-40-11.179W
Beaufort Inlet Channel Lighted Buoy 11 (LLNR 29297) to 34-41-05.914N, 076-40-08.058W
Morehead City Channel Lighted Buoy 15 (LLNR 29410) to 34-41-46.553N, 076-40-19.616W
The above positions are the present location of the bouys which are temporary relocated for dredging.
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 30 Jan 2024 to be considered in the analysis. Refer to project number 05-24-010(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: 50/23

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

The Coast Guard is proposing relocating Sparrows Point Lighted Buoy 10 (LLNR 20595) to approximate position: 39 12 34.980N-76 28 52.980W. This new position is approximately 90 feet East of the existing lighted buoy position. The 4 second flash characteristic with a 4 nominal range red light with remain unchanged.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to January 8, 2024 to be considered in the analysis. Refer to project number 05-24-007(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12278

LNM: 49/23

MD – VA – LOWER CEDAR POINT TO MATTAWOMAN CREEK – POTOMAC CREEK – AID TO NAVIGATION CHANGE PROPOSAL

On December 1, 2023 Potomac Creek Buoy 3 (LLNR 17920) will be removed; as scheduled, for the season. The Coast Guard is proposing not to re-establish; as scheduled, on March 1.
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 January 29, 2024 to be considered in the analysis. Refer to project number 05-24-009(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: 49/23

NC – PAMLICO RIVER – BATH CREEK – BRIDGE PROPOSED PROJECT

All interested parties are notified that an application dated September 29, 2023, has been received from the North Carolina Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for replacement of the navigation span of the existing highway, fixed bridge – NC 92 (Ray S. Brooks) Bridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Bath Creek, mile 2.1, in Bath, Beaufort County, NC.
CHARACTER OF WORK: The proposed project is to replace Span 25 of the NC 92 (Ray S. Brooks) Bridge. Concrete Span 25, which serves as the main navigational span, will be removed and a new span will be constructed in its place. No temporary bridges or structures will be in the waterway. Only Span 25 will be removed and replaced; all other portions of the substructure and superstructure of the existing bridge will remain. The purpose of the project is to alleviate the need for weight restrictions on the aging bridge and to provide maintenance for the structure's longevity. The vertical and horizonal clearances of the bridge will remain the same. There will be barge/crane activity in the waterway during demolition and construction.
The existing fixed bridge, navigational Span 25, has a horizontal clearance of 37 feet and a vertical clearance of 11.86 feet above mean high water. The replacement Span 25 will be fixed with a horizontal clearance of 37 feet and a vertical clearance of 11.86 feet above mean high water. Existing and proposed clearances are in North American Vertical Datum of 1988 (NAVD88).
A copy of Public Notice D05PN-08-2023, which describes the proposal in detail, can be obtained by calling (206) 815-6334 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 December 27, 2023.

LNM: 46/23

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

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

East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Charts: 12200 12221 12222 12245 12254

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

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

Chart 12241 LNM: 37/20

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

The Naval Surface Warfare Center Dahlgren Division operates the Potomac River Test Range and the Explosive Experimental Area (Pumpkin Neck). These facilities are used by our military to conduct munitions testing and should be avoided while testing is in progress.
Daily range schedule can be found at: https://www.navsea.navy.mil/Home/Warfare-Centers/NSWC-Dahlgren/NSWCDD-Range-Schedule/ or by calling Range / Weapons Testing Hotline: 877-845-5656 (toll free) for daily updates on range operation and test schedules.
Noise Questions & Comments: Call NSF Dahlgren: 540-653-8153 to comment or ask a question about noise or vibrations you think are being caused by operations at Dahlgren.
For more information on NSWC Dahlgren's range schedule, contact the NSWCDD Public Affairs Office, (540) 653-8154.

LNM: 20/22

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

The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:
AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.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 – DE – MD - VA – NC - RIGHT WHALE VOLUNTARY VESSEL SPEED RESTRICTION ZONE

NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones
NOAA requests mariners to route around this zone or transit through it at ten knots or less.
Program is currently in effect in the following areas:
The east of Ocean City Slow Zone area is bounded by: 38 Degrees 38 Minutes North, 37 Degrees 58 Minutes North, 074 Degrees 13 Minutes West, 075 Degrees 04 Minutes West. Expires December 18, 2023.
The Northeast of Virginia Beach Slow Zone area is bounded by: 37 Degrees 29 Minutes North, 36 Degrees 50 Minutes North, 074 Degrees 50 Minutes West, 075 Degrees 40 Minutes West. Expires December 18, 2023.
The East of Virginia Beach Slow Zone Area is bounded by: 37 Degrees 03 Minutes North, 36 Degrees 23 Minutes North, 075 Degrees 04 Minutes West, 075 Degrees 53 Minutes West. Expires December 23, 2023.
The Southern Outer Banks Slow Zone area is seaward waters bounded by: 35 Degrees 13 Minutes North, 34 Degrees 34 Minutes North, 075 Degrees 48 Minutes West, And 076 Degrees 36 Minutes West. Expires December 15, 2023.
For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov.
NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at:
HTTPS://WWW.FISHERIES.NOAA.GOV/NATIONAL/ENDANGERED-SPECIES-CONSERVATION/REDUCING-VESSEL-STRIKES-NORTH-ATLANTIC-RIGHT-WHALES.
See ENC 8 for Graphic.

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

LNM: 49/23

******NJ - SANDY HOOK TO LITTLE EGG HARBOR - SHARK RIVER – BRIDGE INSPECTION******

Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing a bridge inspection on the Ocean Avenue (Belmar Bridge) Bridge over Shark River, at mile 0.1, in between Belmar, NJ and Avon-By-The-Sea, NJ. The inspection which began in November 2023, will be conducted from 8 a.m. to 4 p.m.; Wednesday-Thursday; from December 20, 2023, through December 21, 2023. An under-bridge inspection unit will be on and in the vicinity of the bridge. During the work hours, the under-bridge inspection unit will be underneath the bridge providing access for the inspection. Inspection personnel, equipment and vehicle 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 201-587-5503. Mariners should use caution navigating through the area.

LNM: 50/23

PA – NJ – PHILADELPHIA AND CAMDEN WATERFRONTS - DELAWARE RIVER – DREDGE OPERATIONS

Starting approximately December 13, 2023 and continuing until approximately January 15, 2024, Weeks' bucket dredge "Weeks 551", Scows "256" and "258", Tugs "Neptune" and "Stephanie Dann" will be operating in the vicinity of the Philadelphia Automotive Marine Terminal Turning Basin, Delaware River between the following approximate positions:
Lat 39°54'4.03"N, Long 75° 7'56.92"W
Lat 39°54'1.10"N, Long 75° 7'43.76"W
Lat 39°53'41.00"N, Long 75° 7'51.56"W
Lat 39°53'44.54"N, Long 75° 8'5.02"W
Operations will be conducted on a twenty-four (24) hours a day, seven (7) days a week basis. Tugs and barges 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. Barges and equipment will have all required U.S. Coast Guard lighting for night operations.

Chart 12313

LNM: 49/23

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 – CAPE HENLOPEN TO INDIAN INLET – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will commence dredging operations on or about 5 December 2023 adjacent to Roosevelt Inlet, Delaware in a borrow area 1,500 feet southeast of the jetties and 2,000 feet offshore. Dredging will be complete on or about 30 December 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.

LNM: 49/23

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

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

LNM: 50/23

MD – BALTIMORE HARBOR – NORTHWEST HARBOR – PIER CONSTRUCTION

Ballard Marine Construction will be performing a pier replacement for the USACE for their pier located on Leahy St. at Fort McHenry beginning on November 20th,2023 and expected to run through July 1, 2024. All work will be conducted from our crane barge, performing activities to include but not limited to, pile driving, demolition, crane lifts, and commercial diving. Work will be conducted Monday through Saturday, 0600-1800, included holidays. Mariners are requested to use caution and reduce wake when transiting the area. All equipment will monitor VHF CH 13, 16, and 79.

Chart 12281

LNM: 47/23

MD – APPROACHES TO BALTIMORE HARBOR - CURTIS CREEK

Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing an inspection on the I-695 (Baltimore Beltway) Bridge over Curtis Creek, mile 0.9, at Baltimore, MD. The inspection which started in October 2023, will continue to be performed from 7 a.m. to 4 p.m.; Monday-Friday; through December 31, 2023. A work boat and divers will be located behind the fender system and will not occupy the channel for the duration of the inspection. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at 603-315-1894. Mariners should use extreme caution navigating through the area.

Chart 12281

LNM: 44/23

MD - APPROACHES TO BALTIMORE HARBOR - CURTIS CREEK – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing an inspection on the I-695 (Inner Loop and Outer Loop) Bridge over Curtis Creek, mile 1.0, at Baltimore, MD. The inspection will start 9 a.m. to 3 p.m. from December 4, 2023, through December 21, 2023. The main channel will not be obstructed. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request and may be reached on VHF-FM channel 9 and 16. Mariners should use extreme caution navigating through the area.

Chart 12281

LNM: 47/23

MD – SANDY POINT TO SUSQUEHANNA RIVER – ABERDEEN RESTRICTED AREA - MILITARY LIVE FIRE TESTING AND EXERCISES, COMMERCIAL FISHING PROHIBITED

Mariners are advised that the Aberdeen Test Center (ATC) will be conducting live fire exercises and operational testing of various watercraft,

MD – SANDY POINT TO SUSQUEHANNA RIVER – ABERDEEN RESTRICTED AREA - MILITARY LIVE FIRE TESTING AND EXERCISES, COMMERCIAL FISHING PROHIBITED

scheduled to begin on or about November 5, 2023 through December 15, 2023. The operation area includes: entering the water near Bear Point, proceeding Southeast towards APG K Buoy, Southward along the restricted APG Water Boundary to H Buoy, Westward to the mouth of Delph Creek and then returning to the Bear Point area. The watercraft will be accompanied by ATC Patrol boats to provide escort and ensure area is clear of public boats. All Commercial Fishing, to include placement of crab pots, in this area will be prohibited during these exercises.

LNM: 44/23

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

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

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

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

LNM: 17/23

DC – POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - ANACOSTIA RIVER – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of District Department of Transportation, will be performing inspections on the highway bridges – US 29 (Francis Scott Key) Bridge and 14th Street Bridge over the Potomac River, mile 113.0 and 109.8, respectively, and 12th East Street Bridge over the Anacostia River, mile 2.2, at Washington D. C. The inspections will be performed between 8 a.m. to 5 p.m., from January 8, 2024, through January 12, 2024. The main channels will not be obstructed. Inspection personnel, equipment and vessel will relocate from the navigable channel upon request and may be reached on VHF-FM channel 13 and 16. Mariners are requested to notify the project foreman at least 5 minutes prior to navigation through the bridge and should use caution when transiting the area.

LNM: 47/23

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

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

LNM: 04/23

DC – POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN - ANACOSTIA RIVER – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of District of Columbia Department of Transportation, will be performing inspections at East Capital Street (Whitney Young Memorial) Bridge, mile 4.1 over the Anacostia River. The inspection will start 8 a.m. to 5 p.m. from December 18, 2023, through December 19, 2023.The main channel will not be obstructed. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request and may be reached on VHF-FM channel 13 and 16. Mariners are requested to notify the project foreman at least 5 minutes prior to navigation through the bridge and should use caution when transiting the area.

LNM: 47/23

******VA – ATLANTIC OCEAN – HAZOPS******

****UPDATED DATES****Hazardous operations to surface vessels will be conducted from 0000L December 17, 2023 to 2400L December 20, 2023 inside a circle with an 11 nautical mile radius centered around 37-55N and 074-04W. Mariners should avoid this area and use caution when transiting the surrounding waters. All vessels involved will be monitoring channels 13 and 16 for traffic.

LNM: 49/23

VA – CAPE HENERY – SEACOAST – UNMANNED SURFACE CRAFT OPERATIONS

There will be an unmanned surface craft operation in the vicinity of the Cape Henry Buoy from December 11, 2023 to December 15, 2023. The vehicle is 15 feet long and appears as a small personal watercraft. The vehicle will have a chase boat, a 82' Mark 5 SOC, in the vicinity running AIS as MK V 964. Personnel can contact Liam Slinde at 757-286-2713 for questions.

LNM: 49/23

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

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. 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 – CAPE HENRY TO THIMBLE SHOAL LIGHT – WILLOUGHBY BAY – NAVY EXERCISE

****NEW DATES**** On December 12th & 13th 2023 from 1300-1600, (Rain date, None) the Helicopter Sea Combat Wing Atlantic (HSCWL) will be conducting Fire Fighting Training in the Willoughby Bay. During these operations, the aircraft will be operating at altitudes as low as fifty feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. Helicopters will carry large orange buckets suspended from the bottom of the aircraft. These buckets will be filled with water and then emptied from low altitude. The Aircraft Commanders have been directed to exercise every effort to de-conflict and avoid surface vessels. All mariners are requested to remain well clear of the helicopters and the area extending directly behind and below the aircraft. To minimize the potential for mishap, vessels are requested to remain well clear helicopters conducting Firefighting training. C/S DRAGON and military aircraft will monitor VHF CH 16. For more information contact CDR ANDREW SEBASTIANO, HM-12 SEA DRAGONS, Cell: (845) 807-3678; Office: (757) 322-2161

Chart 12245 LNM: 47/23

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 which began July 2023, will continue to be conducted from 6 p.m. to 6 a.m.; Sunday-Friday; and from 7 p.m. to 7 a.m.; Friday-Sunday; through December 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. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 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 - JAMES RIVER - NEWPORT NEWS TO JAMESTOWN ISLAND – BRIDGE MAINTENANCE****

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing maintenance on the fixed spans at the Route 10 Bypass Bridge over Cypress Creek, mile 1.4, in Smithfield, VA. The maintenance will not restrict the height or width of the main navigational channel. The equipment will be present at night, have nighttime navigational lights, and spudded down. Maintenance will be from December 11, 2023, through June 25, 2025. The project foreman can be contacted on VHF-FM channel 13 and 16. All mariners should use caution when transiting the area.

Chart 12248 LNM: 46/23

VA – JAMES RIVER – NEWPORT NEWS TO JAMESTOWN ISLAND – BRIDGE MAINTENANCE

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 1 a.m. on January 12, 2024, through 5 a.m. on January 17, 2024, with alternate dates scheduled from 1 a.m. on January 19, 2024, through 5 a.m. on January 24, 2024, and from 1 a.m. on February 2, 2024, through 5 a.m. on February 7, 2024, with alternate dates scheduled from 1 a.m. on February 8, 2024, through 5 a.m. on 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.

Chart 12248 LNM: 48/23

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 - PAMUNKEY AND MATTAPONI RIVER – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing an inspection 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 vertical clearance from 9 a.m. to 3 p.m., Thursday December 14, 2023, and Friday December 15, 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 46 feet. Vessels requiring the 56 feet vertical clearance upon signal, if given at least 15-minute 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 bridge tender can be reached on VHF-FM channel 13. All mariners should use caution when transiting the area.

LNM: 48/23

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

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

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

Effective January 8, 2024, the Dismal Swamp Canal will be closed to navigation due to a planned infrastructure refurbishment project at the Deep Creek Locks in Chesapeake, Virginia. The closure is expected to last through March 31, 2024. Visitors to Lake Drummond will be able to access the Dismal Swamp Canal via the South Mills Locks in South Mills, North Carolina or from the various boat ramps along the canal. Vessels transiting the Atlantic Intracoastal Water Way must use the Albemarle and Chesapeake Canal as an alternate route during this timeframe.

LNM: 50/23

NC – NORFOLK TO ALBEMARLE SOUND – GREAT BRIDGE TO ALBEMARLE SOUND – SUBMERGED OBJECT

An ACOE survey has indicated a submerged obstruction in the middle of the Great Bridge to Albemarle Sound Channel. Obstruction is in the center of channel between Great Bridge to Albemarle Sound Daybeacon 163 (LLNR 37780) and Great Bridge to Albemarle Sound Light 164 (LLNR 37785) in approximate position 36° 12' 31.643"N, 75° 55' 26.468"W. Obstruction is approximately 10 feet below surface with deeps ranging between 11 and 14 feet in the area. All mariners are requested to use caution in the area.

Chart 12206

LNM: 49/23

******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 – MOREHEAD CITY HARBOR – BEAUFORT INLET – DREDGE OPERATIONS

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

LNM: 44/23

******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 – TOPSAIL INLET – DREDGE OPERATIONS

The Dredge DELAWARE, along with support equipment, is performing dredging operations from November 10, 2023, until approximately February 28, 2024 for Topsail Beach, Inlet, and Sound Maintenance Dredging. Dredge Operations will be conducted in Topsail Inlet, Banks Connector, Cut

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

Through, and Topsail Creek leading towards Intracoastal Waterway. Dredged material will be pumped to beach placement areas on Topsail Beach, North Carolina. Dredge Delaware will stage and anchor floating equipment and pipeline outside Banks Connector Channel next to Topsail Island. Flashing yellow lights are displayed for pipeline and white anchor lights on floating equipment. Dredging operations will occur in and around the Topsail Inlet. The dredge will be connected to a floating pipeline within Topsail Inlet channel. This floating pipeline will be connected to submerged pipeline. The submerged pipeline will come on shore east of the inlet. Any used submerged pipeline will be marked with white regulatory buoys with flashing amber lights along the pipeline with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 3000' feet at its longest length. Floating pipeline will be anchored and tended by tender tugboats. Please use extreme caution navigating along the western end of Topsail Beach regarding these submerged and floating pipelines. The Dredge Operator will standby on channels #13, #16, and #07 VHF-FM. For any emergencies, the dredge operator can be reached at 757-570-8453. LNM 44/23

LNM: 44/23

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

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

LNM: 49/23

NC – CAPE FEAR RIVER – DREDGE OPERATIONS

Manson Construction Co. will begin hopper dredging in Baldhead Shoal Channel. Survey work will begin November 28, 2023 with dredging to start December 20, 2023 till approximately January 24, 2023. Operations will be conducted 7 days per week, 24 hours a day, by M/V Glenn Edwards, and will monitor VHF-FM 13 & 16.

Dredging will be conducted between Cape Fear River Entrance Lighted Buoy 5 (LLNR 30325) and Cape Fear River Entrance Lighted Buoy 10 (LLNR 30355) and between Cape Fear River Entrance Lighted Buoy 12 (LLNR 30372) and Cape Fear River Entrance Lighted Buoy 13 (LLNR 30373). M/V Glenn Edwards requests that all vessels transiting the dredging areas reduce speed and exercise caution in the vicinity of the dredge when it is in the navigation channel.

LNM: 47/23

NC – CAPE FEAR RIVER – OBSTRUCTION

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

LNM: 40/20

NC – SEACOAST – SURVEY OPERATIONS

The RV Shackleford will be conducting a Hydrographic Survey in the nearshore Atlantic Ocean waters, approximately 17 nautical miles south of Oak Island, North Carolina. Area bound by: Northwest corner: 33° 38' 47" N 78° 6' 22" W

Southeast corner: 33° 36' 20" N 78° 6' 44" W. Survey operations begin December 04, 2023, and are expected to end before December 31, 2023. Surveys will be conducted 7 days a week. The RV Shackleford will be operating multibeam sonar, side scan sonar, gradiometer, and sub-bottom profiler equipment. The vessel has AIS and will monitor VHF channels 16/13.

LNM: 49/23

NC – SEACOAST – CAPE HATTERAS TO LITTLE RINVER INLET - SOUTH OF FRYING PAN SHOALS - SAILDRONE WEATHER RESEARCH

SAILDRONE, INC. is conducting passive acoustics research from November 16, 2023 to December 20, 2023, with two Uncrewed Surface Vehicles (USVs), called "SAILDRONEs" in an operating area 18 NM due south of Cape Fear, south of Frying Pan Shoals. The NW corner of the Op Area is 1 nm east of the northbound traffic lane into Cape Fear River. The northeastern section of the Op Area is 2 NM west of the Frying Pan Shoals Lighted Buoy 16.

SAILDRONEs are 23 ft in length, 16 ft tall, orange in color, have a white all around light on top of the wing, and are marked "SAILDRONE". SAILDRONEs are uncrewed surface vehicles that are wind propelled and solar powered. The vehicles will have limited maneuverability during operations. Mariners are requested to remain greater than 500 meters away from the research equipment. Questions regarding this notice can be directed to Saildrone Mission Control at missioncontrol@saildrone.com or via phone at +1-510-722-6070.

See Enclosure 9.

LNM: 46/23

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

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

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

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	
13765	Timberneck Creek Buoy 2						Remove from list.	50/23
16340	GREAT WICOMICO RIVER LIGHT A						* Remove from list.	50/23
16345	GREAT WICOMICO RIVER LIGHT B						* Remove from list.	50/23
19840	CHESAPEAKE HARBOR ENTRANCE LIGHT 2	38-57-36.405N 076-27-58.853W	Fl R 3s	14		TR on pile.	* Private Aid.	50/23
30265	Carolina Beach Inlet Buoy 1	34-04-45.175N 077-51-47.671W	*			Green can.		50/23
30270	Carolina Beach Inlet Buoy 2	* 34-04-46.330N 077-51-46.868W				Red nun.		50/23
30300	Carolina Beach Inlet Buoy 8	* 34-04-47.491N 077-52-47.883W				Red nun.		50/23
		*						

ENCLOSURES

Enclosures

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

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 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
November 29, 2023 survey indicates shoaling from the eastern ends of the jetties extending out eastward for approximately 320ft with a least depth of 6.3ft MLLW.

NORTH CAROLINA

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING
Shoaling exists within Walter Slough Channel. Shoaling to 3-4 feet MLW was observed between Walter Slough Buoy 8 (LLNR 28335) and Walter Slough Lighted Buoy 9 (LLNR 28340). NC BNM 134-20.

NC - HATTERAS INLET - SHOALING
Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 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 29495) 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 December 12, 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)*** –
  Elizabeth River – Southern Branch - S168 (Great Bridge) Bridge – The bridge will be maintained in the closed-to-navigation position to accommodate increased volumes of spectators that will be participating in the Annual Chesapeake Rotary Christmas Parade. The bridge will remain in the closed position from 4 p.m. to 6 p.m. and from 8 p.m. to 10 p.m., on Saturday, December 2, 2023. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(g). Mariners should adjust their transits accordingly and should use caution when transiting the area. (JW)

SECTOR NORTH CAROLINA

- ***North Carolina***
  Cape Fear River and Northeast Cape Fear River - Cape Fear Memorial Bridge and Isabel S. Holmes Bridge - To facilitate the 2023 Wilmington Historic Half Marathon the bridges will be maintained in the closed-to-navigation position from 7:10 a.m. to 9:30 a.m. on December 2, 2023. The bridges will be able to open for emergencies, if at least a fifteen-minute prior notice is given. Vessels able to pass through the bridges in the closed position may do so at any time. At all other times, the drawbridges will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.822 and Part 117.829(a), respectively. Mariners should adjust their transits accordingly and should use caution when transiting the area. (JW)
  Bath Creek – NC 92 (Ray S. Brooks) Bridge
  AVAILABILITY OF PUBLIC NOTICE D05PN-08-2023
  All interested parties are notified that an application dated November 2, 2023, has been received from the North Carolina Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for replacement of the navigation span of the existing highway, fixed bridge – NC 92 (Ray S. Brooks) Bridge over a navigable waterway of the United States.
  WATERWAY AND LOCATION*:* Bath Creek, mile 2.1, in Bath, Beaufort County, NC
  CHARACTER OF WORK*:* The proposed project is to replace Span 25 of the NC 92 (Ray S. Brooks) Bridge. Concrete Span 25, serving as the main navigational span, will be removed and a new span will be constructed in its place. No temporary bridges or structures will be in the waterway. Only Span 25 will be removed and replaced; all other portions of the substructure and superstructure of the existing bridge will remain. The purpose of the project is to alleviate the need for weight restrictions on the aging bridge and to provide maintenance for the structure's longevity. The vertical and horizonal clearances of the bridge will remain the same. There will be barge/crane activity in the waterway during demolition and construction. The existing fixed bridge has a horizontal clearance of 37 feet and a vertical clearance of 11.86 feet above mean high water. The replacement navigational Span 25 will have a horizontal clearance of 37 feet and a vertical clearance of 11.86 feet above mean high water. Existing and proposed clearances are based on NAVD 1988 datum. A copy of **Public Notice D05PN-08-2023**, which describes the proposal in detail, can be obtained by calling (206) 815-4631 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 December 27, 2023. (AB)

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)
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)
Shark River - Ocean Avenue (Belmar Bridge) Bridge – Bridge inspection will be conducted from 8 a.m. to 4 p.m.; Thursday-Friday; from December 20, 2023, through December 21, 2023. Vessels can transit through the bridge unrestricted at any time. Mariners should use caution navigating through the area. (MT)

- ***Pennsylvania*** –

Schuylkill River - Schuylkill River Park Trail - along the eastern bank of the Schuylkill River - Construction activities commenced in mid-February 2022, and are scheduled to conclude at the end of April 2025. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should navigate the vicinity of construction with due caution at minimum safe speed. (HP)
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 which has been conducted from 7 a.m. to 7 p.m.; Monday-Friday; from August 28, 2023, through November 1, 2023, has been suspended and will recommence in March of 2024. The painting containment system will remain on the bridge which will continue to reduce the vertical clearance of the bridge to approximately 20 feet of vertical clearance at mean high water through to March 2024. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. 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 - To facilitate bridge explosive demolition operations at the old Gov. Harry W. Nice/Sen. Thomas "Mac" Middleton Memorial (US-301) Bridge, located between Charles County, MD and King George County,

VA, the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River from **12:01 a.m. on November 08, 2023, through 11:59 p.m. on January 31, 2024**. The safety zone will cover two areas:
Area 1. All navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21′48.14″ N, 076°59′40.45″ W, thence south to 38°21′37.90″ N, 076°59′38.25″ W, thence west to 38°21′35.18″ N, 076°59′59.06″ W, thence north to 38°21′45.57″ N, 077°00′01.84″ W, and east back to the beginning point, located between Charles County, MD and King George County, VA.
Area 2. All navigable waters of the Potomac River within 1,500 feet of the explosives barge located in approximate position 38°21′21.47″ N, 076°59′45.40″ W.
all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21′51.57″ N, 076°59′14.53″ W, thence south to 38°21′41.35″ N, 076°59′12.33″ W, thence west to 38°21′37.90″ N, 076°59′38.25″ W, thence north to 38°21′48.14″ N, 076°59′40.45″ W, and east back to the beginning point, located between Charles County, MD and King George County, VA.
These coordinates are based on datum NAD 83.
The Coast Guard will issue a Broadcast Notices to Mariners via VHF-FM marine band radio about the status of the safety zone. Under the general safety zone regulations in subpart C of 33 CFR part 165, except for marine equipment operated by Skanska-Corman-McLean, Joint Venture, or its subcontractors, you may not enter the safety zone described unless authorized by the *Captain of the Port* Maryland-National Capital Region *(COTP)* or the COTP's designated representative. Mariners requesting to transit any of these safety zone areas must first contact the Skanska-Corman-McLean, Joint Venture designated representative, the on-site project manager by telephone number 785-953-1465 or on Marine Band Radio VHF-FM channels 13 and 16 from the pusher tug. If permission is granted, mariners must proceed at their own risk and strictly observe any and all instructions provided by the COTP, Skanska-Corman-McLean, Joint Venture, or designated representative to the mariner regarding the conditions of entry to and exit from any area of the safety zone. The COTP or the COTP's representative can be contacted by telephone number 410-576-2693 or on Marine Band Radio VHF-FM channel 16 (156.8 MHz). Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2519 or (410) 576-2693 or MDNCRWaterways@uscg.mil. (DB/HP)
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)
Curtis Creek - I-695 (Baltimore Beltway) Bridge – Bridge inspection which started in October 2023, will continue to be performed from 7 a.m. to 4 p.m.; Monday-Friday; through December 31, 2023. A work boat and divers will be located behind the fender system and will not occupy the channel for the duration of the inspection. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at 603-315-1894. Mariners should use extreme caution navigating through the area. (MT)
Stoney Creek - Stoney Creek (S173/Fort Smallwood Road) Bridge – Bridge inspection will be conducted from 8 a.m. to 5 p.m.; Monday-Friday; from December 4, 2023, through December 8, 2023. A work vessel will be located in and around the vicinity of the bridge. During the work hours, the work vessel will be located inside the navigational channel which will reduce the horizontal clearance of the bridge to approximately 20 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 transit through the bridge if at least a five-minute prior notice is given to the project foreman. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (443) 975-4030 or (302) 379-0842. Mariners should use caution navigating through the area. (MT)
Curtis Creek - I-695 (Inner Loop and Outer Loop) Bridge – Bridge inspection will start 9 a.m. to 3 p.m. from December 4, 2023, through December 21, 2023. The main channel will not be obstructed. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request and may be reached on VHF-FM channel 9 and 16. Mariners should use extreme caution navigating through the area. (JW)

- ***Washington DC***

Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge –
Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues into 2023. The federal navigation channel east of the original center submerged pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled "DANGER" mark the ongoing bridge demolition in the Federal Channel. In addition, lit temporary piles are positioned around the old pier. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course through the work site (CT/HP)
Anacostia River - East Capital Street (Whitney Young Memorial) Bridge – Bridge inspection will start 8 a.m. to 5 p.m. from December 18, 2023, through December 19, 2023.The main channel will not be obstructed. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request and may be reached on VHF-FM channel 13 and 16. Mariners are requested to notify the project foreman at least 5 minutes prior to navigation through the bridge and should use caution when transiting the area. (JW)
Anacostia River - US 50 (New York Avenue) Bridge - Bridge inspection will start 8 a.m. to 5 p.m. from December 11, 2023, through December 12, 2023.The main channel will not be obstructed. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request and may be reached on VHF-FM channel 13 and 16. Mariners are requested to notify the project foreman at least 5 minutes prior to navigation through the bridge and should use caution when transiting the area. (JW)
Potomac River and Anacostia River - US 29 (Francis Scott Key) Bridge/14th Street Bridge and 12th East Street Bridge, respectively - Bridge inspections will be performed between 8 a.m. to 5 p.m., from January 8, 2024, through January 12, 2024. The main channels will not be obstructed. Inspection personnel, equipment and vessel will relocate from the navigable channel upon request and may be reached on VHF-

FM channel 13 and 16. Mariners are requested to notify the project foreman at least 5 minutes prior to navigation through the bridge and should use caution when transiting the area. (JW)

- ***Virginia (Northern)*** *– None.*

SECTOR VIRGINIA

- ***Virginia (Southern)***

Hampton Roads - I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges -. Construction activities commenced on March 15, 2021, and are expected to continue through November 2025. Marine construction activity will take place 24-hours per day, seven days a week. The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.

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

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

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

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@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 which began July 2023, will continue to be conducted from 6 p.m. to 6 a.m.; Sunday-Friday; and from 7 p.m. to 7 a.m.; Friday-Sunday; through December 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. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 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)

Pamunkey River - Route 33/30 (Eltham) Bridge - 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. (JW)
Cypress Creek - Route 10 Bypass Bridge – Bridge maintenance will not restrict the height or width of the main navigational channel. The equipment will be present at night, have nighttime navigational lights, and spudded down. Maintenance will be from December 11, 2023, through June 25, 2025. The project foreman can be contacted on VHF-FM channel 13 and 16. All mariners should use caution when transiting the area. (JW)
James River - James River Bridge – To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 1 a.m. on January 12, 2024, through 5 a.m. on January 17, 2024, with alternate dates scheduled from 1 a.m. on January 19, 2024, through 5 a.m. on January 24, 2024, and from 1 a.m. on February 2, 2024, through 5 a.m. on February 7, 2024, with alternate dates scheduled from 1 a.m. on February 8, 2024, through 5 a.m. on 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)
Pamunkey River - Route 33/30 (Eltham) Bridge - To facilitate bridge work, the bridge will have a reduced vertical clearance from 9 a.m. to 3 p.m., Thursday December 14, 2023, and Friday December 15, 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 46 feet. Vessels requiring the 56 feet vertical clearance upon signal, if given at least 15-minute 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 bridge tender can be reached on VHF-FM channel 13. 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)
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 HARBOR TO CAPE MAY – ABSECON INLET – BEACH NOURISHMENT

Great Lakes Dredge and Dock Co. LLC will begin a beach nourishment project. Hydraulic dredge Illinois and hopper dredge Liberty Island will be dredging material on the coast between Corson's Inlet and Townsends Inlet. Dredged material will be transported through a 30" diameter pipe from the dredge to four different beach fill areas. Borrow areas will include the Atlantic Ocean, Absecon Inlet, Corson Inlet, and Townsends Inlet. Two staging areas on the northeast side of Absecon Inlet in Atlantic City will be used when pipeline and equipment is not in use. Operations will begin November 6, 2023 to **April 14, 2024** and will be conducted 24 hours per day, 7 days per week. All vessel can be contract on VHF-FM 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

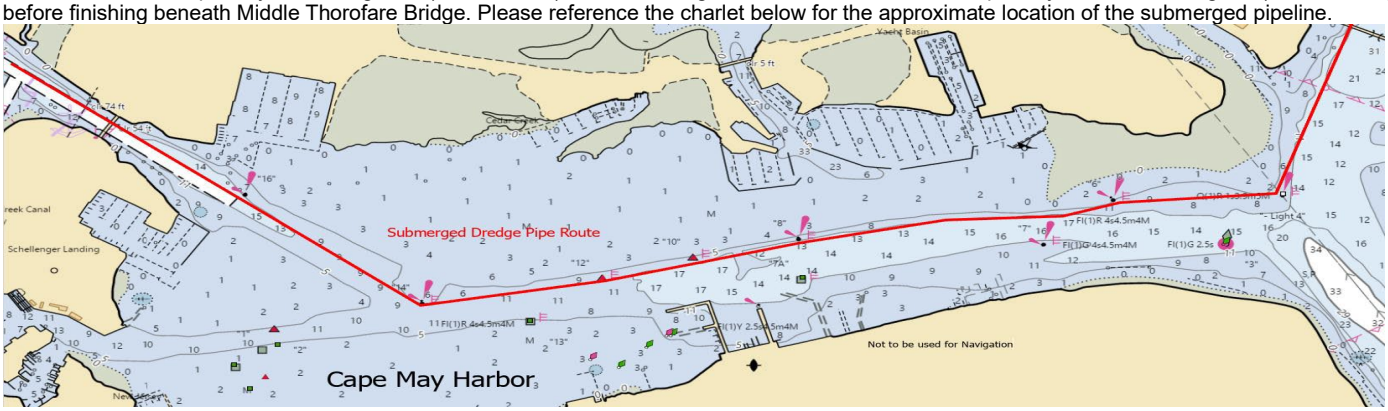
NJ – CAPE MAY HARBOR – CAPE MAY TO LOWER TOWNSHIP BEACH NOURISHMENT

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 southeast 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 on the northeast of the channel in the vicinity of Cape May Harbor Lighted Buoy 2 (LLNR 1465) and outside of 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 **January 31, 2024**. 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 – LITTLE EGG HARBOR TO CAPE MAY – ICW – OCEAN CITY – DREDGE OPERATIONS******
Scarborough Marine Group will be conducting mechanical dredging operations starting November 15, 2023 to approximately **March 31, 2024**. Work will be conducted Monday thru Thursday in the following areas around Ocean City, NJ using various barges and work boats.
11th Street Outfall – CenterPoint – 39.279965N, -74.583165W
15th Street Outfall – CenterPoint – 39.277125N, -74.590568W
16th Street Outfall – CenterPoint – 39.276155N, -74.592121W
Carnival Bayou – CenterPoint – 39.274297N, -74.591397W
Sunny Harbor – CenterPoint – 39.276663N, -74.598462W
South Harbor – CenterPoint – 39.271617N, -74.601895W
Waterview - CenterPoint – 39.250089N, -74.625009W
For further information contact Sean Scarborough at 609-226-0078.

NJ – LITTLE EGG HARBOR TO CAPE MAY – OTTENS HARBOR – DREDGE OPERATIONS
Mobile Dredging and Video Pipe Inc. will be conducting dredging operations in Otten Harbor Channel, in approximate 38°59'39.38"N; 74°49'55.41"W, in Wildwood, NJ, West Wildwood Channel approximate position 39° 0'26.24"N; 74°49'39.33"W, and Beach Creek Channel approximate position 39° 1'16.72"N; 74°48'1.91"W. The dredging operations will begin November 20, 2023, and the anticipated completion date is **April 1, 2024**.
LNM 46/23

NJ – DELAWARE BAY – 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 – NJ – PHILADELPHIA AND CAMDEN WATERFRONTS - DELAWARE RIVER – DREDGE OPERATIONS
Starting approximately December 13, 2023 and continuing until approximately **January 15, 2024**, Weeks' bucket dredge "Weeks 551", Scows "256" and "258", Tugs "Neptune" and "Stephanie Dann" will be operating in the vicinity of the Philadelphia Automotive Marine Terminal Turning Basin, Delaware River between the following approximate positions:
Lat 39°54'4.03"N, Long 75° 7'56.92"W
Lat 39°54'1.10"N, Long 75° 7'43.76"W
Lat 39°53'41.00"N, Long 75° 7'51.56"W
Lat 39°53'44.54"N, Long 75° 8'5.02"W
Operations will be conducted on a twenty-four (24) hours a day, seven (7) days a week basis. Tugs and barges 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. Barges and equipment will have all required U.S. Coast Guard lighting for night operations.
Chart 12313 LNM 49/23

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 Pump out 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 – 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 – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Lexington* will commence dredging operations on or about 5 December 2023 adjacent to Roosevelt Inlet, Delaware in a borrow area 1,500 feet southeast of the jetties and 2,000 feet offshore. Dredging will be complete on or about **30 December 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. LNM 49/23

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

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

Dredging of White Creek and the Assawoman Canal in Ocean View Delaware, through a pipeline running along the western bank of the Assawoman Canal to the designated Thin Layer Placement site located adjacent to Jefferson and Miller Creeks within the Assawoman Wildlife Management Area. Work will also include removal and disposal of trees and debris along the Assawoman Canal. Dredging will occur in vicinity of 38° 34.677900'N, 075° 05.626980'W and in vicinity of 38° 30.192894'N, 075° 04.318179'W. Operations will begin December 12 and continue to approximately May 31, 2024. LNM 50/23

MARYLAND

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

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

MD – CHESAPEAKE BAY - BALTIMORE HARBOR CHANNELS CURTIS BAY, AND BREWERTON CHANNEL EASTERN EXTENSION – DREDGE OPERATIONS

On or about Dec. 10, 2023, Cashman Dredging and Marine Contracting Co., LLC will begin dredging operations in the Baltimore Harbor Channels Curtis Bay, and Brewerton Channel Eastern Extension. Project will utilize the Dredge Dale Pyatt and dump scows MERC Shevlin, Kurt Schulte, D.A. Chambers and C.J. Welch. Loaded scows from the Curtis Bay will be transported to Cox Creek, located on Marley Neck, for disposal by the off-loader barge Kraken. Loaded scows from the Brewerton Channel Eastern Extension will be transported to the Northern Access Channel and South Access Channel at Poplar Island for disposal by the off-loader barge Kraken. Loaded scows will be transported by the tugboats Charles James, John Joseph, Ivory Coast, Amy Hebert, and Kendall Hebert. The marine equipment will be supported by the survey vessel "Cape Elizabeth" and the support vessel "Brooks Hooks." All vessels will monitor VHF channels 16, 13, and 67.
Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 24 hours daily, Monday through Sunday. Marine operations will be completed on or before **March 15, 2024**.

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

Mechanical dredging operations on behalf of Tradepoint Atlantic will commence on or about July 27, 2023 at the inner berthing area of the Sparrows Point Channel Turning Basin on the Patapsco River. Loaded scows will be towed from the work area to an unloader barge located at Masonville DMCF. A 16"-18" submerged HDPE pipeline will be placed on the river bottom from the unloading barge into the placement facility.
The Dredge KOKO VI and/or KOKO V will perform the dredging with the assistance of a tender tug, towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue until the estimated completion date of **December 31, 2023**. For more information, contact Adam Dondero, (443) 695-3788, adondero@kokos.com.
Chart 12281 LNM 31/23

MD – BALTIMORE HARBOR – PATAPSCO RIVER – FORT MCHENRY PIER – DREDGE OPERATION
Mechanical dredging operations on behalf of C. Steinweg will commence on or about November 5, 2023 at Ft. McHenry Pier 1 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 V will perform the dredging with the assistance of towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue until the estimated completion date of **December 31, 2023**.
Chart 12281 LNM 44/23

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

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

MD - 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 reported.

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

Great Lakes Dredge & Dock Company, LLC (GLDD) with the hopper dredge M/V ATB Douglas B. Mackie & Trailing Suction Hopper Dredge Ellis Island will re-commence channel dredging operations in the Thimble Shoal Channel between Thimble Shoal Channel Lighted Buoy 9 (LLNR 9255) and Thimble Shoal Channel Lighted Buoy 18 (LLNR 9300) on November 15th, 2023. Dredged material will be transported to DAM NECK OFFSHORE DISPOSAL SITE and bottom dumped in the contract designated area by the dredge. Operations occur 24 hours per day, 7 days per week.
Chart 12254, 12245 LNM 46/23

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 December 1, 2023 until **January 15, 2024**. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dumpscows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge area. Mariners are reminded to strictly comply with Inland Rules of the Road. Chart 12245.
Chart 12245. LNM 49/23

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

Mechanical dredging operations on behalf of Norfolk Southern will commence on or about October 28, 2023 at Lamberts Point Pier 6 in Norfolk on the Elizabeth River. Loaded scows will be towed from the work area at Pier 6 to the Unloader barge located at Shirley's Plantation (Weaneck Island).
The Dredge KOKO V will perform the dredging with the assistance of towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue until the estimated completion date of **December 01, 2023**.

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 – HAMPTON RIVER – BULKHEAD REPAIR
Crofton Construction Services, Incorporated (CCSI) will be performing repairs of Bulkhead in Salters Creek. Specifically, there will be installed approximately 261 linear feet of replacement bulkhead, 230 linear feet of 10-foot wide wharf and 3'x3' concrete cap along the bulkhead along the Hampton River in Hampton., adjacent to property situated at 108 S. King St., Hampton. The limits of construction are approximately 15,000 square feet in size and the area is bound by Salters Creek on the south and the property lines of 108 S. King St., Hampton, at in the following location: 37°01'22.2"N 76°20'37.3"W.
Beginning December 1, 2023, and continuing until **August 4, 2024**, approximately 240 days or until complete from 7:00 AM – 5:00 PM, five days a week. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction. Barge(s) & vessel(s) will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined to the barges with crew boats working in the vicinity. The entire channel will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16. LNM 47/23

VA – HAMPTON ROADS - 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. On or about January 2, 2024, additional temporary mooring piles with a 360-degree visible amber light atop each pile will be installed, except for two (2) piles at each end which will be red lights. The additional piles will be used to secure an assembled pipe string floating in the water and are expected to remain in-place through August 2024. These additional mooring piles and in-water pipe string will occupy an area approximately 50 feet wide by 5,700 feet long between latitude/longitude 36.9340284°N, 076.4139809°W and 36.9422845°N, 076.4303823°W. Barges may also be present in the area, each individually equipped with four (4) 360-degree visible white warning lights, one (1) light at each corner. At no time will construction project affect, interfere with, obstruct, nor otherwise adversely impact marine traffic in the federal navigation channel or federally maintained anchorage area. Tugs, vessels, and platform operations associated with these construction activities will monitor VHF-FM channels 13 and 16 when work is in progress, or when vessels are operating in the project area. To reach an on-scene manager, contact Tommy Worten 813-957-7000. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Updated project information can be obtained from https://www.hrsd.com/boat-harbor-underwater-transmission-pipe-installation.
Chart 12245 LNM 28/23, 48/23.

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

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – SKIFFES CREEK CHANNEL – DREDGE OPERATION
Corman Kokosing Construction Company will begin mechanical dredging operations on behalf of the Army Corps of Engineers, commencing on or about March 13, 2023 at Ft Eustis located on the James River. Loaded scows will be towed from the work area along the Ft Eustis Channel to the Unloader barge located in Skiffs Creek near Goose Island. A 16"-18" submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility. The Dredge KOKO VI will perform the dredging with the assistance of a tender tug, towing tugs, and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue periodically until the estimated completion date of **January 01, 2024**. For more information, contact Adam Dondero, (443) 695-3788, adondero@kokos.com.
Charts 12248 LNM 10/23

VA – JAMESTOWN ISLAND TO JORDAN POINT – CHICKAHOMINY RIVER – PIER PROJECT
Crofton Construction Services, Incorporated (CCSI) will be performing construction at the Chickahominy Riverfront Park with the demolition of the existing pier and installation of a 290 open-pile pier, and asphalt access pathway. Approximate project location: 37°15'52.90"N, 76°52'28.98"W. Project will begin June 5, 2023, and continuing until **March 1, 2024**, from 7:00 AM – 5:00 PM, five days a week. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction. Barge(s) & vessel(s) will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined to the barges with crew boats working in the vicinity. The entire channel will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.
Chart 12251 LNM 21/23

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

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

NORTH CAROLINA

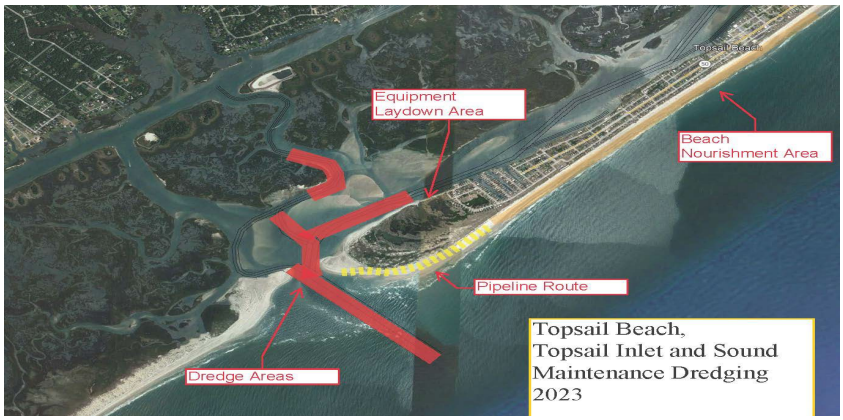
NC – CAPE HATTERAS – OREGON INLET – DREDGING OPERATIONS
The "MISS KATIE" dredge vessel is scheduled to continue dredging operations at Oregon Inlet throughout the remainder of the year, dependent upon weather conditions, maintenance, and/or other emergency dredging projects out of the area. Dredging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

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

NC – 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 20, 2023**.

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

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – TOPSAIL INLET – DREDGE OPERATIONS
The Dredge DELAWARE, along with support equipment, is performing dredging operations from November 10, 2023, until approximately **February 28, 2024** for Topsail Beach, Inlet, and Sound Maintenance Dredging. Dredge Operations will be conducted in Topsail Inlet, Banks Connector, Cut Through, and Topsail Creek leading towards Intracoastal Waterway. Dredged material will be pumped to beach placement areas on Topsail Beach, North Carolina. Dredge Delaware will stage and anchor floating equipment and pipeline outside Banks Connector Channel next to Topsail Island. Flashing yellow lights are displayed for pipeline and white anchor lights on floating equipment. Dredging operations will occur in and around the Topsail Inlet. The dredge will be connected to a floating pipeline within Topsail Inlet channel. This floating pipeline will be connected to submerged pipeline. The submerged pipeline will come on shore east of the inlet. Any used submerged pipeline will be marked with white regulatory buoys with flashing amber lights along the pipeline with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 3000’ feet at its longest length. Floating pipeline will be anchored and tended by tender tugboats. Please use extreme caution navigating along the western end of Topsail Beach regarding these submerged and floating pipelines. The Dredge Operator will standby on channels #13, #16, and #07 VHF-FM. For any emergencies, the dredge operator can be reached at 757-570-8453.LNM 44/23



NC – NEUSE RIVER TO MYRTLE GROVE SOUND – TOPSAIL INLET – DREDGE OPERATIONS
Southwind Construction Corp in conjunction with Norfolk Dredge Company will being portions of the above dredge project, mechanical dredging in Howards Channel at Topsail Creek, and portions of the Cut Through Channel with sand placement at Topsail Beach. Dredge Wilko and workboats Ann Kay and Danny Joe will begin work on November 15, 2023, working 24 hours a day, 7 days a week until **December 22, 2023**.

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

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – 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 – DREDGE OPERATIONS
Manson Construction Co. will begin hopper dredging in Baldhead Shoal Channel. Survey work will begin November 28, 2023 with dredging to start December 20, 2023 till approximately **January 24, 2023**. Operations will be conducted 7 days per week, 24 hours a day, by M/V Glenn Edwards, and will monitor VHF-FM 13 & 16.
Dredging will be conducted between Cape Fear River Entrance Lighted Buoy 5 (LLNR 30325) and Cape Fear River Entrance Lighted Buoy 10 (LLNR 30355) and between Cape Fear River Entrance Lighted Buoy 12 (LLNR 30372) and Cape Fear River Entrance Lighted Buoy 13 (LLNR 30373). M/V Glenn Edwards requests that all vessels transiting the dredging areas reduce speed and exercise caution in the vicinity of the dredge when it is in the navigation channel.
Chart 11537 LNM 47/23

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 – PHILADELPHIA AND CAMDEN WATERFRONTS - DELAWARE RIVER – PHILADELPHIA – BARGE BASED FIREWORKS DISPLAY - SAFETY ZONE******
Two barge based fireworks displays are scheduled to occur on the Delaware River adjacent to Penn's Landing in Philadelphia, PA. The first fireworks display will be on December 31, 2023, from 5:45 p.m. to 6:30 p.m. The second fireworks display will be on December 31, 2023 from 11:59 p.m. to 12:30 a.m. on January 1, 2024. The fireworks barge will be located at approximate position latitude 39°56′52″ N, longitude 075°08′09″ W. Mariners are advised to remain a safe distance away from the barge during the show times. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.
Chart 12313

MD – SEACOAST – FENWICK ISLAND TO CHINCOTEAGUE ISLAND – ASSAWOMAN BAY – FIREWORKS DISPLAY
An annual aerial fireworks display is scheduled to occur along Assawoman Bay at Ocean City, MD on **December 31, 2023** (no rain date), at approximately midnight. 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 600 feet from the fireworks discharge site located at the end of Northside Park pier, in approximate position latitude 38°25'54.80" N, longitude 075°03'53.20" W. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone phone number (410) 576-2674 or (410) 576-2693.
Chart 12211.

MD – SEACOAST – FENWICK ISLAND TO CHINCOTEAGUE ISLAND – OCEAN CITY INLET – FIREWORKS DISPLAY
An aerial fireworks display is scheduled to occur along the North Atlantic Ocean at Ocean City, MD on **December 31, 2023** (no rain date), at approximately midnight. 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 located on the beach area east of Talbot Street, in approximate position latitude 38°19'46.80" N, longitude 075°05'03.14" W. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone phone number (410) 576-2674 or (410) 576-2693.
Chart 12211.

MD - CHESAPEAKE BAY - SEVERN RIVER - SPA CREEK – FIREWORKS DISPLAY SAFETY ZONE
Two annual fireworks displays are scheduled to occur from a barge located on Spa Creek on **December 31, 2023**, at approximately 7 pm and at midnight. As described in Title 33 Code of Federal Regulations (CFR) Section 165.506, a temporary safety zone is established for the waters of Spa Creek within 400 feet of the fireworks barge in approximate position latitude 38°58′32.48″ N, longitude 076°28′57.55″ W, located at Annapolis, MD. All coordinates refer to datum NAD 1983. The safety zone will be enforced from 6:30 p.m. to 7:30 p.m. on **December 31, 2023**, and, from 11:30 p.m. on **December 31, 2023** to 1 a.m. on **January 1**, 2024. The fireworks barge will have a sign on port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zones will be enforced. The general regulations contained in 33 CFR Section 165.23 apply. Vessels may not enter, remain in, or transit through the safety zone during enforcement unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region or the Event Patrol Commander (PATCOM). All persons and vessels must comply with the instructions of the Coast Guard COTP Maryland-National Capital Region, Event PATCOM, or the official patrol. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of a vessel must proceed as directed. The Coast Guard COTP Maryland-National Capital Region can be contacted by telephone at (410) 576-2693 or on marine band radio VHF-FM channel 16. The Coast Guard vessels enforcing this safety zone can be contacted on marine band radio VHF-FM channel 16. Comments or questions should be directed to U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Chart 12283.

MD - CHESAPEAKE BAY - BALTIMORE HARBOR - BALTIMORE INNER HARBOR - FIREWORKS DISPLAY SAFETY ZONE
An annual fireworks display is scheduled to occur from a barge located in Baltimore's Inner Harbor on **December 31, 2023**, at midnight (rain date January 1, 2024, at 9 p.m.) at Baltimore, MD. As described in Title 33 Code of Federal Regulations (CFR) Section 165.506, a safety zone is established for all waters of the Patapsco River within a 100 yard radius of approximate position latitude 39°17′04″ N, longitude 076°36′36″ W, located in Baltimore Inner Harbor, approximately 125 yards southeast of pier 1, at Baltimore, MD.. This safety zone will be enforced from 11 p.m. on December 31, 2023 through 1 a.m. on January 1, 2024 (or, if necessary due to inclement weather, will be enforced from 8 p.m. to 10 p.m. on January 1, 2024). The fireworks barge will have a sign on port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zones will be enforced. The general regulations contained in 33 CFR 165.23 apply. Vessels may not enter, remain in, or transit through the safety zone during enforcement unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region or the Event Patrol Commander (PATCOM). All persons and vessels must comply with the instructions of the Coast Guard COTP Maryland-National Capital Region, Event PATCOM, or the official patrol. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of a vessel must proceed as directed. The Coast Guard COTP Maryland-National Capital Region can be contacted by telephone at (410) 576-2693 or on marine band radio VHF-FM channel 16. The Coast Guard vessels enforcing this safety zone can be contacted on marine band radio VHF-FM channel 16. Comments or questions should be directed to U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Chart 12281.

******MD – CHESAPEAKE BAY – CHESTER RIVER – KENT ISLAND NARROWS SOUTH APPROACH – FIREWORKS DISPLAY******
A short-duration aerial fireworks display is scheduled to occur in Kent Island Narrows at Queen Annes County, MD on **December 13, 2023 at 7:30 p.m.** The fireworks will be launched from a barge located approximately 850 feet from the grounds of the Hyatt Place Hotel at Kent Island, MD, in approximate position latitude 38° 57' 57" N, longitude 076° 14' 45" W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 400 feet from the fireworks barge. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2519 or (410) 576-2693 or MDNCRWaterways@uscg.mil.
Chart 12270.

******MD - CHESAPEAKE BAY – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – FIREWORKS DISPLAY******
An annual aerial fireworks display is scheduled to occur on the Susquehanna River at Havre de Grace, MD on **December 31, 2023** at approximately 11:59 p.m. The fireworks will be launched from a barge located barge located approximately 690 feet southeast of Concord Point, in approximate position latitude 39º32'19.0" N., longitude 076º04'58.0" 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 420 feet from the fireworks barge. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2596.
Chart 12274

VA - MD - MATTAWOMAN CREEK TO GEORGETOWN – UPPER POTOMAC RIVER - LITTLE HUNTING CREEK – FIREWORKS DISPLAY
A short-duration aerial fireworks display is scheduled to occur on the Potomac River from a barge near the grounds of George Washington's Mount Vernon Estate and Gardens, on **December 15, 2023** (no rain dates) and **December 16, 2023** (no rain dates). Mariners are urged to use caution when transiting the area, and absent specific guidance, reminded to heed the directions of patrolling law enforcement and public safety officials, and absent specific guidance, should remain 500 feet from the fireworks barge in approximate position latitude 38°42'22.35" N, longitude 077°04'59.54" W, located near Little Hunting Creek LB 4 (LLNR 18430). For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

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.

VA – DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – UPPER POTOMAC RIVER – ALEXANDRIA CHANNEL – HOLIDAY WATERSKIING DEMONSTRATION
An annual holiday waterskiing program is scheduled to occur on the Upper Potomac River on **December 24, 2023**, between 12:30 p.m. and 2 p.m. Up to 35 participants dressed as holiday characters will operate personal watercraft, pontoon boats and ski boats (from 7 to 25 feet in length) along a course designated with floating markers located adjacent to the historic Old Town waterfront at Alexandria, VA. Additional event information is available at website www.waterskiingsanta.com/. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, at telephone number (410) 576-2693.
Chart 12289.

VA – DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN - UPPER POTOMAC RIVER - ALEXANDRIA CHANNEL – FIREWORKS DISPLAY SAFETY ZONE
An annual aerial fireworks display is scheduled to occur on the Upper Potomac River, Alexandria Channel, on **December 31, 2023** at midnight (rain date January 1, 2024). As described in 33 Code of Federal Regulations (CFR) Section 165.506, a safety zone is established for all waters of the Upper Potomac River within 200 yard radius of the fireworks barge in approximate position 38°48′14″ N, 077°02′10″ W, located near the waterfront (King Street) at Alexandria, VA. All coordinates refer to datum NAD 1983. The safety zone will be enforced from 5 p.m. through 7 p.m. and again from 11:30 p.m. on December 31, 2023 through 1 a.m. on January 1, 2024, or if necessary due to inclement weather, will be enforced from 6 p.m. to 8 p.m. on January 1, 2024. The fireworks barge will have a sign on port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zones will be enforced. The general regulations contained in 33 CFR Section 165.23 apply. Vessels may not enter, remain in, or transit through the safety zones during enforcement unless authorized to do so by the Coast Guard Captain of the Port Maryland-National Capital Region (COTP) or the Coast Guard Event Patrol Commander (Event PATCOM). All persons and vessels must comply with the instructions of the COTP, Event PATCOM, or the official patrol. Upon being hailed by a U.S. Coast Guard vessel by siren, radio, flashing light or other means, the operator of a vessel must proceed as directed. The COTP can be contacted by telephone at telephone number (410) 576–2525 or (410) 576-2693, or by marine band radio VHF–FM Channel 16. The Event PATCOM and official patrol vessels enforcing this zone can be contacted by marine band radio VHF–FM Channel 16. Comments or questions should be directed to U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Chart 12289.

******VA – HAMPTON ROADS – HAMPTON RIVER – BOAT PARADE******
The Downtown Hampton Development Partnership is sponsoring the Downtown Hampton Lighted Boat Parade in the Hampton River. The Boat Parade will be held on **December 16th from 6 p.m. until 8:30 p.m**.

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.

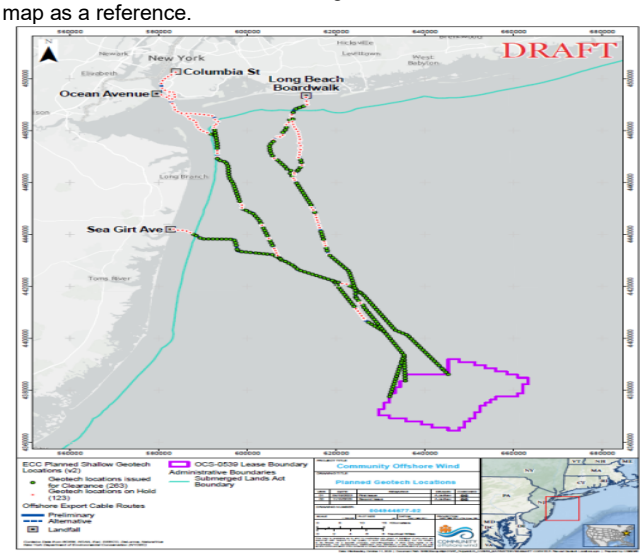
******NY – NJ – RARITAN BAY – SURVEY OPERATIONS******
Alpine will be conducting geophysical investigations from the Henry Hudson survey vessel within a survey area in state waters, from approximately December 22, 2023, through approximately January 31, 2023, for 12 hours a day during daylight, 7 days a week. Equipment on the Henry Hudson includes sidescan sonar (SSS), multibeam bathymetry echo sounder (MBES), single beam bathymetry echo sounder (SBES), gradiometer (MAG), parametric subbottom profiler (SBP), single-channel seismic sparker and streamer, and ultra-short base line (USBL) acoustic transceiver. Henry Hudson will have restricted maneuverability during survey operations when towing equipment and is requesting mariners transit with extreme caution and at a slow speed to minimize wake when transiting the area. Henry Hudson will be monitoring VHF-FM CH 16 for any concerned traffic. Trevor Jones (Vessel Operations Manager for Bluepoint Wind) may also be contacted at 1-857-972-4328.
The survey will be conducted in nearshore waters within the following bounding coordinates:
40° 30’ 2” N, 74° 16’ 41” W; 40° 34’ 34” N, 74° 34’ 43” W 40° 30’ 19” N, 74° 0’ 8” W; 40° 25’ 28” N, 74° 3’ 43” W.

******NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS******
TerraSond/TDI Brooks will be conducting geotechnical investigations from R/V Brooks McCall 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	

TerraSond/TDI Brooks will be conducting geotechnical investigations from the R/V Brooks McCall survey vessel within a survey area in state and offshore waters, from approximately August 18, 2023 until January 31, 2024, 24 hours a day, 7 days a week. The geotechnical equipment on the vessel will consist of a 6-meter vibra-core unit. The R/V Brooks McCall survey vessel will have restricted to no maneuverability during survey operations for extended periods of time and is requesting mariners operating in or transiting in the area to give a 0.5 NM passing clearance. Mariners, please transit the area with extreme caution. R/V Brooks McCall survey vessel will be monitoring VHF-FM CH 16 for any concerned traffic. 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
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

M/V Bella Marie will be deploying sediment sampling equipment from November 28th to **December 21, 2023**. Benthic sampling operations collect shallow sediment samples from the seafloor. Vessel will be stationary while lowering equipment over the stern to sample the seafloor. Samples will in area bound by the following coordinates:
40° 5'39.86"N, 73°53'49.85"W
40°32'3.00"N, 73° 0'4.26"W
40°56'46.70"N, 73°50'34.45"W
40°28'10.49"N, 74°49'35.64"W
Equipment will be lowered over the stern of the vessel, approximately vertically, while vessel is completing the sampling operations. Maximum vessel speed is 10 knots during transits. Vessel will be restricted in its ability to maneuver when sampling and approaching vessels are requested to pass at a closest point of approach of 0.5 nautical mil. M/V Bella Marie will monitor VHF CH 16 & 13.

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
R/V GO Explorer will be conducting benthic sampling and marine remote sensing with acoustic sources, i.e. multibeam, sonar, magnetometer, and high frequency sub-bottom profilers; to map the seafloor and near-surface conditions. Vessel may additionally run weather patterns or testing in sheltered areas without survey sensors. Offshore vessel operations are planned in OCS-A 0542 and in the polygon bounded by the following coordinates: NW = 74° 00' 48.7773" W, 40° 29' 05.3500" N NE = 73° 23' 09.8861" W, 40° 28' 39.9348" N SE = 73° 24' 38.0595" W, 39° 25' 40.8372" N SW = 74° 01' 42.6876" W, 39° 26' 05.3295" N Survey operations started in April 2023, continuing until approximately **December 30, 2023**, and will be conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. Go Explorer will monitor VHF-FM Ch 16. Average vessel speed will be 4.5 knots with towed sensors up to 600-feet behind vessel, maximum vessel speed is 10 knots during transits when not towing sensors.
Chart 13003 LNM 46/23

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

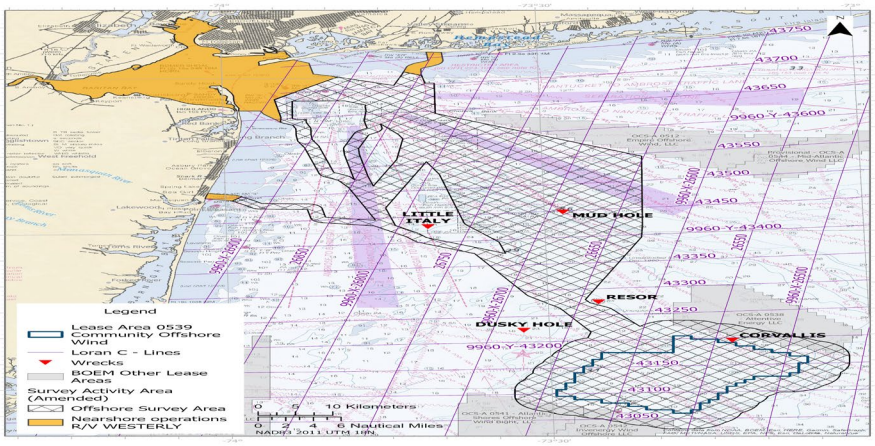
NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
PSV Regulus will be conducting offshore and inshore geotechnical and environmental data/sample acquisition to include vibracore (VC), cone penetration tests (CPT) and in-situ thermal conductivity tests. Vessel may additionally run weather patterns or testing in sheltered areas without survey sensors. Offshore vessel operations are planned in OCS-A 0542 and in the polygon bounded by the following coordinates: NW = 74° 00' 48.7773" W, 40° 29' 05.3500" N NE = 73° 23' 09.8861" W, 40° 28' 39.9348" N SE = 73° 24' 38.0595" W, 39° 25' 40.8372" N SW = 74° 01' 42.6876" W, 39° 26' 05.3295" N. Survey operations started in November 2023, continuing until approximately **January 30, 2024**, and will be conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. Regulus will monitor VHF-FM Ch 16. The vessel will be fixed to the seabed and requires at least two hours' notice to move; please observe a minimum 0.5NM passing clearance.

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
R/V GO Pursuit will begin marine seafloor habitat mapping with physical sampling and optical camera/video systems, i.e. Van Veen sediment grab sampler and towed video, and sediment profile and plan view imaging
camera (SPI-PV) system beginning November 15, 2023 to **December 20, 2023**. Operations will be conducted 24 hours a day, 7 days a week and will be within OCS-A 0542 and the polygon: NW = 74° 00' 48.7773" W, 40° 29' 05.3500" N; NE = 73° 23' 09.8861" W, 40° 28' 39.9348" N; SE = 73° 24' 38.0595" W, 39° 25' 40.8372" N; 74° 01' 42.6876" W, 39° 26' 05.3295" N. Average vessel speed will be 10 knots or less during transits between stations. 4.5 knots when towing sensors, and will be stationary when at sampling stations.

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 - 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 – VIBRACORE SAMPLING – OFF MANASQUAN, NJ
RV Shearwater with a Geomarine Survey Systems Geo-Core 6000 Electric Vibracore and a Datum Neptune 3000 10-kN coiled rod CPTu system will be conducting surveys offshore east of Manasquan, NJ and Sea Girt, NJ. Vibracore sampling and cone penetration testing (CPT) will begin December 5, 2023 to **January 17, 2024.**
Work will be performed 7 days a week on a 12-hour schedule (0600 to 1800, typical). Sampling will be taken from six locations:
40° 6'20.910"N/ 73°58'10.200"W 40° 6'41.700"N/ 73°58'41.820"W
40° 7'1.280"N/ 73°59'15.370"W 40° 7'7.650"N/ 73°59'56.830"W
40° 7'16.450"N/ 74° 0'37.710"W 40° 7'23.210"N/ 74° 1'19.270"W
The vessel will be performing geotechnical operations with equipment extending through the water and into the underlying seabed. The vessel will have limited maneuverability during operations and will monitor VHF-FM CH 16 & 13.

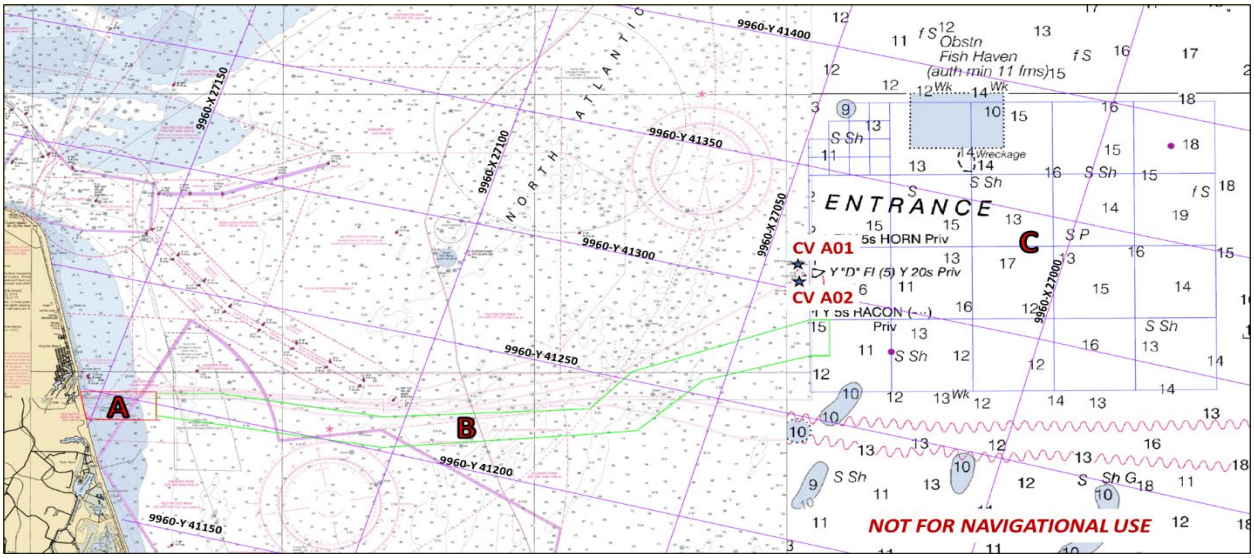
NJ – SEACOAST - TEMPORARY METEOROLOGICAL BUOY DEPLOYMENT
A meteorological buoy will be deployed in position 39-41-52.440 N, 073-09-34.950 W, located 47 nautical miles east of Surf City, New Jersey in mid-**December 2023** and will remain in position through December 2024. The buoy will collect meteorological data for offshore wind energy development and will be deployed by Fugro USA Marine, Inc. from the M/V Go Adventurer (Radio Call Sign: WDM7780). Deployment operations are expected on December 15, 2023, and once started will be completed in under 24 hours. M/V Go Adventurer will monitor VHF-radio channels 16 & 13.
The buoy is a Fugro Seawatch Wind LiDAR Buoy (SWLB092). The buoy is colored yellow, 10 feet (3 meters) in diameter, and lit from sunset to sunrise with a quick flashing yellow light (4 nautical mile range). The light flashes yellow for 5 one second flashes every 20 seconds. The buoy will transmit an AIS signal as Type: ATON/Physical, Name: SWLB092 with MMSI No. 993663043. The buoy extends 16 feet (5 meters) above and 10 feet (3 meters) below the waterline. The buoy is anchored to the seabed with a 6,000-pound (3 ton) seabed anchor. The swing radius is approximately 236 feet (72 meters) from the anchored position. The buoy and mooring are designed to withstand 10-year storm conditions without the anchor moving location or the mooring parting.
In addition to the meteorological buoy, an aluminum seabed frame will be anchored to the seafloor (shown in pink in the representative drawing) using a steel anchor incorporated into the seabed frame's structure. When anchored the seabed frame height is approximately 2 feet (0.6 meters) above the

seafloor. It is not attached to the meteorological buoy but will be anchored in the vicinity of the buoy. Once deployed, this notice will be updated with specific location information. The seabed frame collects marine acoustic monitoring, current velocity, turbidity, and marine growth data.
The vessel used for deployment will be the M/V Go Adventurer, with the following details:
Deployment is expected to occur on or about, 15 December 2023.
LNM 48/23

******VA – NC – SEACOAST - UNEXPLODED ORDNANCE (UXO) IDENTIFICATION ACTIVITIES AND OFFSHORE FISHERIES SURVEYS******

Unexploded Ordnance (UXO) Identification Surveys

UXO identification surveys will continue through the calendar year with M/V Subsea Responder I, Subsea Responder II and M/V HOS Mystique, HOS Innovator and HOS Warland. Survey vessels utilize underwater Remotely Operated Vehicles (ROVs) to further investigate targets identified in initial survey activities as potential UXO. The ongoing surveys confirm whether a target is UXO. Confirmed UXO locations are relayed to the cognizant maritime authorities and published in the LNM.
ROVs are attached to the vessels by tethers that may be as long as 1000 feet. The operations are currently ongoing in Areas A and C.
At no point during these investigation surveys will any targets intentionally be physically disturbed, moved, or contacted. These surveys are investigative in nature only.
M/V HOS Mystique, HOS Innovator and HOS Warland will be conducting identification surveys nearshore (approximately .5NM south and extending 2.5NM southeast of Rudee Inlet) from late October 2023 to the early months of 2024 (Area A). During these nearshore operational periods two safety vessels will assist the survey vessels.
The Coast Guard has established a safety zone to encompass all waters within a radius of 550 yards from the actual position of the Survey Vessel during nearshore survey operations. Vessels may not enter the safety zone unless authorized by the Captain of the Port (COTP) or the COTP's designated representative. To seek permission to enter the safety zone, vessels may contact the Survey Vessel on VHF-FM Channel 16. Those in the safety zone must comply with all directions provided by the Survey Vessel.



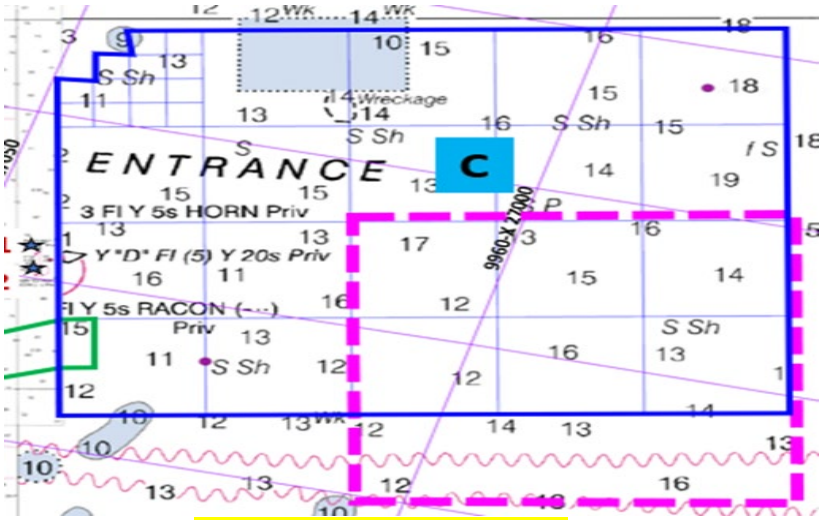
These vessels should not pose a hazard to any fixed gear commercial fishing operations. Any targets confirmed as UXO will be shared via the Fifth District Local Notice to Mariners.

- Mariners should be aware that these surveys have confirmed the presence of Unexploded Ordnance throughout areas A, B, and C, and should refrain from anchoring or conducting bottom-impacting activities prior to referencing the locations listed in the LNM.
- Mariners transiting or fishing in the operational area are requested to give a wide berth to survey vessels which are limited in their ability to maneuver when conducting ROV operations for UXO. Vessels restricted in her ability to maneuver means a vessel which from the nature of her work is restricted in her ability to maneuver as required by the Rules and is therefore unable to keep out of the way of another vessel. These vessels exhibit the appropriate day shapes or lights and broadcast Automatic Identification System status when so encumbered. Mariners should operate in a manner that will not endanger themselves, the survey vessel or its equipment – a 0.5 NM closest point of approach or clearance is requested.
- Any confirmation of UXO through these activities strictly applies to the lease area and cable corridor. Mariners are advised of the extreme likelihood that UXO are present on the seabed throughout the Virginia Capes offshore and nearshore regions, and are reminded to exercise prudent seamanship when operating off the coast of VA.
- Vessels are advised to avoid anchoring in the identified survey area and fishing vessels deploying fixed fishing gear (e.g., pots, traps, gillnets, etc.) are requested to coordinate activities with the project's Fisheries Liaison (Ron Larsen 570.242.5023) to avoid damage to fishing gear and/or the survey equipment.

Fisheries Resource Characterization Surveys

In partnership with the Virginia Institute of Marine Science (VIMS) and the Virginia Marine Resource Commission (VMRC), Dominion Energy is conducting resource assessment studies for Black Sea Bass, Channeled Whelk, and Atlantic Surfclam in and around the project area, **specifically the area outlined in the dotted line on the chartlet below.** The use of novel technology acoustic release devices removes the need for vertical lines and marker buoys in the water.

- **Black Sea Bass:** The study consists of 8-strings of ventless traps with 6-traps per string. Sampling once per month with a 48-hour soak utilizing acoustic release buoys to recover gear. The chart on the right displays sampling area, which includes locations south of the lease area. The study is currently taking place, utilizing the VIMS R/V Bay Eagle, and will continue for the next 18 months.
- **Channeled Whelk:** The study uses 18-strings of 7 pots, a 48-hour soak time, and recovery by acoustic release buoys. This cooperative study began in December 2023 and will be completed with local commercial whelk fishermen over the next 18 months.



Fisheries Survey Area (pink dotted line)

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
29284	Beaufort Inlet Channel Lighted Buoy 7	RELOCATED FOR DREDGING	0470D5	49/23	34-40-34.077n	076-40-14.375W
29288	Beaufort Inlet Channel Lighted Buoy 9	RELOCATED FOR DREDGING	0470D5	49/23	34-40-53.298N	076-40-11.179W
29294	Beaufort Inlet Channel Lighted Buoy 11	RELOCATED FOR DREDGING	0467D5	49/23	34-41-05.914N	076-40-08.058W
29297	Beaufort Inlet Channel Lighted Buoy 12	RELOCATED FOR DREDGING	0467D5	49/23	34-41-07.459N	076-39-58.412W
29310	Beaufort Inlet Channel Lighted Buoy 14	RELOCATED FOR DREDGING	0467D5	49/23	34-41-35.931N	076-40-05.883W

29410	Beaufort Inlet Channel Lighted Buoy 15	RELOCATED FOR DREDGING	0467D5	49/23	34-41-46.553N	076-40-19.616W
29425	Morehead City Channel Lighted Buoy 17	RELOCATED FOR DREDGING	0477D5	49/23	34-41-59.169N	076-40-37.397W
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

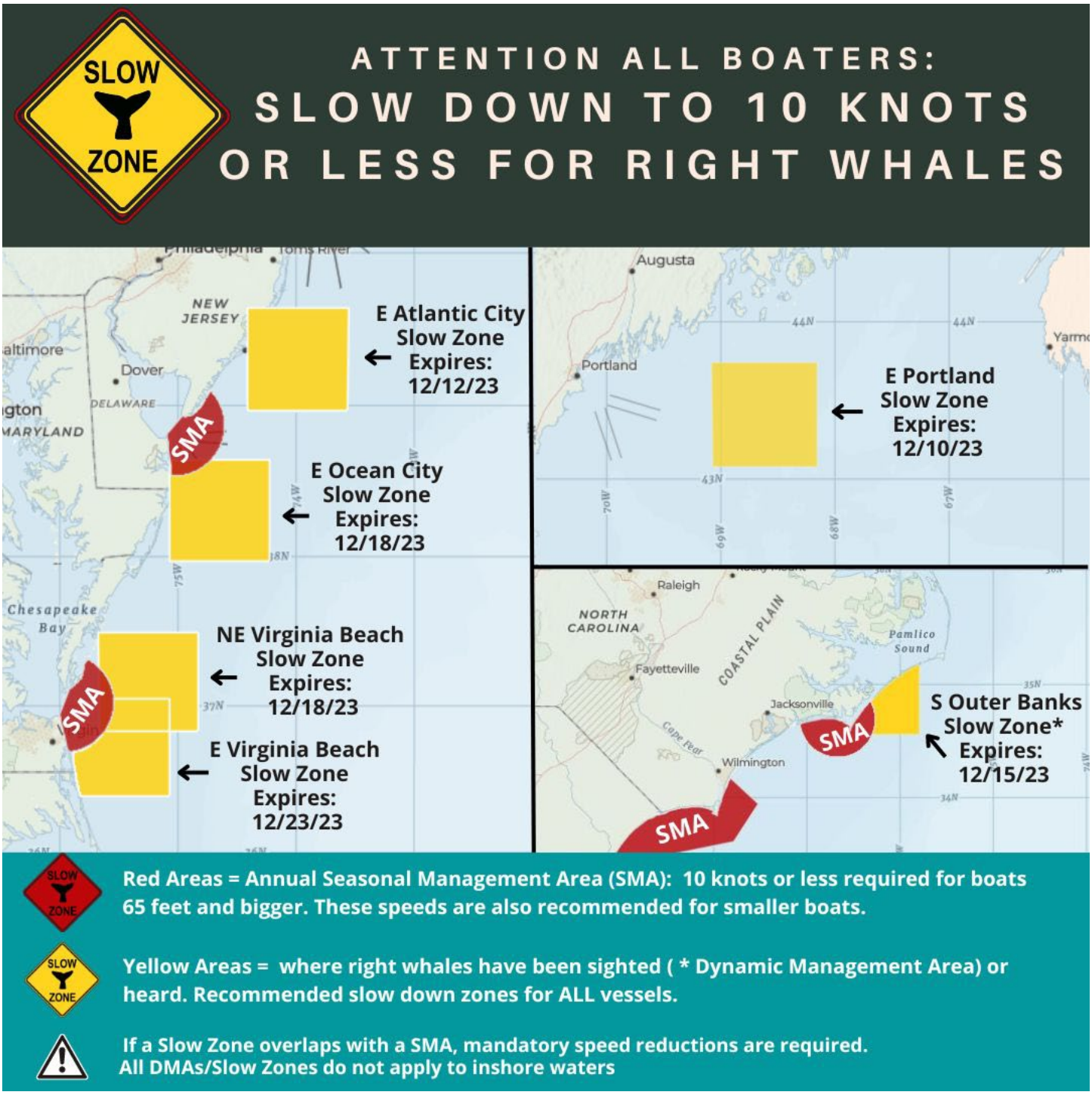
****REPORTED UNEXPLODED ORDNANCES (UXO)****
Enclosure (7)

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

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	44/23 – A5-M18459	36-52-15.476N	075-13-22.657W
44/23 – A5-M17322	36-51-15231N	075-18-48.755W	44/23 – A5-M16630	36-51-10.355N	075-20-40.766W
44/23 – A5-M16658	36-51-15.792N	075-20-35.968W	44/23 – A5-M16478	36-49-26.397N	075-21-20.065W
44/23 – A5-M16463	36-49-27.141N	075-21-23.904W	44/23 – A5-M11622	36-49-23.666N	075-22-17.279W
44/23 – A5-M16171	36-49-23.672N	075-22-24.695W	45/23 – A5-M17132	36-49-23.287N	075-19-30.432W
45/23 – A5-M15551	36-49-22.249N	075-25-13.282W	45/23 – A5-M15566	36-49-24.047N	075-25-10.670W
45/23 - A5-M17393	36-49-20.517N	075-18-38.443W	45/23 – A5-M18649	36-49-22.449N	075-13-02.358W
45/23 – A5-M18542	36-49-28.124N	075-13-04.053W	45/23 – A5-M18650	36-49-29.698N	075-13-00.542W
45/23 – A5-M18061	36-50-19.449N	075-16-02.650W	45/23 – A5-M18076	36-50-21.719N	075-15-59.170W
45/23 – A5-M18212	36-50-19.063N	075-14-58.377W	46/23 – A5-M16137	36-50-16.527N	075-22-32.067W
46/23 – A5-M16682	36-50-22.534N	075-20-32.981W	46/23 – A5-M17048	36-50-16.146N	075-19-39.550W
46/23 – A5-M17635	36-50-20.593N	075-17-48.579W	46/23 – A5-M17878	36-50-22.892N	075-16-48.910W
46/23 – A5-M15203	36-50-20.358N	075-27-02.957W	46/23 – A5-M15062	36-49-25.179N	075-27-56.624W
47/23 – A5-02382	36-48-53.290N	075-53-29.940W	47/23 – A5-M15209	36-49-17.500N	075-27-02.092W
47/23 – A5-M15919	36-51-18.094N	075-23-31.094W	47/23 – A5-M16392	36-51-19.102N-	075-21-42.164W
48/23 – A4-M9562	36-56-29.341N	075-14-49.024W	48/23 – A5-M15612	36-51-22.212N	075-25-01.923W
48/23 – A5-M15656	36-51-22.023N	075-24-51.801W	49/23 – A5-M9454	36-58-19.307N	075-15-03.108W
49/23 – A5-M15976	36-51-14.792N	075-23-20.731W	49/23 – A5-M15983	36-51-14.034N	075-23-20.005W
49/23 – A4-M6634	36-54-17.745N	075-16-34.555W	49/23 – A5-M9107	36-57-31.478N	075-15-49.926W
49/23 – A4-M9114	36-57-23.211N	075-15-47.854W	49/23 – A5-M16080	36-50-25.105N	075-22-50.551W
49/23 – A5-M16114	36-50-27.999N	075-22-36.504W	49/23 – A5-M16193	36-50-39.080N	075-22-21.809W
49/23 – A5-M15863	36-50-22.282N	075-23-57.155W	49/23 – A5-M15440	36-50-17.628N	075-25-53.287W
49/23 – A4-M6656	36-54-22.850N	075-16-30.651W	49/23 – A5-M15892	36-50-08.263N	075-23-41.556W
49/23 – A5-M15296	36-49-26.603N	075-26-46.103W	50/23 – A4-M7001	36-55-56.918N	075-14-12.095W
50/23 – A5-M15465	36-49-21.322N	075-25-29.685W	50/23 – A1-M034337A	36-48-56.42N	075-57-46.70W
50/23 – A5-M16906	36-51-42.239N	075-20-01.243W	50/23 – A5-M16255	36-49-23.222N	075-22-07.175W
50/23 – A5-M16755	36-51-30.382N	075-20-26.309W	50/23 – A5-M16838	36-51-26.984N	075-20-08.769W
50/23 – A5-M16811	36-50-55.787N	075-20-11.185W	50/23 – A5-16733	36-50-56.820N	075-20-29.528W

Enclosure 8


SLOW ZONE
ATTENTION ALL BOATERS:
SLOW DOWN TO 10 KNOTS OR LESS FOR RIGHT WHALES
NEW JERSEY
Dover
DELAWARE
MARYLAND
Chesapeake Bay
E Atlantic City Slow Zone Expires: 12/12/23
SMA
E Ocean City Slow Zone Expires: 12/18/23
NE Virginia Beach Slow Zone Expires: 12/18/23
SMA
E Virginia Beach Slow Zone Expires: 12/23/23
Augusta
Portland
E Portland Slow Zone Expires: 12/10/23
Raleigh
NORTH CAROLINA
COASTAL PLAIN
Pamlico Sound
Fayetteville
Jacksonville
Cape Fear
Wilmington
SMA
S Outer Banks Slow Zone* Expires: 12/15/23
SMA
Red Areas = Annual Seasonal Management Area (SMA): 10 knots or less required for boats 65 feet and bigger. These speeds are also recommended for smaller boats.
Yellow Areas = where right whales have been sighted (* Dynamic Management Area) or heard. Recommended slow down zones for ALL vessels.
If a Slow Zone overlaps with a SMA, mandatory speed reductions are required.
All DMAs/Slow Zones do not apply to inshore waters

SAILDRONE

RESEARCH EQUIPMENT IN WATER

Mid-Atlantic Ocean - offshore Cape Fear, NC
November 16th, 2023 to December 20th, 2023

VESSELS ARE REQUESTED TO TRANSIT THE AREA WITH CAUTION, AND REMAIN GREATER THAN 500 METERS AWAY FROM THE RESEARCH EQUIPMENT.

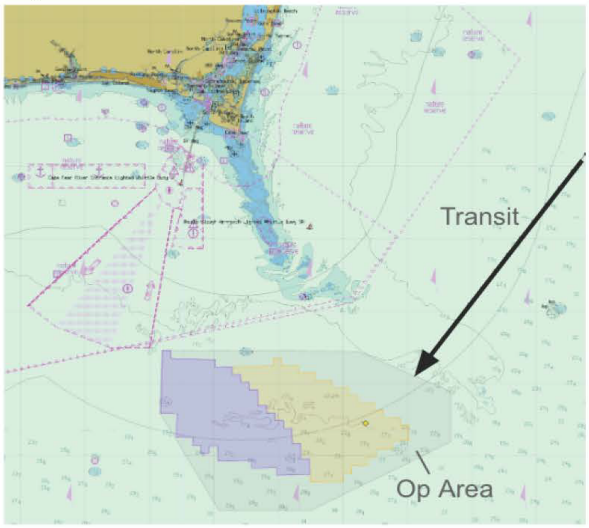
SAILDRONE, INC. will operate two Uncrewed Surface Vehicles (USVs) called saildrones in collaboration with RPS and supported by the National Offshore Wind Research and Development Consortium (NOWRDC). The project's primary purpose is to collect passive acoustic data focused on marine mammal detection. The saildrones will operate south of Frying Pan Shoals and east of the Cape Fear River traffic lanes.

Saildrones are wind-powered Uncrewed Surface Vehicles (USVs) that carry research instrumentation and are controlled from shore through satellite communications.

- **Color: Orange**
- **Light: white all-round light**
- **Radar Reflector: Yes**
- **Notation: "SAILDRONE"**
- **Length: 23 ft & Width: 2 ft**
- **Height: 16 ft above water line**
- **Draft: 6 ft, Avg. speed: 2.5 kts**
- **GPS / AIS / Cameras: Yes**

Saildrone USV

Operational Area



SAILDRONE MISSION CONTROL
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missioncontrol@saildrone.com