LOCAL NOTICE TO MARINERS

District: 5 Week: 01/23

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

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

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

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

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

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

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

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2022 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2023 (56th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2022 (54rd) Edition.

NAVIGATION INTERNET SITES

2022 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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING

US- Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See enclosed compliance guide for specific times, areas, and exceptions to this law. Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16.
NOAA Right Whale Slow Zones Campaign
NOAA Fisheries uses the "Right Whale Slow Zones" campaign to reduce the risk of vessel strike to critically endangered North Atlantic right whales. Complementary to other NOAA vessel strike reduction efforts, the Slow Zones campaign brings together sighting information from NOAA's Dynamic Management Area program with acoustic detection information from underwater receivers to establish voluntary speed reduction areas. Read more about the new campaign in the web story (link follows). Media Questions: Contact Allison Ferreira, Regional Office, 978-281-9103

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

LNM: 39/22

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

For Private Aids to Navigation (PATON) applicants requesting Coast Guard permits to provide navigational markings on offshore structures in Fifth Coast Guard District 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, light(s), sound signals and AIS signals). Private AtoN Permit applications should submitted no sooner than 60 days prior to the need to activate a structure's final markings.
Additional specific recommendations include:
Tower Identification:
- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible
- Letters and numbers labelled to as near to 3 meters high as possible
- Visible above any servicing platforms
- Visible throughout a 360-dgreee arc from the water's surface
- Visible at night through use of retro-reflective paint and lettering/numbering materials
- If feasible, also labelled below the servicing platform

Lighting:
- Located on all structures, preferably on the servicing platform, visible throughout a 360-dgreee 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. These do not require permits, only Coast Guard notification for appropriate marine notices and broadcasts until the final structure marking is established.
Sound Signals:
- Should be located on all structures located at corners/SPSs
- Sound every 30 seconds (4s Blast, 26s off)
- Set to project at a range of 2NM
- Should not exceed 3NM spacing between perimeter structures
- Must be Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds
- Timed to energize for 45 minutes from last VHF activation

Automated Information System (AIS) Transponder Signals:
- Must be transmitted superimposed at all corner structures/SPSs
- Should be capable of transmitting signals to mark all locations of all structures throughout an established field
- 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: CGD5Waterways@uscg.mil
Please forward questions or feedback in an e-mail to: Ryan.P.Doody2@uscg.mil

Charts: 12200 12211 12214 12221 12318

LNM: 36/20

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes. Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:
http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx
Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the area. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5

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

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

INTERFERENCE WITH AIDS TO NAVIGATION

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

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

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON ELECTRONIC CHARTS

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

LNM: 39/22

US COAST PILOT 3 – NEW ADDITION

PUBLICATION–National Oceanic Atmospheric Administration (NOAA) – U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 56th Edition, 2023, has been issued and is ready for free download and weekly updates at www.nauticalcharts.noaa.gov/publications/coast-pilot/index.html.

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

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

LNM: 51/22

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 - 614, 616, 620, 621, 622, 623-22. 0004, 0005, 0006, 0007-23.

Sector Delaware Bay (DB) - BNM - 258, 259, 260, 263, 264, 265, 266, 267, 269-22. 0001-23.

Sector Maryland-National Capital Region (MD-NCR) - BNM - 355, 358, 368, 382, 383, 384, 385, 386-22.

Sector Virginia (VA) - BNM - 238, 240-22. 0001-23.

Sector North Carolina (NC) - BNM - 514, 515, 520, 521, 522, 524, 527, 528, 529, 530, 531, 532-22. 0001, 0002, 0003, 0004-23

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
420	Chesapeake Bay Southern Approach Lighted Buoy 2	LT EXT	12200	232VA	50/22	
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	

670	**Cape Lookout Light**	**LT EXT**	**11545**	**529NC**	**01/23**	
690	Cape Lookout Shoals Lighted Buoy 4	OFF STA	11544	462NC	47/22	
720	Beaufort Inlet Channel Lighted Whistle Buoy BM	Sunk	11547	490NC	49/22	
950	Barnegat Inlet Lighted Buoy 9	OFF STA	12324	262DB	52/22	
1100	Little Egg Inlet Lighted Buoy 1	MISSING	12316	241DB	46/22	
1240	**Clam Creek Junction Lighted Buoy CC**	**OFF STA**	**12316**	**268DB**	**01/23**	
1318	Longport Channel Buoy 8	OFF STA	12316	238DB	46/22	
1415	Townsends Inlet Lighted Buoy 6	MISSING	12316	265DB	52/22	
1535	Brown Shoal Light	LT EXT/RAC INOP	12214	102DB	23/21	
1555	Brandywine Shoal Light	LT EXT	12214	135DB	26/22	
1600	Elbow of Cross Ledge Light	LT EXT	12304	341DB	26/22	
1620	Delaware Bay Main Channel Light 32	REDUCED INT	12304	0068DB	13/22	
1675	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/TRLB	12316	155DB	32/20	
1715	**Maurice River Lighted Buoy 5**	**MISSING**	**12304**	**0001DB**	**01/23**	
1725	Maurice River Channel Lighted Buoy 8	MISSING	12304	134DB	26/22	
2055	Delaware Bay East Icebreaker Light 2	LT EXT	12214	203DB	35/20	
2097	Rehoboth Bay Channel Warning Light A	STRUCT DEST		NONEVA	25/22	
2565	Reedy Island Dike Middle Light	DAYMK MISSING	12311	024DB	46/20	
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19	
2610	Reedy Island Gap South Daybeacon 1	STRUCT DEST	12311	219DB	45/21	
2635	Delaware River Lighted Wreck Buoy WR10	OFF STA	12311	257DB	52/22	
2735	New Castle Range Rear Light	LT EXT	12311	103DB	20/22	
3500	Eagle Point Range Rear Light	LT EXT	12313	047DB	09/22	
4525	Indian River Channel Buoy 32	ADRIFT		263DB	52/22	
4780	**Isle of Wight Bay Buoy 1**	**OFF STA**	**12211**	**001MD**	**01/23**	
5005	Sinepuxent Bay Channel Buoy 3	MISSING	12211	384MD	52/22	
5010	Sinepuxent Bay Channel Lighted Wreck Buoy WR4	OFF STA	12211	382MD	52/22	
6605	Wachapreague Inlet Buoy 1	MISSING	12210	084VA	42/21	
6610	Wachapreague Inlet Buoy 2	OFF STA	12210	085VA	21/22	
6615	Wachapreague Inlet Buoy 3	OFF STA	12210	086VA	21/22	
6795	North Inlet Warning Daybeacon A	STRUCT DEST	12210	072VA	19/22	
6810	Great Machipongo Inlet Buoy 3	MISSING	12210	NONEVA	21/21	
6815	Great Machipongo Inlet Lighted Buoy 4	MISSING	12210	135VA	30/22	
8395	Brewerton Channel Eastern Extension Range Rear Light	LT EXT	12278	061MD	18/21	
8693	Pooles Island Light	LT EXT	12278	110MD	24/21	
8935	Elk River Channel South Range Front Light	LT EXT	12274	376MD	49/22	
9165	Bohemia River Light 2	DAYMK MISSING/STRUCT DMGD	12274	082MD	01/22	
9260	Thimble Shoal Channel Lighted Buoy 10	REDUCED INT	12254	239VA	01/23	01/23
9300	Thimble Shoal Lighted Buoy 18	REDUCED INT	12245	233VA	50/22	
9305	Thimble Shoal Lighted Buoy 19	REDUCED INT	12245	224VA	50/22	
9320	Thimble Shoal Lighted Buoy 22	REDUCED INT	12245	234VA	51/22	
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	
9540	**Elizabeth River Lighted Buoy 14**	**OFF STA**	**12245**	**240VA**	**01/23**	
9832	Portsmouth Marine Terminal Daybeacon 10	DAYMK DMGD	12253	196VA	45/22	

10130	**Lynnhaven Inlet Light 1L**	**DAYMK MISSING**	**12254**	**0002VA**	**01/23**
10655	Naval Boat Channel Light 10	LT EXT	12245	015VA	02/22
10783	Newport News Anchorage L Lighted Mooring Buoy CG	LT EXT	12245	237VA	52/22
10843	Golf 2 Anchorage Lighted Mooring Buoy A	OFF STA	12245	041VA	09/22
12120	**James River Channel Lighted Gong Buoy 55**	**LT EXT**		**238VA**	**01/23**
12795	James River Channel Light 168	STRUCT DEST/TRLB		239VA	51/19
13325	**Back Creek Light 5**	**DAYMK MISSING**	**12241**	**001VA**	**01/23**
13496	York River East Range Front Light	STRUCT DEST/TRLB	12241	201VA	40/21
14450	Horn Harbor Warning Daybeacon A	DAYMK MISSING	12238	053VA	11/21
14780	Milford Haven Daybeacon 4	STRUCT DEST/TRUB	12225	174VA	42/22
15605	Hoskins Creek Range Front Light	LT EXT		189VA	37/21
16350	Little Wicomico River Approach Light 2LW	DAYMK MISSING	12225	197VA	45/22
17285	St. Catherine Sound Upper Entrance Warning Daybeacon D	STRUCT DEST/TRLB		258MD	43/21
19615	South River Light 10	DAYMK MISSING	12270	161MD	19/22
19780	Triton Light	LT EXT	12283	312MD	36/22
19900	Eastport Harbor Daybeacon 7	STRUCT DMGD	12283	155MD	19/22
20200	Magothy River Light 10	STRUCT DEST	12282	383MD	52/22
20315	Bodkin Point Shoal Light 3	REDUCED INT/STRUCT DMGD/TRLB	12278	128MD	15/22
20355	Bodkin Creek Daybeacon 12	STRUCT DEST/TRLB	12278	173MD	22/22
21470	Cape Charles City Light 4	STRUCT DEST/TRLB	12221	061VA	14/22
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB		005VA	02/20
23150	Tyler Creek Channel Light 11	DAYMK MISSING	12230	339MD	40/22
23800	Webster Cove Channel Daybeacon 3	STRUCT DEST/TRLB	12230	064MD	19/21
23980	Nanticoke River Channel Light 6	STRUCT DMGD	12230	097MD	11/22
24055	Bivalve Channel Daybeacon 3	STRUCT DEST/TRLB	12230	228MD	26/22
24105	Nanticoke River Channel Light 22	STRUCT DEST/TRLB		096MD	11/22
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRUB	12264	123MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12264	383MD	51/19
25670	Broad Creek Light 4	STRUCT DEST	12266	321MD	37/22
27025	Harts Island Channel Daybeacon 6	DAYMK MISSING	12278	370MD	47/22
27440	Sassafras River Light 3A	LT EXT	12274	139MD	17/22
27985	Oregon Inlet Lighted Buoy 3	OFF STA		354NC	37/22
27990	Oregon Inlet Lighted Buoy 4	BUOY DMGD/LT EXT		NONENC	50/22
27993	**Oregon Inlet Lighted Buoy 5**	**MISSING**		**002VA**	**01/23**
27994	**Oregon Inlet Lighted Buoy 6**	**Status Unreported**		**003NC**	**01/23**
27995	Oregon Inlet Jetty Light	LT EXT/DAYMK MISSING		166NC	19/21
28025	**Oregon Inlet Lighted Buoy 8**	**OFF STA**		**004NC**	**01/23**
28131	Oregon Inlet Channel Light 37	STRUCT DEST/TRUB		224NC	28/21
28141	Oregon Inlet Channel Light 41	STRUCT DEST/TRLB		198NC	23/22
28245	Old House Channel Daybeacon 5	STRUCT DEST/TRUB		220NC	26/22
28395	Roanoke Sound Channel Daybeacon 8	STRUCT DEST/TRUB		369NC	39/22
28405	Roanoke Sound Channel Light 11	STRUCT DEST/TRUB		524NC	52/22
28460	Wanchese Channel Daybeacon 5	STRUCT DEST/TRUB		495NC	50/22
28585	Roanoke Sound Channel Daybeacon 34	STRUCT DEST/TRUB		419NC	44/22
28653	Hatteras Inlet Lighted Buoy 5	MISSING		396NC	40/22
28660	Hatteras Inlet Lighted Buoy 6	MISSING		066NC	09/17

28665	Hatteras Inlet Lighted Buoy 7	MISSING		NONENC	37/19
28667	Hatteras Inlet Lighted Buoy 8	MISSING		NONENC	37/19
28680	Hatteras Connector Lighted Buoy 1	OFF STA		520NC	52/22
28684	**Hatteras Connector Buoy 5**	**OFF STA**		**532NC**	**01/23**
28686	**Hatteras Connector Lighted Buoy 6**	**OFF STA**		**531NC**	**01/23**
28721.9	Barney Slough Channel Buoy 4B	OFF STA		496NC	50/22
28722.3	Barney Slough Channel Lighted Buoy 6	TRLB		353NC	45/21
28722.7	Barney Slough Channel Lighted Buoy 10	OFF STA/TRLB		449NC	46/22
28790	Hatteras Inlet Channel Light 25	STRUCT DEST/TRLB		232NC	29/21
28800	Hatteras Inlet Channel Daybeacon 27	STRUCT DEST/TRUB		272NC	29/22
28825	Rollinson Channel Light 33	OFF STA/TRLB		NONENC	46/22
28835	Rollinson Channel Light 34A	LT EXT		522NC	52/22
28840	Rollinson Channel Light 36	LT EXT		514NC	52/22
28865	Rollinson Channel Light 42RC	DAYMK MISSING		521NC	52/22
28900	Ocracoke Inlet Lighted Buoy 1	LT EXT		142NC	18/22
28905	Ocracoke Inlet Lighted Buoy 2	BUOY DMGD/LT EXT		142NC	18/22
28910	Ocracoke Inlet Lighted Buoy 3	MISSING		279NC	31/22
28915	Ocracoke Inlet Lighted Buoy 4	MISSING		510NC	51/22
28920	Ocracoke Inlet Lighted Buoy 6	MISSING		101NC	12/21
28925	Ocracoke Inlet Buoy 7	MISSING		102NC	12/21
28930	Ocracoke Inlet Lighted Buoy 10	MISSING		103NC	12/21
28964	Teaches Hole Channel Lighted Buoy 27	MISSING		159NC	20/22
28995	Silver Lake Entrance Daybeacon 4	STRUCT DEST/TRUB		454NC	43/22
29056	Big Foot Slough Channel Light 9A	STRUCT DEST		469NC	48/22
29270	Beaufort Inlet Channel Lighted Whistle Buoy BM	Sunk	11547	490NC	49/22
29284	**Beaufort Inlet Channel Lighted Buoy 7**	**LT EXT**	**11547**	**530NC**	**01/23**
29655	New River Inlet Lighted Buoy 1	MISSING	11541	295NC	33/22
29660	New River Inlet Lighted Buoy 2	MISSING	11541	465NC	33/22
29735	New River Channel Light 12	STRUCT DEST/TRLB	11541	494NC	31/20
29740	New River Channel Light 13	STRUCT DMGD/TRLB	11541	078NC	11/19
30165	**Masonboro Inlet Buoy 4**	**OFF STA**	**11541**	**528NC**	**01/23**
30280	Carolina Beach Inlet Buoy 4	MISSING	11534	451NC	46/22
30420	Oak Island Channel Light 2	STRUCT DEST/TRLB	11534	274NC	29/22
30560.5	Reaves Point Channel Range Rear Passing Lights (2)	LT EXT	11534	NONENC	38/22
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	11537	024NC	16/20
30985	Northeast Cape Fear River Light 4	STRUCT DEST/TRLB	11537	098NC	11/21
30990	Northeast Cape Fear River Light 6	STRUCT DEST/TRLB	11537	097NC	11/21
31241.2	Currituck Sound Research Platform C	STRUCT DMGD		019NC	05/18
31360	Durant Island Daybeacon 1D	STRUCT DMGD		390NC	39/21
31632	Albemarle Sound Daybeacon 4AS	DAYMK MISSING		325NC	34/22
32085	Stumpy Point Target Warning Light W	LT EXT		364NC	38/22
32145	Gull Shoal Light GS	STRUCT DEST/TRLB		090NC	40/18
32155	Wysocking Bay Entrance Light 3	LT EXT		432NC	44/22
32170	Wysocking Bay Light 6	LT EXT		433NC	44/22
32295	Frisco Approach Light 4	STRUCT DEST/TRLB		507NC	42/19
32340	Oliver Reef Light	STRUCT DEST/TRLB		277NC	30/22
32370	Royal Shoal Light 3	DAYMK MISSING		315NC	41/21
32710	Swanquarter Bay Light 8	DAYMK MISSING		491NC	50/22

32855	Pungo River Junction Light PR	STRUCT DEST/TRLB	11553	133NC	17/22
33470	Bay River Daybeacon 20	STRUCT DEST/TRUB		282NC	31/22
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
33765	Smith Creek Channel Daybeacon 5	STRUCT DEST/TRUB	11541	NONENC	47/22
33835	Neuse River Channel Light 9	STRUCT DEST/TRLB		508NC	51/22
34290	Trent River Daybeacon 12	STRUCT DEST/TRUB		164NC	18/21
34315	Trent River Lighted Wreck Buoy 20	OFF STA/HAZ NAV/TRLB		084NC	10/22
34450	Thorofare Channel Daybeacon 7	STRUCT DEST/TRUB	11544	348NC	37/22
34970	Manasquan River Daybeacon 8	STRUCT DEST/TRLB	12324	167DB	32/22
35175	New Jersey Intracoastal Waterway Lighted Buoy 48	LT EXT	12324	034DB	07/22
35195	New Jersey Intracoastal Waterway Lighted Buoy 52	LT EXT	12324	254DB	50/22
35290	New Jersey Intracoastal Waterway Buoy 75	OFF STA	12324	153DB	29/22
35490	New Jersey Intracoastal Waterway Buoy 123	MISSING	12316	249DB	49/22
35537	New Jersey Intracoastal Waterway Buoy 130A	OFF STA	12316	208DB	26/22
35800	New Jersey Intracoastal Waterway Buoy 197	MISSING	12316	175DB	32/22
36165	New Jersey Intracoastal Waterway Light 310	DAYMK MISSING	12316	195DB	38/22
36670	New Jersey Intracoastal Waterway Lighted Buoy 463	OFF STA	12316	264DB	52/22
36720	New Jersey Intracoastal Waterway Daybeacon 479	STRUCT DEST/TRUB	12316	082DB	16/21
36730	Cape May Harbor Lighted Buoy 3	MISSING	12317		52/22
36770	Schellenger Landing Daybeacon 1	STRUCT DMGD/TRUB	12317	152DB	29/22
36790	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/TRLB	12316	155DB	32/20
37595	Great Bridge to Albemarle Sound Warning Daybeacon	STRUCT DEST/TRLB	12206	294NC	37/21
37630	Great Bridge to Albemarle Sound Light 121	DAYMK MISSING	12206	NONENC	47/22
37925	Alligator River Light 37	STRUCT DEST/TRLB	11553	385NC	31/22
38140	Pungo River Junction Light PR	STRUCT DEST/TRLB	11553	133NC	17/22
38210	Goose Creek Light 19	STRUCT DEST/TRLB	11553	215NC	25/22
38360	Adams Creek Daybeacon 14	STRUCT DEST/TRUB	11541	288NC	32/22
38850	Bogue Sound Light 9	STRUCT DEST/TRLB	11541	315NC	34/22
38925	Bogue Sound Light 21	STRUCT DEST/TRLB	11541	402NC	42/22
39005	Bogue Sound Light 37	DAYMK MISSING	11541	326NC	38/22
39060	Bogue Sound Daybeacon 45B	STRUCT DEST/TRUB	11541	415NC	43/22
39235	Bogue Sound - New River Light 65	STRUCT DEST/TRLB	11541	358NC	38/22
39450	New River - Cape Fear River Light 61	STRUCT DEST/TRLB	11541		37/22
39465	New River - Cape Fear River Light 71	STRUCT DEST/TRLB	11541	414NC	43/22
39750	New River - Cape Fear River Daybeacon 159	STRUCT DEST/TRUB	11534	434NC	45/22
39941	Reaves Point Channel Range Rear Passing Lights (2)	LT EXT	11534	NONENC	38/22

40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB	11534	161NC	19/20
40060	Cape Fear River - Little River Light 7	STRUCT DEST/TRLB	11534	477NC	51/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRLB	11534	169NC	20/20
40110	Cape Fear River - Little River Daybeacon 28	STRUCT DEST/TRUB	11534	406NC	01/22
40130	Cape Fear River - Little River Daybeacon 36	STRUCT DEST/TRUB	11534	276NC	34/21
40220	Cape Fear River - Little River Daybeacon 46	STRUCT DEST/TRUB	11534	502NC	50/22
40285	Cape Fear River - Little River Daybeacon 63	STRUCT DEST/TRUB	11534	235NC	27/20
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	11534	306NC	27/20
40315	Cape Fear River - Little River Daybeacon 73	STRUCT DEST/TRUB	11534	178NC	20/21
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	11534	307NC	32/20
40330	Cape Fear River - Little River Light 78	STRUCT DEST/TRLB	11534	214NC	24/20
40335	Cape Fear River - Little River Daybeacon 80	STRUCT DEST/TRUB	11534	604D5	49/19
40350	Cape Fear River - Little River Light 83	OFF STA/STRUCT DEST/TRLB	11534	511NC	44/22
40360	Cape Fear River - Little River Light 85	STRUCT DEST/TRLB	11534	378NC	40/20
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	11534	374NC	32/20
40440	Cape Fear River - Little River Daybeacon 113	STRUCT DEST/TRUB	11534	217NC	25/22
40455	Cape Fear River - Little River Light 117	STRUCT DEST/TRLB	11534	407NC	42/20
40460	Cape Fear River - Little River Light 119	STRUCT DEST/TRLB	11534	277NC	34/21

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
8345	Upper Chesapeake Channel Lighted Buoy 3	RELIGHTED	12278	381MD	52/22	01/23
28045	Oregon Inlet Lighted Buoy 13	RELIGHTED		616D5	52/22	01/23
28195	Oregon Inlet Channel Lighted Buoy 55	RESET ON STATION		NONENC	01/23	01/23
29500	Bogue Inlet Buoy 2	RESET ON STATION	11541	525NC	01/23	01/23

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2785	Bulkhead Shoal Channel Buoy 4	OFF STA	12311	258DB	52/22	
2790	Bulkhead Shoal Channel Buoy 4A	OFF STA	12311	259DB	52/22	
10156	Crab Creek Entrance Buoy 2CC	ADRIFT	12254	259VA	50/20	
10157	Crab Creek Wreck Buoy WR3A	OFF STA	12254	182VA	35/20	
10157.09	Crab Creek Warning Daybeacon A	MISSING	12254	NONEVA	51/22	
10157.1	Crab Creek Warning Buoy B	MISSING	12254	NONEVA	51/22	
10186	Lynnhaven River Daybeacon 1LR	MISSING	12254	NONEVA	51/22	
10187	Lynnhaven River Junction Daybeacon EW	MISSING	12222	NONEVA	51/22	
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19	
10332	Lynnhaven River Eastern Branch Buoy 1EB	MISSING	12254	057VA	13/22	
10332.01	Lynnhaven River Eastern Branch Buoy 2EB	MISSING	12254	113VA	24/21	
10332.03	Lynnhaven River Eastern Branch Buoy 2A	MISSING	12254	057VA	13/22	
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19	

10332.3	Lynnhaven River Eastern Branch Daybeacon 5	DAYMK MISSING	12222	115VA	24/21
10333	Lynnhaven River Eastern Branch Daybeacon 14	STRUCT DMGD	12222	173VA	40/22
10333.12	Lynnhaven River Eastern Branch Gills Cove Daybeacon 4	DAYMK MISSING	12222	NONE VA	37/21
10333.13	Lynnhaven River Eastern Branch Gills Cove Daybeacon 6	DAYMK MISSING	12222	NONEVA	37/21
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
10475	VMRC Condemned Ground Buoy A	MISSING	12254	NONEVA	50/22
10480	VMRC Condemned Ground Buoy B	MISSING	12254	NONEVA	50/22
10574	Crumps Bank Data Buoy	MISSING	12245	205VA	46/22
11564.1	James River Oyster Sanctuary Daybeacon NTH	DAYMK MISSING/STRUCT DMGD	12248	213VA	48/22
11800	Surry Power Station Daybeacon 2	STRUCT DEST	12248	214VA	48/22
11810	Surry Power Station Daybeacon 5	DAYMK MISSING	12248	215VA	48/22
11820	Surry Power Station Daybeacon 9	STRUCT DEST	12248	216VA	48/22
11933	HRSD Williamsburg WWTP Outfall Warning Buoy A	MISSING	12248	217VA	48/22
12055	Virginia Power Groin Light A	LT EXT	12253	021VA	03/20
12060	Virginia Power Groin Light B	LT EXT	12253	008VA	03/20
12645	James River Bermuda 100 Light A	LT EXT		369HR	28/18
12962	Back River South Channel Junction Daybeacon WC	STRUCT DEST	12222	075VA	20/22
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14565	Milford Haven East Channel Light 3	LT EXT/STRUCT DMGD	12238	169VA	40/22
14585	Milford Haven East Channel Lighted Buoy 4A	OFF STA	12238	113VA	25/22
14595	Milford Haven East Channel Danger Light 6	LT IMCH		170VA	40/22
15005	Broad Creek Northern Branch Daybeacon 1N	MISSING		107HR	20/19
15010	Broad Creek Northern Branch Daybeacon 2	MISSING		108HR	20/19
15015	Broad Creek Northern Branch Daybeacon 4	MISSING		109HR	20/19
15020	Broad Creek Northern Branch Daybeacon 5	MISSING		166VA	40/22
15045	Broad Creek Northern Branch Daybeacon 11	DAYMK MISSING		167VA	40/22
15555	VA Power Cable Crossing East Tower Light A	LT EXT		288VA	50/22
15560	VA Power Cable Crossing Middle Tower Light B (2)	LT EXT		229VA	50/22
15565	VA Power Cable Crossing West Tower Light C	LT EXT		230VA	50/22
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD		184MD	33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING		186MD	33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB		183MD	24/19
18251.2	Neabsco Creek Channel Lighted Buoy 3	LT IMCH		280MD	31/22
18535	Piscataway Creek Daybeacon 8	DAYMK MISSING		083MD	21/21
18540	Piscataway Creek Warning Daybeacon A	STRUCT DEST		084MD	21/21

18545	Piscataway Creek Warning Daybeacon B	STRUCT DEST		085MD	21/21
18588.4	Dyke Marsh Breakwater Warning Light C	LT EXT		352MD	42/22
18601.01	National Harbor Channel Light 3	LT EXT/STRUCT DMGD		100MD	01/21
18601.02	National Harbor Channel Light 4	LT EXT		216MD	25/22
18601.06	National Harbor Channel Light 8	LT EXT		186MD	32/21
18666	Mirant Potomac River LLC Light A	LT EXT		236MD	40/21
18668	Mirant Potomac River LLC Light B	LT EXT		237MD	40/21
18965	Mill Creek (Patuxent River) Daybeacon 7	STRUCT DEST/TRLB	12264	130MD	27/21
19062	Solomons Island Fishing Pier Light	LT EXT		345MD	41/22
19152	Academy Of Natural Science Intake Light B	LT EXT	12264	344MD	41/22
19223	Battle Creek Channel Daybeacon 4	OFF STA/STRUCT DEST/HAZ NAV/TRLB	12264	214MD	30/21
19350	South Herrington Harbour Range Rear Light	REDUCED INT	12266	144MD	28/21
19355	South Herrington Harbour Entrance Light 1	REDUCED INT	12266	144MD	28/21
19875	Chesapeake Harbor Jetty Light 9	LT EXT	12282	273MD	24/22
19875	Chesapeake Harbor Jetty Light 9	LT IMCH/DAYMK MISSING	12282	206MD	30/19
20067	Sharps Point Light	LT EXT	12283	179MD	31/21
20430	Pennwood Channel Range Front Light	LT EXT	12278	178MD	16/20
20600	Sparrows Point Bulkhead Light A	LT EXT	12281	176MD	31/21
20605	Sparrows Point Bulkhead Light B	LT EXT	12281	177MD	31/21
20610	Sparrows Point Bulkhead Light C	LT EXT	12278	290MD	32/22
20975	CSX Coal Pier Dolphin Light A	LT EXT	12281	NONEMD	22/22
20995	CSX Ore Pier Obstruction Light E	STRUCT DEST	12278	174MD	22/22
24547	Honga River Oyster Sanctuary Lighted Danger Buoy B	MISSING	12264	NONEMD	52/22
24628	Bluff Point Warning Buoy SW	MISSING		NONEMD	50/22
24628.1	Bluff Point Warning Buoy NW	MISSING		NONEMD	50/22
24628.2	Bluff Point Warning Buoy NE	MISSING		NONEMD	50/22
25015	Cambridge Municipal Yacht Basin Light 2	LT EXT	12266	320MD	37/22
26135	Wye River Daybeacon 5	STRUCT DEST/TRUB	12270	124MD	14/22
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD/TRUB	12278	267MD	44/17
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
31550	Albemarle Plantation Marina Daybeacon 3	DAYMK MISSING		327NC	27/22
32725.22	Swanquarter PPA Warning Daybeacon W	DAYMK MISSING		NONENC	51/22
33200	Jacobs Creek Canal Daybeacon 1	DAYMK MISSING		503NC	51/22
33205	Jacobs Creek Canal Daybeacon 2	DAYMK MISSING		504NC	51/22
33428	Swan Point Warning Light C	LT EXT/DAYMK MISSING		505NC	12/15
33428.5	Swan Point Warning Daybeacon D	LT EXT/DAYMK MISSING		506NC	12/15
39847	Carolina Beach State Park Daybeacon 1	STRUCT DEST	11537	294NC	33/22
39847.1	Carolina Beach State Park Daybeacon 2	STRUCT DMGD	11537	293NC	33/22
	Bodkin Creek Speed Limit Dbn A	STRUCT DEST	12278	315MD	36/22
	City Of Norfolk Outfall Warning Light At Ocean View Park	LT EXT	12255	NONEVA	51/22
	Crab Creek Buoy 10A	MISSING	12254	NONEVA	51/22

Elizabeth River Eastern BR Water Main South Lt	STRUCT DMGD	12253	125VA	27/20
Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
Hambleton Cove Daybeacon 1	DAYMK MISSING	12270	NONEMD	43/20
Hambleton Cove Daybeacon 3	DAYMK MISSING	12270	302MD	41/20
Hambleton Cove Daybeacon 5	DAYMK MISSING	12270	302MD	41/20
Moore Creek Daybeacon 4	DAYMK MISSING		NONEVA	40/22
Moore Creek Daybeacon 9	DAYMK MISSING		NONEVA	40/22

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2095	Rehoboth Bay Channel Buoy 1	DISCONTINUED	12214	219D5	16/21	
4095	Upper Delaware River Channel Lighted Buoy 65	RELOCATED FOR DREDGING		343D5	28/22	
4135	Upper Delaware River Channel Lighted Buoy 69	RELOCATED FOR DREDGING		343D5	28/22	
4155	Upper Delaware River Channel Lighted Buoy 71	RELOCATED FOR DREDGING		343D5	28/22	
9205	Thimble Shoal Channel Lighted Bell Buoy 1TS	RELOCATED FOR DREDGING	12222	138D5	11/22	
9210	Thimble Shoal Channel Lighted Buoy 2	RELOCATED FOR DREDGING	12254	138D5	11/22	
9215	Thimble Shoal Channel Lighted Buoy 3	RELOCATED FOR DREDGING	12222	138D5	11/22	
9220	Thimble Shoal Channel Lighted Buoy 4	RELOCATED FOR DREDGING	12254	138D5	11/22	
9225	Thimble Shoal Channel Lighted Buoy 5	RELOCATED FOR DREDGING	12245	138D5	11/22	
9230	Thimble Shoal Channel Lighted Buoy 6	RELOCATED FOR DREDGING	12254	138D5	11/22	
9235	Thimble Shoal Channel Lighted Buoy 7	RELOCATED FOR DREDGING	12254	143D5	11/22	
9240	Thimble Shoal Channel Lighted Gong Buoy 8	RELOCATED FOR DREDGING	12254	143D5	11/22	
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	060D5	06/20	
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	060D5	06/20	
9265	Thimble Shoal Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12254	060D5	06/20	
9270	Thimble Shoal Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12254	060D5	06/20	
29276	Beaufort Inlet Channel Lighted Buoy 3	RELOCATED FOR DREDGING	11545	313D5	25/22	
29284	Beaufort Inlet Channel Lighted Buoy 7	RELOCATED FOR DREDGING	11547	313D5	25/22	
29288	Beaufort Inlet Channel Lighted Buoy 9	RELOCATED FOR DREDGING	11547	313D5	25/22	

29294	Beaufort Inlet Channel Lighted Buoy 11	RELOCATED FOR DREDGING	11547	313D5	25/22
29297	Beaufort Inlet Channel Lighted Buoy 12	RELOCATED FOR DREDGING	11547	313D5	25/22
29410	Morehead City Channel Lighted Buoy 15	RELOCATED FOR DREDGING	11547	323D5	26/22
29425	Morehead City Channel Lighted Buoy 17	RELOCATED FOR DREDGING	11547	323D5	26/22
29745	New River Channel Daybeacon 15	TRUB	11541	386D5	28/21
30355	Cape Fear River Entrance Channel Lighted Buoy 9	RELOCATED FOR DREDGING	11534	563D5	47/22
30360	Cape Fear River Entrance Channel Lighted Buoy 10	RELOCATED FOR DREDGING	11534	563D5	47/22
30372	Cape Fear River Entrance Channel Lighted Buoy 12	RELOCATED FOR DREDGING	11534	563D5	47/22
30395	Cape Fear River Channel Lighted Buoy 13A	RELOCATED FOR DREDGING	11534	563D5	47/22
40323	Cape Fear River - Little River Buoy 76	DISCONTINUED FOR DREDGING	11534	605DB	51/22
40340	**Cape Fear River - Little River Buoy 81**	**DISCONTINUED FOR DREDGING**	**11534**	**007D5**	**01/23**

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
28085	Oregon Inlet Channel Lighted Buoy 27	Reestablished		0004D5	01/23	01/23

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

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

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

Corrective Action	Object of Corrective Action	Source of Correction	Position
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3 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.

11541 42nd Ed. 01-FEB-19 Last LNM: 37/22 NAD 83 01/23

ChartTitle: **Intracoastal Waterway Neuse River to Myrtle Grove Sound**

CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A

RELOCATE	Emerald Isle Cut Lighted Junction Buoy EI	CGD05	
		from 34-38-51.647N	077-06-29.376W
		to 34-38-53.998N	077-06-30.577W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)	Project Date	Ref. LNM
None		

Advance Notice(s)

MD – VA – POTOMAC RIVER: DUKESHARTS, CHANNEL, HERON ISLAND BAR, ST. CATHERINE SOUND, ST. PATRICK CREEK – AIDS TO NAVIGATION CHANGE

On or about January 3, 2023, the Coast Guard will change the seasonal ice condition from "Maintained from Mar. 15 to Dec. 1" to "Removed when endangered by ice" on the following aids in the Potomac River:
St Patrick Creek Buoy 4 (LLNR 17130), St Patrick Creek Buoy 10 (LLNR 17153), Heron Island Bar Lighted Buoy 3 (LLNR 17180), Heron Island Bar Buoy 4 (LLNR 17185), Heron Island Bar Buoy 5 (LLNR 17190), Dukeharts Channel Buoy 7 (LLNR 17205), Dukeharts Channel Buoy 9 (LLNR 17205), Dukeharts Channel Buoy 10 (LLNR 17210) and St Catherine Sound Lower Lighted Buoy 1L (LLNR 17215).

LNM: 49/22

MD – CHESTER RIVER – KENT ISLAND NARROWS NORTH APPROACH – AIDS TO NAVIGATION CHANGE

With the loss of Kent Island Narrows Approach Lighted Buoy 2A (LLNR 26417) and Kent Island Narrows Approach Lighted Buoy 6A (LLNR 26437) last year due to ice in and around Kent Island Narrows the Coast Guard will; on or about December 19, 2022, remove the listed aids to navigation until March 15, 2023.

LNM: 49/22

******VA – PIANKATANK RIVER – AID TO NAVIGATION CHANGE******

On or about February 6, 2023, the Coast Guard will be relocating and changing Piankatank Lighted Buoy 8 (LLNR 14745) to Light 8 in approximate position: 37 30 48.145N-76 18 54.162W. The quick flashing red light characteristic will remain with TR dayboards on the pile.

Chart 12225

LNM: 01/23

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)	Closing	Docket No.	Ref. LNM
None			

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

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

LNM: 04/20

******DE - NJ – DELAWARE RIVER (MAIN CHANNEL) – BRIDGE PROPOSAL CHANGES******

All interested parties are notified that an application dated December 15, 2022, has been received from the Delaware River & Bay Authority by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of new Bridge Collision Protection System for the Delaware Memorial Bridge. The bridge is across a navigable waterway of the United States.
WATERWAY AND LOCATION: Delaware River, mile 68.9, at New Castle, DE.
CHARACTER OF WORK: The proposed project consists of the installation of eight (8) solid-fill dolphin cells. Each cell measures eighty (80) feet in diameter. Four cells will be installed at the piers supporting the western towers with two cells at the upstream side and two cells on the downstream side. The same configuration would be utilized for the dolphin cells at the piers supporting the eastern towers of the bridge. The dolphin cells at the western towers will be located a minimum of 448 feet from the edge of the Delaware River Federal navigation channel while the dolphin cells at the eastern towers will be located a minimum of 443 feet from the edge of the Federal navigation channel. A temporary trestle will be placed to aid construction, but it will not impact the navigation channel. The purpose of the project is to enhance the bridge protection system.
The existing 2068 feet of horizontal clearance between the bridge piers will be reduced to 1714 feet. The vertical clearance of 183 and 175 feet above mean high water will remain the same.
A copy of Public Notice D05PN-01-2023, which describes the proposal in detail, can be obtained by calling (757) 398-6422 or by viewing at https://www.navcen.uscg.gov/public-notices-for-bridges-active-by-district?district=5&subdistrict=n. Comments on this proposal should be forwarded to the address in the notice no later than February 5, 2023.

Chart 12311

LNM: 01/23

MD – CHESAPEAKE BAY – TANGIER SOUND – NORTHERN PART – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing changing the following floating aids to fixed aids in the Nanticoke River.
Remove the word "Channel" form the aids name.
Change: Nanticoke Cut Buoy 2 (LLNR 23985) to Daybeacon 2NC with TR dayboards on pile.
Change: Nanticoke River Channel Buoy 8 (LLNR 24010) to Nanticoke River Daybeacon 8 with TR dayboards on pile.
Change: Nanticoke River Channel Buoy 10 (LLNR 24030) to Nanticoke River Daybeacon 10 with TR dayboards on pile.
Change: Nanticoke River East Channel Buoy 2 (LLNR 24035) to Nanticoke River East Daybeacon 2E with TR dayboards on pile.
Change: Nanticoke River East Channel Buoy 4 (LLNR 24040) to Nanticoke River East Daybeacon 4E with TR dayboards on pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to January 17, 2023 to be considered in the analysis. Refer to project number 05-23-008(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12230 LNM: 47/22

MD – CHESAPEAKE BAY – FORT McHENRY CHANNEL - AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing discontinuing Fort McHenry Anchorage Buoy A (LLNR 8240) associated with Anchorage 6, Fort McHenry Anchorage Buoy B (LLNR 8290) associated with Anchorage 3B and Fort McHenry Anchorage Buoy C (LLNR 8300) associated with Anchorage 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 17, 2023 to be considered in the analysis. Refer to project number 05-23-009(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

Chart 12281 LNM: 47/22

DC – ANACOSTIA RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing making the following changes in the Alexandria Channel:
Change: Lighted Buoy 4(LLNR 18615) to Light 4 in approximate position: 38 48 38.765N-77 02 00.000W, with TR dayboards on pile and the flashing 2.5 second red light will remain.
Change: Lighted Buoy 5(LLNR 18695) to Light 5 in approximate position: 38 49 26.811N-77 01 54.814W, with SG dayboards on pile and the flashing 4 second green light will remain.
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 February 7, 2024 to be considered in the analysis. Refer to project number 05-20-15.5(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: 50/22

VA – CAPE HENRY TO THIMBLE SHOAL LIGHT – THIMBLE SHOAL CHANNEL – AID TO NAVIGATION CHANGE PROPOSAL

In association with the deepening, widening and realignment project to the Thimble Shoals Channel the Coast Guard is proposing reducing the nominal range for all the lighted buoys associated with the Thimble Shoals Channel; Thimble Shoals Channel Lighted Buoy 1TS (LLNR 9205) to/through Thimble Shoals Channel Lighted Buoy 22 (LLNR 9320) from 6nm to 5nm. Upon completion of the ongoing project the aid realignment/spacing will be reduced from 2.45nm to 2.13nm.
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 February 20, 2023 to be considered in the analysis. Refer to project number 05-23-011(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Charts: 12222 12254 LNM: 52/22

VA – YORK RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL

In October 2021 the York River East Range Front Light (LLNR 13496) was reported destroyed and the deteriorating condition of York River East Rear Range (LLNR 13497) the Coast Guard is proposing to discontinue the range.
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 9, 2023 to be considered in the analysis. Refer to project number 05-23-004(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Charts: 12221 12238 12241 LNM: 43/22

VA – PIANKATANK RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing to relocating and changing Piankatank Lighted Buoy 8 (LLNR 14745) to Light 8 in approximate position: 37 30 48.145N-76 18 54.162W. The quick flashing red light characteristic will remain with TR dayboards on the pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to January 2, 2023 to be considered in the analysis. Refer to project number 05-23-006(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 12225 LNM: 45/22

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

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

Charts: 12210 12211

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

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

Charts: 12222 12254

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

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

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

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

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

Charts: 12200 12221 12222 12245 12254

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

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.

SEASONAL AIDS TO NAVIGATION DEVIATION

The Coast Guard has identified some aids to navigation that will not be removed or changed during the winter months. These aids to navigation will NOT be removed from their assigned position or replaced with lit or unlighted buoys as advertised in the Light List and on electronic charting. See ENC 8.

LNM: 47/22

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

NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones

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

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 southeast of New York City slow zone area is bounded by: 40 degrees 35 minutes north, 39 degrees 56 minutes north, 072 degrees 47 minutes west, 073 degrees 40 minutes west. Expires January 12, 2023.
-The southeast of Atlantic City Slow Zone Area is bounded by: 39 degrees 25 minutes north, 38 degrees 44 minutes north, 073 degrees 44 minutes west, 074 degrees 36 minutes west. Expires January 8, 2023.
-The east of Ocean City slow zone area is bounded by: 38 degrees 38 minutes north, 37 degrees 58 minutes north, 74 degrees 13 minutes west, 75 degrees 4 minutes west. Expires January 13, 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-ship-strikes-north-atlantic-right-whales.
See ENC 7

LNM: 01/23

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

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

Chart 12324

LNM: 14/21

PA – SCHUYLKILL RIVER – CSX RAILROAD BRIDGE DEVIATION

Until further notice, vessels wishing to transit through the CSX Railroad Bridge on the Schuylkill River should only do so on the western navigational span of the bridge. Due to storm damage a temporary power cable has been placed across the eastern navigation span of the bridge rendering passage unsafe. Mariners are advised to proceed with caution through the western navigation span only, and heed visual indicators of the blocked eastern span.

Chart 12313

LNM: 42/21

******PA – NJ – UPPER DELAWARE RIVER – BEVERLY RANGE – SUBMERGED OBJECT******

A submerged object has been reported in the navigational channel within Beverly range. The submerged object is 35 feet from the red toe of the Channel at approximate position: 40-04-12.3N, 074-54-59.6W. Water depth in the area may be reduced to approximately 33 feet at mean low low water. Mariners are advised to proceed with caution when transiting the area and avoid this location if possible.

LNM: 01/23

PA – NJ – UPPER DELAWARE RIVER – SUBMERGED OBJECTS – FLORENCE AND LANDRETH RANGES

The Army Corps of Engineers in Philadelphia has located four submerged objects within the Florence and Landreth Ranges of the Delaware River. These objects are as follows:
Florence Range:
Object 1: Latitude: 40 7.31103 N, Longitude: 074 47.63858 W Depth at MLLW=35.2′
Object 2: Latitude: 40 7.62131 N, Longitude: 074 48.84641 W Depth at MLLW=35.5′
Landreth Range:
Object 1: Latitude: 40 6.2726 N, Longitude: 074 50.20712 W Depth at MLLW=35.1′
Object 2: Latitude: 40 6.28483 N, Longitude: 074 50.19097 W Depth at MLLW=38.3′
There is currently no timetable for removal of these objects.

LNM: 43/22

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

Mariners are advised that an engineering firm, on behalf of Delaware River Port Authority, will be installing test piles at the Delaware Memorial Bridge, over Delaware River, mile 68.9, at New Castle, DE. Installation will be conducted from 6 a.m. to 6 p.m.; Monday-Saturday; from November 14, 2022, through January 14, 2023. During work hours, a crane barge, material tug and support boats will be located around the navigation channel. The waterway will remain open to navigation. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area.

Chart 12311

LNM: 45/22

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 - DELAWARE BAY - MISPILLION RIVER - EMERGENCY BRIDGE CLOSURE

Mariners are advised that the highway drawbridge – Route 1/Rehoboth Blvd. Bridge across Mispillion River, mile 11.0, at Milford, DE has sustained a causality and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area.

Chart 12304

LNM: 10/22

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

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

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

Offshore Delaware:
38° 44' 13.038" N, 74° 52' 34.5858" W
38° 44' 8.1852" N, 74° 35' 1.0464" W
38° 29' 22.6062" N, 74° 34' 34.5792"
38° 29' 8.7648" N, 74° 39' 53.6646" W
Offshore Maryland:
38° 27' 52.7652" N, 74° 51' 58.9068" W
38° 28' 3.324" N, 74° 46' 32.3862" W
38° 14' 48.1482" N, 74° 35' 25.5114" W
38° 14' 54.7368", 74° 51' 37.0872" W
Operations consist of scientific ocean data collection. Wave Glider carries no fuel, lubricants, or hydrocarbons, is wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of typically 1kt, and designed to give way or part if encountered by a vessel. It is surfboard size, copper in color, with a contact plaque and mast extending 1 meter above the surface supporting a flag. Mariners are urged to transit the area with caution. For up-to-date information, mariners can contact Liquid Robotics Operations Center at +1 408 636 4205, or by email at support@liquid-robotics.com.

Chart 12200 LNM: 44/22

MD – CHESAPEAKE BAY – SURVEY OPERATIONS

Commencing on or about Sept 6, 2022, and continuing through March 2023, the R/V Sea Innovator and R/V Oyster Bay II will be conducting hydrographic survey operations in the waters of Central Chesapeake Bay, MD. Survey operations will be bounded from approximately 38° 09.44'N to the north and 38°41.13N to the south and will include Herring Bay and Magothy River and Sillery Bay along the western shore and the Chester River to Buckingham Warf and Possum Point, Prospect Bay, Eastern Bay, Crab Alley Bay, Wye River, Miles River, and Poplar Island Narrows along the eastern shore.
The R/V Sea Innovator is a 135', aluminum hulled survey boat with a purple and grey hull and a grey deckhouse. The vessel is equipped with a keel mounted sonar transducer and will be towing a side scan sonar instrument approximately 5-15 meters off of the seafloor and 50 meters astern of the vessel. The vessel will be conducting 24-hour operations. In addition, the Sea Innovator will maintain watch on VHF channels 13 and 16.
The R/V Oyster Bay II is a 30', Aluminum hulled survey vessel. The vessel is equipped over the side sonar mounts and sonars. The vessel will primarily be conducting operations 0600-1800hrs. The R/V Oyster Bay II will maintain watch on VHF channels 13 and 16.
There may be occasional unmanned aerial aircraft (Drone) activities conducting photogrammetry within the survey area.
Leidos requests that all vessels give the R/V Sea Innovator and R/V Oyster Bay a wide berth to avoid becoming fouled in the towed equipment or otherwise interfering with surveying operations.

Chart 12263 LNM: 36/22

MD - SMITH POINT TO COVE POINT - CHESAPEAKE CHANNEL – REEF CONSTRUCTION

The Maryland Department of Natural Resources will be performing weekly deployments of concrete material at the Point No Point artificial reef 38° 6.206'N, 76° 17.535'W from December 20, 2022 to January 31, 2023. On deployment days the tugboat "Miss Morgan" and a barge will be on site with limited mobility from 07:00 to 16:00. Questions can be directed to the Maryland Department of Natural Resources Artificial Reef Coordinator at Michael.Malpezzi@maryland.gov. Vessels are requested to use caution when operating in vicinity of reef work.

Chart 12230 LNM: 51/22

MD – PROSPECT BAY - CHESAPEAKE BAY ENVIRONMENTAL CENTER - MARSH RESTORATION

Coastal Design & Construction, Inc. will begin marsh restoration at the Chesapeake Bay Environmental Center near Piney Point in Prospect Bay MD, starting on December 14, 2022, to approximately February 28, 2022. Six barges will be moored in Prospect Bay in positions: Deck Barge - 38° 55.276143'N, 076° 13.858237'W, Deck Barge - 38° 55.092507'N, 076° 13.849536'W, Rig Barge - 38° 56.190455'N, 076° 13.767493'W, Deck Barge - 38° 56.072741'N, 076° 13.765867'W, Deck Barge - 38° 55.959553'N, 076° 13.764192'W, and Deck Barge - 38° 55.855361'N, 076° 13.753726'W. 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 12270 LNM: 49/22

MD-CHESAPEAKE BAY-EASTERN BAY-AND SOUTH RIVER-CHESAPEAKE BAY

Mariners are advised that a construction firm, on behalf of Maryland Transportation Authority, will be performing a bridge inspection on the US 50/US 301 Bridge, across the Chesapeake Bay, mile 138.1, between Annapolis, Anne Arundel County, MD and Stevensville, Queen Anne's County, MD. The inspection which began in October 2022, will continue to be conducted from 9:30 a.m. to 1:30 p.m., Monday through Thursday, through February 10, 2023. An under-bridge inspection (snooper) vehicle, a thirty-foot work barge, work boats, and divers will be located in and around the vicinity of the bridge.
During the work hours, the snooper vehicle, work barge, work boats, and divers will be in and around the Chesapeake (main) channel of the bridge reducing the vertical clearance of the bridge to approximately 162 feet of vertical clearance above mean high water and 1,470 feet of horizontal clearance.
Vessels that can safely transit through the Chesapeake (main) channel of the bridge during periods with reduced vertical and horizontal clearances may do so at any time. Vessels that cannot safely transit through the Chesapeake (main) channel of the bridge during periods with the reduced vertical and horizontal clearances may transit through the bridge, if at least a one-hour prior notice is given to the project foreman. The project foreman will provide certification that the snooper vehicle is clear of the navigation span of the bridge as soon as possible following notice, but not less than 30 minutes prior to the vessel's reported transit of the bridge.
Inspection personnel, equipment, snooper vehicle, vessels, and divers will relocate from navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached on VHF-FM channel 13 and at (443) 564-5958 or (443) 878-4263. Mariners should use extreme caution navigating through the area.
Information regarding the inspections of the eastern channel and southern structure will be provided via separate local notice to mariners at a later date.

Chart 12270 LNM: 43/22

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

From January 1, 2023, to June 30, 2023 the Town of Oxford will be installing multiple living shorelines along the town's coastline. Construction will

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

only occur from DAWN TO DUSK and will not interrupt mariners. All construction will be executed by land and is primarily located in the Tred Avon River along Strand Road, Oxford, Talbot County, Maryland. And one area in Town Creek waterbody near Safe Harbor Oxford.
The project consists of multiple locations that are called out by the coordinates below:
• Strand Beach shoreline: Construction of three living breakwaters (94' x 59'; 89' x 50'; and 86' x 49' going east to west), two living headlands (141'x37' & 78'x36), and a 778-lf-long living shoreline, and creation of 37,674 sf of tidal marsh. The project features extend a maximum of 184 feet from the approximate MHW shoreline.
Between (38.6953236003706, -76.16946539807373) and (38.693630836699704, -76.17203238624577).
• Lover's Lane southern shoreline: Construction of a living headland (108' x 80') extending a maximum of 93 feet from the approximate MHW shoreline and a 109-lf-long living shoreline, and creation of 10,659 sf of tidal marsh. Near (38.692339553934616, -76.17668051505267).
• Oxford-Bellevue Ferry Dock east side shoreline: Construction of one headland point (39'x31') extending a maximum of 34 feet from the approximate MHW shoreline and creation of 882 sf of tidal marsh. Near (38.693387994481604, -76.17400649205506).
• Town Creek shoreline improvement: Construction of two living headlands (73' x 22' and 28' x 21') extending a maximum of 71 feet from the approximate MHW shoreline, and a 110-lf-long living shoreline, and creation of 3,740 sf of tidal marsh. Near (38.69479398690027, -76.16916962521559).
• Tred Avon Yacht Club shoreline improvements: Construction of two living headlands (40' x 45' and 47' x 34') extending a maximum of 39 feet from the approximate MHW shoreline, and creation of 1,762-square- feet of tidal marsh. Near (38.69335031199056, -76.17497208731925).
• Lover's Lane northern headland: Construction of a living headland (118' x 70') extending a maximum of 93 feet from the approximate MHW shoreline. Near (38.69313589741415, -76.17675640967917).

Chart 12266 LNM: 52/22

MD – CHESAPEAKE BAY (APPROACHES TO BALTIMORE HARBOR) – MIDDLE BRANCH OF THE PATAPSCO RIVER

Mariners are advised that an engineering firm, on behalf of the Maryland Transportation Authority, will be performing an inspection at the I-695/ Francis Scott Key Bridge (Key Bridge), across the South Branch of the Patapsco River, mile 6.0, Baltimore, MD. The inspection will be conducted from 7 a.m. to 4 p.m., Monday-Friday, from January 9, 2023, through March 31, 2023.
During the work hours, an under-bridge inspection (snooper) vehicle, a manlift mounted on a ninety-foot work barge, safety boat, and personnel will be in and around the channel of the bridge reducing the vertical clearance of the bridge to approximately 175 feet of vertical clearance above mean high water and 1,050 feet of horizontal clearance.
Vessels that can safely transit through the Chesapeake channel of the bridge during periods with reduced vertical and horizontal clearances may do so at any time. Vessels that cannot safely transit through the channel of the bridge during periods with the reduced vertical and horizontal clearances may transit through the bridge, if at least a 30-minute prior notice is given to the inspection team.
Inspection personnel, equipment, snooper vehicle, and safety vessel will relocate from navigable channel, upon request. Gretta S Casey (safety vessels) may be reached on VHF-FM channel 13. The inspection team can be reached on VHF-FM channel 13 using the call sign Key Bridge Inspection Team. Mariners should use extreme caution navigating through the area.

Chart 12278 LNM: 51/22

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 April 30, 2023, barges may be positioned in or adjacent to the federal navigation channel during daylight hours to support roadway deck removal and related activities. At least half of the 250-foot wide federal navigation channel will be open at all times for vessel passage for this operation. 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.
During February 2023 - May 2023, and October 2023 - December 2023, 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, 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: 43/22

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 work is primarily being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night and Sunday work. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled "DANGER" mark the active and ongoing bridge work east and/or west of the Federal Channel. Floating turbidity curtain and buoys are positioned around the old piers being demolished and supported by lit temporary piles. To support active demolition construction operations, a vessel/barge may be intermittently positioned within the east navigable channel. During these periods, the federal navigation channel to the west of the original center pier, approximately 150 feet wide, will be available to navigation. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river.

LNM: 39/22

VA – MD – DC – UPPER POTOMAC RIVER – ANACOSTIA RIVER

Mariners are advised that the I-95/I-495 (Woodrow Wilson Memorial Bridge) across the Potomac River, at mile 103.8 between Alexandria, VA, and Oxon Hill, MD has a new contact number. Any Mariners requesting transit should contact 571-513-3745.

LNM: 52/22

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

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

LNM: 35/22

VA – ATLANTIC OCEAN – UNDERWATER CABLE OPERATIONS

The Cable Ship GLOBAL SENTINEL, call sign KGSU, will be conducting underwater operations from January 2, 2023 thru 06 January 6, 2023 at the following work location. The vessel will be restricted in her ability to maneuver during these operations.
The following coordinates will be the planned work locations:
#1 37-00.0′ N / 075-23.9‵ W
#2 37-00.0′ N / 075-21.1′ W
#3 36-58.1′ N / 075-21.1′ W
#4 36-58.1′ N / 075-23.9′ W
The vessel will be monitoring marine radio traffic and can be reached via VHF bridge to bridge radio ch 16 & 13.

Chart 12200

LNM: 52/22

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.

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

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 – NORFOLK HARBOR AND ELIZABETH RIVER - BRIDGE MAINTENANCE

Mariners are advised that an engineering firm on behalf of the city of Portsmouth is requesting to temporarily close the navigation channel to set girders for the new bridge at the US 17 (Churchland) Bridge across the Western Branch of the Elizabeth River, mile 1.72, at Portsmouth, VA. The main navigation channel will be closed from 6 a.m. to 6 p.m., daily, from August 29, 2022, to January 31, 2023. All personnel and equipment will move from the main navigation channel upon request with a two-hour advanced notice. The project officer can be reached via cell at (757) 708-2900, or on VHF/FM CH 13. All mariners should use caution when transiting the area.

Chart 12253 LNM: 42/22

VA – HAMPTON ROADS – NEWPORT NEW – DREDGE OPERATIONS

The Dredge CHARLESTON, along with support equipment, will commence dredging operations on the first week of January 2023, through June 2023 deepening the Newport News Channel. Setup operations will begin December 28, 2022 with pipeline setup in the vicinity of Craney Island. Dredge operations will be conducted between the Norfolk Harbor Entrance and the Newport News Shipyard. Material will be pumped to Craney Island. Although the dredging operations will occur in and around the channel, a floating pipeline will be utilized behind the dredge which will be anchored off in and outside of the channel. Submerged pipeline will be utilized between the dredging area and Craney island. The submerged pipeline will be marked with buoys every 120' with appropriate signs and lights placed at pipeline entry and exit points. The maximum floating pipeline length will approximately be 2000' feet and will be anchored and tended by tugboats. The submerged and floating pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For any emergencies the dredge operator can be reached at 757-508-2326. Traffic should call at minimum 30 minutes prior to expected time of passage. Mariners are requested to exercise caution when approaching, passing, and leaving the dredging plant. Owners and lessees of fishnets, crab pots, and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats, and other attendee equipment will be navigating. All fishnets, crab pots and structures in the general area must be removed prior to commencement of work. Dredging operations will be conducted 24/7. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 12245 LNM: 51/22

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

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

Chart 12222 LNM: 45/22

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – JAMES RIVER SOIL BORING

GET Solutions, Inc., on behalf Brierly Associates and Hampton Road Sanitation District (HRSD) will be performing a soil boring exploration program within the James River and adjacent to the Newport News Federal Navigation Channel between the dates of January 16, 2023, and February 3, 2023. Work will take place between 0600 and 1800 Monday through Friday. The exploration consists of four (4) soil borings aligned north to south along the west side of the Monitor Merrimac Bridge from Anchorage I-1, south to buoy "2NR". Of the four (4) locations, two (2) are positioned within or directly adjacent to Anchorage I-1. These two (2) locations will require up to five (5) workdays to complete. The 5 workdays within Anchorage I-1 are scheduled for January 16, 2023, through January 20, 2023. All equipment and vessels will be removed from the work area after each workday. The remaining soil borings (located outside of Anchorage I-1) will be performed Monday through Friday between the dates of January 23, 2023, and February 3, 2023. Soil boring equipment will be housed on a 110'x32' barge (BR110324) and supported by a 25-foot push tug (Teddi C) operated by Crofton Industries. The vessel master will issue a security call on VHF-FM channel 13 and channel 16 prior to mobilizing to the day's work location and at the end of each workday once the vessel has safely moved from the work location. The vessel will monitor VHF-FM channels 13 and 16. A 4-hour advanced notice is requested for vessels that may require the entire Anchorage (I-1). Approximate site GPS coordinates: Point B100 36.9526013, -76.4188823; Point B101 36.9499844, -76.4191083; Point B102 36.9446212, -76.4206315; Point B103 36.9405252, -76.4212641.

Chart 12245 LNM: 49/22

******VA - JAMES RIVER - JORDAN POINT TO RICHMOND - HOPEWELL, VA******

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will continue to install aerial control and power cable on the Benjamin Harrison Lift Bridge over the James River, mile 65.0, near Hopewell, VA. The install will be conducted from 7 a.m. to 6 p.m.; Monday-Saturday, through January 31, 2023. A work barge, crane and tug will be located behind the fender system and will not restrict the navigational channel. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use extreme caution navigating through the area.

LNM: 46/22

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

Mariners are advised that the Virginia Department of Transportation has requested a temporary deviation to complete a major rehabilitation of the mechanical and electrical systems to prevent imminent failure of the opening mechanism on the State Route 223 (Gywnn's Island Bridge) across Milford Haven Inlet, Mile 0.1, at Hudgins, VA. The bridge will remain in the closed-to- navigation position from 2 a.m. on August 19, 2022, through 11 p.m. on March 15, 2023. During the closure period, the bridge will not be able to open for emergencies. Vessels able to pass through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 12 feet above mean high water. Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 26/22

VA – PIANKATANK RIVER – OYSTER REEF REHABILITATION PROJECT

Mariners are advised that beginning January 2, 2023, until August 5, 2023, seaward marine will be conducting rock placing operations for the oyster

VA – PIANKATANK RIVER – OYSTER REEF REHABILITATION PROJECT

reef rehabilitation project at the mouth of the Piankatank River. All mariners are requested to stay clear of the crane barge, material barge and mooring. All operators should be aware that the mooring is held in place by a single cable attached to an anchor. All fishnets, crabpots and structures in the area are requested to be removed prior to commencement of any work. Mariners are requested to exercise extreme caution when approaching the rock placing operation and proceed at no wake speed. Seaward marine will be monitoring vhf channel 16.

LNM: 50/22

VA – RAPPAHANNOCK RIVER ENTRANCE – RAPPAHANNOCK RIVER – TEST BORING OPERATIONS

Test boring operations are scheduled to occur on the Rappahannock River at White Stone, VA through June 30, 2023. The work will occur in three locations just north of the Robert O. Norris (US-3) Bridge across the Rappahannock River. Work will be conducted Monday—Friday, from 6 a.m. to 6 p.m., and may include weekends to make up for weather-related delays, if needed. Marine equipment on site for the duration of the project includes the Derrick (150′ x 50′ x 10′) "149", tug "CAPT STEVE" and crewboat "MISS AMERICA". If weather allows, the Derrick will remain anchored overnight in close proximity to one of the three boring locations, clear of any navigation channels. 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 Smith Shipyard/Marine project vessels, while working, on marine band radio VHF-FM channels 16 and 13.

LNM: 49/22

NC – OREGON INLET

The Coast Guard has relocated aids to navigation and marked a newly dredged Oregon Inlet channel. Mariners should transit Span 22 of the Marc Basnight Bridge and use caution while transiting the new channel as shoaling remains present in several areas.
Shoaling has been reported in an area between Oregon Inlet Lighted Buoy 16 (LLNR 28057) and Oregon Inlet Buoy18 (LLNR 28062). Reported depths of less than 3ft MLW. NC BNM 0005-23.

LNM: 52/22

NC – OREGON INLET – BRIDGE NAVIGATION SPAN

Mariners are advised that the Coast Guard has designated span 22, between bents 21 and 22, as the navigation span for the Marc Basnight Bridge (NC-12) over Oregon Inlet, mile 0.5, between Rodanthe and Nags Head, Dare County, NC. Span 22 provides a vertical clearance of 70 feet above mean high water and a horizontal clearance of 275 feet between the 180-degree red channel margin bridge lights. The approaches to span 22 have been marked with short-range aids-to-navigation.
Mariners should transit Oregon Inlet and the bridge with extreme caution and due regard for the prevailing conditions of the waterway associated with shoaling.

LNM: 52/22

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

Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:
Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.
Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
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:
1. 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. 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.
4. 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.
4A. 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.

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

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

Charts: 11541 11542 11543 LNM: 10/22

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

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

To facilitate construction of the new bridge fender system, a work barge will be placed in the navigation channel from 8 a.m. to noon, and 1 p.m. to 5 p.m.; Monday through Friday, excluding Government Holidays from January 5, 2023, through February 28, 2023. During construction of the new bridge fendering system vessels with beams less than 20 feet may transit the bridge at any time and vessels with beams greater than 20 feet should adjust their voyage plan to transit the bridge outside working hours or between the hour of noon to 1 p.m. Vessels with a beam greater than 20 feet unable to adjust their voyage plan between the hour of noon to 1 p.m., may transit the bridge during working hours, if at least 24 hours' notice is given.

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

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

Chart 11541 LNM: 52/22

NC – CAPE FEAR RIVER – OBSTRUCTION

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

Chart 11537 LNM: 40/20

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
600 27970	*Oregon Inlet Lighted Whistle Buoy OI*	35-47-27.809N 075-30-06.226W	Mo (A) W		6	Red and white stripes.	Topmark not installed on this aid.	01/23
	*						*	
27970 600	*Oregon Inlet Lighted Whistle Buoy OI*	35-47-27.809N 075-30-06.226W	Mo (A) W		6	Red and white stripes.	Topmark not installed on this aid.	01/23
	*							
28057	Oregon Inlet Lighted Buoy 16	35-45-57.550N 075-32-36.000W	Q R		4	Red.		01/23
	*		*		*	*		
28062	Oregon Inlet Buoy 18	35-46-03.613N 075-32-45.984W				Red Nun.		01/23
		*						
28077	Oregon Inlet Buoy 24	35-46-19.295N 075-33-18.158W				Red nun.		01/23
		*						
28080	Oregon Inlet Buoy 25	35-46-20.848N 075-33-24.077W				Green can.		01/23
	*	*						
28083	*Oregon Inlet Lighted Buoy 26*	35-46-29.261N 075-33-33.643W	Q R		4	Red.		01/23
	*	*						
28084.1	*Oregon Inlet Cut Lighted Buoy 2*	35-46-52.113N 075-33-02.965W	Q R		4	Red.		01/23
*	*	*	*	*	*	*	*	

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
28084.2	Oregon Inlet Cut Buoy 4	35-47-07.167N 075-33-10.447W				Red nun.		01/23
28084.4	* Oregon Inlet Cut Buoy 6	35-47-22.066N 075-33-17.808W				Red nun.		01/23
28085	* *Oregon Inlet Channel Lighted Buoy 27*	* 35-46-28.565N 075-33-35.549W	Q G		4	Green.		01/23
29520	*Emerald Isle Cut Lighted Junction Buoy EI*	* 34-38-53.998N 077-06-30.577W	Fl (2+1)R 6s		4	Red and Green bands.		01/23
40350	CAPE FEAR RIVER - LITTLE RIVER LIGHT 83	* 33-54-16.999N 078-23-21.573W	Fl G 4s	15	4	SG-SY on pile.		01/23

*

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. Right Whale Slow Zone.
8. Seasonal ATON Deviation.

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

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

NEW JERSEY SHOALING

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING
Shoaling has been in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel; depths are currently 5 - 6ft at MLW.
Chart 12316

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

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

NJ – BARNEGAT INLET – SHOALING
U.S. Coast Guard Sector Delaware Bay is notifying mariners of extreme shoaling at the entrance to Barnegat Inlet. Due to this shoaling Barnegat Inlet Buoy 3 (LLNR 915) and Barnegat Inlet Lighted Buoy 4 (LLNR 925) are unreliable at marking the navigational channel. Mariners are advised to use extreme caution when transiting Barnegat Inlet. See SEC DB BNM 235-22.
Sector Delaware Bay is notifying mariners that there is shoaling reported at the entrance of Barnegat Bay inlet. The shoaling is reported in the main navigation channel between Barnegat Inlet Lighted Buoys 9 (LLNR 950) and 11 (LLNR 995). Mariners are advised to use extreme caution when transiting Barnegat Bay Inlet as some depths at mean low low water could be hazardous to navigation, especially during extreme weather events. If you have any questions, regarding the content of this message, please contact the waterways Management staff at (215) 271-4814 or the command center at (215) 271-4807.See SEC DB BNM 107-21 and SEC DB BNM 196-22

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET – SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported:
NJICWW Light 4 (LLNR 34995).
NJICWW Light 38 (LLNR 35115).
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).
NJICWW Daybeacon 49 (LLNR 35108).
NJICWW Daybeacon 58 (LLNR 35215) to Buoy 75 (LLNR 35290).
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).
North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).
NJICWW Daybeacon 128 (LLNR 35525) to Light 132 (LLNR 35550).
NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side.
IVO NJICWW Light 170 (LLNR 35685).
Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.
IVO NJICWW Daybeacon 221 (LLNR 35867).
Between NJICWW Light 233 (LLNR 35905) and Buoy 246 (LLNR 35955) Broad Thoroughfare.
Between NJICWW Light 260 (LLNR 36000) and Buoy 266 (LLNR 36020).
Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.
Between NJICWW Daybeacon 344 (LLNR 36285) to Daybeacon 354 (LLNR 36320).
Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel.
Between NJICWW Light 449 (LLNR 36625) and Daybeacon 457 (LLNR 36655) Grassy Sound. Ref LNM 24/17
NJICWW Light 465 (LLNR 36675) to Buoy 473 (LLNR 36705).
Chart 12316, 12324

NJ – LITTLE EGG INLET – SHOALING
Shoaling has been observed between Litttle Egg Inlet Lighted Buoy 10 (LLNR 1131) and Litttle Egg Inlet Lighted Buoy 8 (LLNR 1129). Shoaling has encroached channel ward in between the aids. Little Egg Inlet 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 approx 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 approx 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 – DELAWARE BAY - MURDERKILL RIVER – SHOALING
Shoaling has been observed in Murderkill River throughout entire waterway, shoaling to 2-4 feet at mean low water. The following seasonal buoys in Murderkill River were unable to be established due to shoaling.
A. Murderkill River Buoy 2 (LLNR 2315).
B. Murderkill River Buoy 3 (LLNR 2320).
C. Murderkill River Buoy 4 (LLNR 2330).
D. Murderkill River Buoy 5 (LLNR 2335).
E. Murderkill River Buoy 6 (LLNR 2337).
Murderkill River Light 1 (LLNR 2300) has been changed to Murderkill River Warning Light A (LLNR 2300) NW Dayboards worded Danger Shoal and Murderkill Range Front Light 7 (LLNR 2305) has been changed to Murderkill Range Front Warning Light (LLNR 2305) NW Dayboards worded Danger Shoal due to shoaling. The front and rear range which remain operational. Sector DB BNM 078-21.
Chart 12304

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 Cchannel 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
Hazard to navigation- a USACE survey conducted on March 08, 2022, has identified shoaling between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Ocean City Inlet Lighted Buoy 10 (LLNR 4750) extending from the north to mid-channel to depths of less than 9.5 feet at mean low water. Shoaling has also been identified on the south side of the channel between Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and Ocean City Inlet Lighted Buoy 12 (LLNR 4757) to depths of less than 9.5 feet at mean low water. Mariners are advised to use caution in the area.
See SEC MD-NCR BNM 184-21.
Chart 12211

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 4 (LLNR 18810) and extending to St. Jerome Creek Buoy 5 (LLNR 18812) and St. Jerome Creek Buoy 6 (LLNR 18815). The channel width in the area of Deep Point is reduced to approximately 20 feet.

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

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

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – KNAPPS NARROWS WEST CHANNEL – SHOALING
Shoaling has been observed in the Knapps Narrow West Channel within the channel boundaries between Knapps Narrow West Channel Daybeacon 3 (LLNR 25925) and Knapps Narrow West Channel Daybeacon 4 (LLNR 25931) to a depth of 1 foot at mean low water. See MD-NCR BNM 231-22.
Chart 12266

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

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING
Shoaling in the western portion of Slaughter Creek IVO of Holland Point has encroached easterly in most of the channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 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 – 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 Lighted Buoy 7 (LLNR 27855) and Northeast Lighted 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 – VIRIGINIA 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 Daybeacons 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 - Poqouson 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 ENTRENCE – DAVIS CREEK – SHOALING
Significant shoaling has been identified from USACOE survey dated 07 Sep 2016 in Davis Creek. Shoaling begins 100 yards south of Davis Creek Warning Daybeacon B (LLNR 14130) to a depth of 4.9 feet extending across the entire length and width of the channel to 150 yards north of Davis Creek Warning Daybeacon D (LLNR 14140) with a minimum identified depth of 1.2 feet. Ref LNM 12/17.
Chart 12238

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

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

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

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

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

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

VA – CHESAPEAKE BAY TO PINEY POINT – LITTLE WICOMICO RIVER – SHOALING
Shoaling has been reported in Little Wicomico River within the channel Boundaries between little Wicomico River Light 4 (LLNR 16355) to the south approximately 75 yards towards Little Wicomico River 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
Based on the survey dated **December 19, 2022**, indicates shoaling 130 feet from the ends of the North/South Jetties and extend out to 150 feet eastward. Depths of 7.3' MLLW across the entire channel.
Chart 12200

NORTH CAROLINA SHOALING

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 – OREGON INLET – SHOALING
The Coast Guard has relocated aids to navigation and marked a newly dredged Oregon Inlet channel. Mariners should transit Span 22 of the Marc Basnight Bridge and use caution while transiting the new channel as shoaling remains present in several areas.
Shoaling has been reported in an area between Oregon Inlet Lighted Buoy 16 (LLNR 28057) and Oregon Inlet Buoy18 (LLNR 28062). Reported depths of less than 3ft MLW. NC BNM 0005-23.

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 – BIG FOOT SLOUGH – SHOALING
Mariners are advised there is shoaling in the vicinity of Buoy 10C (29070.2) in Big Foot Slough at approximate position 35-09-03.184 N 076-00-38.651W. Mariners are advised to use caution while navigating in this area.

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

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

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

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

NC – BOGUE INLET – SHOALING
Shoaling has been found between Bogue Inlet Buoy 3A (LLNR 29570) and Bogue Inlet Lighted Buoy 5 (LLNR 29580) at a depth of 1 foot at MLW. Bogue Inlet Buoy 3B (LLNR 29573) has been established to help mark shoaling in approximate position 34-38-52.635N, 077-06-34.889W. Mariner should use caution in area as shoaling shifts frequently. SEC NC BNM 344-22.
Shoaling has been identified from Bogue Inlet Buoy 9 (LLNR 29600) and Bogue Inlet Buoy 12 (LLNR 29615). Depths of 3-4ft at MLW have been observed. Shoaling currently extends across entire width of the marked channel. SEC NC BNM 031-22.
Chart 11541

NC – BOGUE SOUND – NEW RIVER – SHOALING
Shoaling has been observed between Bogue Sound – New River Buoy 66B (LLNR 39243) and Bogue Sound – New River Light 66 (LLNR 39245), south of buoy 66B. Shoaling is reported of less than 4FT MLW and extends into the channel. See SEC NC BNM 0298-22.
Chart 11541

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

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

NC – BOGUE SOUND – SHOALING
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895). Survey indicates depths as low as 5FT MLW encountered in channel center and depths as low as 4FT have been reported. Depths close to channel markers may be less. Conditions may change rapidly and mariners are advised to transit the area with caution. The most recent ACOE survey can be found here: https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/aiww
Chart 11541

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

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING
Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18.
Chart 11553

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CORE CREEK – SHOALING
Shoaling exists in the AICW north of Morehead City between Core Creek Light 29 (LLNR 38435) and Core Creek Daybeacon 31 (LLNR 38485), to a depth of less than 5ft at MLW. Mariners are advised to use extreme caution while navigating this area.
Chart 11541

NC – INTRACOASTAL WATERWAY =- NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has been reported IAW the most recent ACOE survey dated 26 OCT 2020 IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736). Reported depths of 4 feet MLW encroaching from east side of channel. NC BNM 415-20.
Chart 11541

NC – OLD TOPSAIL CREEK – SHOALING
Significant shoaling has been observed in Old Topsail Creek between Old Topsail Creek Buoy 6 (LLNR 30036), Old Topsail Creek Buoy 7 (LLNR 30037) and Old Topsail Creek Buoy 8 (LLNR 30038) Spanning the width of the channel. Depths of less than 3' at MLW have been observed. Mariners are advised to transit the area with caution. SEC NC BNM 381-21.
Chart 11541

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

NC - NEW TOPSAIL INLET – SHOALING
Significant shoaling has occurred in New Topsail Inlet between New Topsail Inlet Buoy 3 (LLNR 29995) and New Topsail Inlet Buoy 4 (LLNR 30000). Depths of 2' MLW have been reported. The buoys are presenting misleading signal due to extreme shoaling and mariners are advised to transit the area with extreme caution. See SEC NC BNM 0270-22.
Chart 11541

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

NC – NEW RIVER – CAPE FEAR RIVER – SHOALING
The shoal that is adjacent to the red side of the channel between New River – Cape Fear River Daybeacon 170 (LLNR 39860) and New River - Cape Fear River Light 168 (LLNR 39857) has encroached to the edge of the channel. Depths of 4-5ft at MLW have been observed.
Chart 11537

NC – LOCKWOODS FOLLY INLET – SHOALING
Significant shoaling has occurred in Lockwoods Folly Inlet between Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31015) and Lockwoods Folly Inlet Buoy 5 (LLNR 31027) spanning the width of the channel depths of 4' MLW have been reported. BNM SEC NC 367-21.
Chart 11534

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

Enclosure (2)

Updated December 27, 2022

(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 – All interested parties are notified that an application dated April 19, 2022, has been received from the New Jersey Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new highway fixed bridge over a navigable waterway of the United States.
  WATERWAY AND LOCATION: Big Timber Creek, mile 0.8, between Camden and Gloucester Counties, NJ.
  CHARACTER OF WORK: The proposed project is to provide a modernized and improved Bridge along with drainage improvements that reduces the majority of road closures due to flooding. The existing 5-span bridge will be removed in its entirety and replaced with a 3-span continuous bridge with similar roadway and bridge profile. The existing fixed bridge has a horizontal clearance of 58 feet and a vertical clearance of 14 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 60 feet and a vertical clearance of 14.73 feet above mean high water.
  A copy of **Public Notice D05PN-04-2022**, which describes the proposal in detail, can be obtained by calling (757) 398-6587 or by viewing at **https://www.navcen.uscg.gov/?pageName=pnBridges.** Comments on this proposal should be forwarded to the address in the notice no later than **June 24, 2022.** (MS)

- ***Pennsylvania***

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland* –

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

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

- ***Washington DC*** –

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

- ***Virginia (Northern)*** – None.

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***

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

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

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

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

Currituck Sound – Proposed new fixed bridge across mid-Currituck Sound, approximately 18 miles north of the Wright Memorial Bridge, between 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)

Regulations:

SECTOR DELAWARE BAY

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

Rancocas Creek - US Route 543 (Riverside-Delanco) Bridge Mariners are advised that a temporary deviation has been approved by the Coast Guard to test the seasonal operating regulation of the US Route 543 (Riverside-Delanco) Bridge across Rancocas Creek, mile 1.3, at Burlington County, NJ. 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 4, 2022, through October 15, 2022. 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. This deviation will test whether a permanent change to the schedule is needed and to solicit comments from the public regarding these proposed changes. Comments will be received for the record identified by the docket number USCG-2022-0221 using Federal Decision Making Portal at http://www.regulations.gov; and must be submitted on or before August 1, 2022. At all other times the bridge will operate per 33 CFR 117.745 (b). (MS)

- *Pennsylvania* – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Washington, DC & Virginia (Northern)*

Potomac River - I-95/I-495 (Woodrow Wilson Memorial Bridge) - New contact number. Any Mariners requesting transit should contact 571-513-3745. (CT)

- *Maryland*

Potomac River - I-95/I-495 (Woodrow Wilson Memorial Bridge) - New contact number. Any Mariners requesting transit should contact 571-513-3745. (CT)

SECTOR VIRGINIA

- *Virginia (Southern)* - None

SECTOR NORTH CAROLINA

- *North Carolina* – None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*

Christina River - Bridge 1-159 (James Street) Bridge – Bridge maintenance will be performed from 7 a.m. to 5 p.m., from July 1, 2021, to March 31, 2023. To facilitate maintenance, a work skiff and a 70ft X 70ft work barge will be operating outside the navigable channel, secured to the bridge piers and will not impact navigation. Mariners are urged to use caution while transiting the area. (MS)
Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through July 2024. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution

when transiting the area. (CT)
Mispillion River - Route 1/Rehoboth Blvd. Bridge – Bridge sustained a causality and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)
Delaware River - Delaware Memorial Bridge –Installation of test piles will be conducted from 6 a.m. to 6 p.m.; Monday-Saturday, from November 14, 2022, through January 14, 2023. During work hours, a crane barge, material tug and support boats will be located around the navigation channel. 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. (CT)
Chesapeake and Delaware (C&D) Canal - Reedy Point and Summit Bridges - To facilitate painting operations, equipment has been installed reducing the available vertical clearance by two feet to approximately 133 feet, above mean high water. The northern half of the span's clearance will be reduced to 133 feet above mean high water from May 16, 2022, to December 31, 2022, and the southern half will be reduced from June 20, 2022, to December 31, 2022. Mariners should check for future notices on this project and should use extreme caution when transiting the area. (MS)

New Jersey (Central & Southern)

Schuylkill River - Grays Ferry Railroad Bridge – Bridge modification/maintenance will recommence on September 19, 2022, and are expected to finish on November 30, 2022. Work will be performed from 7 a.m. to 3:30 p.m.; M-F. During this bridge modification/maintenance, the eastern navigation span will be occupied; the western navigation span will be available for vessels to transit. During work hours, a snooper vehicle will be located within the western navigation span of the Grays Ferry Avenue Bridge, which will reduce the western navigational span to approximately 45 feet of vertical clearance. Vessels that can safely transit through the western navigation span during periods with a reduced vertical clearance may do so at any time. Vessels that cannot safely transit through the western navigation span with a reduced vertical clearance may do so, if at least a fifteen-minute prior notice is given to the project foreman. Maintenance personnel, equipment and vehicle will relocate from the western navigation span, upon request. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. 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. Crane barges, material barges, and support vessels and vehicle will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-421-2880 or 215-651-6278. (MT)
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)
Cape May Canal, New Jersey Intracoastal Waterway - SR 162 (CR 626/Seashore Road) Bridge – Bridge maintenance that began on June 20, 2022, will continue to be conducted from 7 a.m. to 3 p.m.; Monday-Friday; through December 31, 2022. The vertical clearance of the bridge will be reduced to approximately 50 feet above high mean water due to a temporary safe span platform. Vessels that can safely transit through the bridge with a reduced vertical clearance may do so at any time. The project foreman can be reached at (267) 935-2194. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed. (CT)
Cape May Canal, New Jersey Intracoastal Waterway - SR 109 Bridge – Bridge painting will be conducted from 7 a.m. to 3 p.m.; Monday-Friday; from June 20, 2022, through December 31, 2022. There will be no equipment in the water, but a temporary shielding system will reduce the vertical clearance by 5 feet. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed. (MS)
Rancocas Creek – I 295 Bridge - Bridge maintenance will be conducted from 7 a.m. to 3 p.m.; Monday-Friday; from June 20, 2022, through December 31, 2022. A work platform will be located under the bridge. During the maintenance period the work platform will located under the bridge reducing the vertical clearance of the bridge approximately 17 feet at mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. The project foreman may be reached on VHF-FM channel 13 and 16, and (267) 935-2194. Mariners should use extreme caution navigating through the area. (MT)
New Jersey Intracoastal Waterway (NJICW), Broad Thorofare - Route 152 Bridge (Longport Sommers Point Blvd Bridge) - Bridge maintenance

which began in June 20, 2022, will continue to be conducted from 7 a.m. to 3 p.m.; Monday-Friday; through December 31, 2022. The vertical clearance will be reduced by 3 ft. The shielding system will remain in place for the duration of the project. Work vessels may be reached on VHF-FM channel 13. Mariners should use extreme caution navigating through the area. (KB)

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

New Jersey Intracoastal Waterway (NJICW) Beach Thorofare - Margate Boulevard (Margate Bridge) Bridge – To facilitate bridge maintenance, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on Monday, November 28, 2022, through 7 p.m. on Friday, December 16, 2022. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

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

Great Egg Harbor Ship Channel and Drag Channel – Bridge inspection which began on November 21, 2022, will continue to be conducted from 7 a.m. to 4 p.m., Monday – Friday, through December 31, 2022. To facilitate the inspections, a 17-foot dive vessel and crew be operating in vicinity of the bridge piers outside of the main navigation channel. Mariners should use extreme caution when transiting the area. (CT)

Pennsylvania –

Schuylkill River - Grays Ferry Railroad Bridge –Modification/maintenance that recommenced in September 2022, is expected to conclude on November 30, 2022. Work will be performed from 7 a.m. to 3:30 p.m., Monday through Friday. During this bridge modification/maintenance, the eastern navigation span will be occupied and the western navigation span will be available for vessels to transit. During work hours, a snooper vehicle will be located within the western navigation span of the Grays Ferry Avenue Bridge, which will reduce the western navigational span to approximately 45 feet of vertical clearance. Vessels that can safely transit through the western navigation span during periods with a reduced vertical clearance may do so at any time. Vessels that cannot safely transit through the western navigation span with a reduced vertical clearance may do so, if at least a fifteen-minute prior notice is given to the project foreman. Maintenance personnel, equipment and vehicle will relocate from the western navigation span, upon request. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. 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. Crane barges, material barges, and support vessels and vehicle will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-421-2880 or 215-651-6278. (MT)

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)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*

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

Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge – To facilitate the setting of structural steel across the federal navigation channel at the new bridge the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River, during **January 21, 2022 – February 4, 2022**. At all times during this period, a large crane barge is required to be positioned within the federal navigation channel. The critical heavy lift operations will impede vessels requiring the use of the channel in this area. The safety zone will cover all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21′50.96″ N, 076°59′22.04″ W, thence south to 38°21′43.08″ N, 076°59′20.55″ W, thence west to 38°21′41.00″ N, 076°59′34.90″ W, thence north to 38°21′48.90″ N, 076°59′36.80″ 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 safety zone will be enforced continuously, from 7 a.m. on January 21, 2022, through 8 p.m. on February 4, 2022. 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. To seek permission to enter, contact the COTP or the COTP's representative by telephone number 410-576-2693 or on Marine Band Radio VHF-FM channel 16. 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. Vessel traffic not required to use this section of the federal navigation channel may be able to safely transit around the safety zone under the next bridge span to the east or the west of the federal navigation channel, but do so at their own discretion. A "bridge work—danger—stay AWAY" sign facing the northern and southern approaches of the navigation channel will be posted on the sides of the marine equipment on-scene within the location described.

The Coast Guard will issue a Broadcast Notice to Mariners via VHF-FM marine band radio about the status of the safety zone. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2674 or (410) 576-2693. (KB/RH)

Susquehanna River - I-95 (Millard E. Tydings Memorial/John F. Kennedy Memorial Highway) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; from June 15, 2021, through April 6, 2023. A 60 x 60 foot crane barge, a 34 x 90 foot work barge, and a work vessel will be located in and around the vicinity of the bridge. During the work hours, the crane barge and work barge will be located in and around the main navigation span of the bridge, which will reduce the horizontal clearance of the main navigation span to approximately 390 feet of horizontal clearance, and/or, will be located in one of the adjacent alternative navigation spans of the bridge, reducing the horizontal clearance of the adjacent alternative navigation span to approximately 330 feet of horizontal clearance. Maintenance personnel, equipment and vessels will relocate from the main navigation span and/or adjacent alternative navigation spans, upon request. Vessels that can safely transit through the main navigation span and/or the adjacent navigation span of the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge main navigation span and/or adjacent alternative navigation span during periods with a reduced horizontal clearance may transit through the bridge spans may do so if at least a two-hour prior notice is given to the project foreman. During non-work hours the crane barge and work barge will be spudded or tied parallel to the pier. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (484) 798-3224. Mariners should use caution navigating through the area. (MT)

South Branch of the Patapsco River - I-695/ Francis Scott Key Bridge (Key Bridge) – Bridge inspection will be conducted from 7 a.m. to 4 p.m., Monday-Friday, from January 9, 2023, through March 31, 2023. During the work hours, an under-bridge inspection (snooper) vehicle, a manlift mounted on a ninety-foot work barge, safety boat, and personnel will be in and around the channel of the bridge reducing the vertical clearance of the bridge to approximately 175 feet of vertical clearance above mean high water and 1,050 feet of horizontal clearance. Vessels that can safely transit through the Chesapeake channel of the bridge during periods with reduced vertical and horizontal clearances may do so at any time. Vessels that cannot safely transit through the channel of the bridge during periods with the reduced vertical and horizontal clearances may transit through the bridge, if at least a 30-minute prior notice is given to the inspection team. Inspection personnel, equipment, snooper vehicle, and safety vessel will relocate from navigable channel, upon request. Gretta S Casey (safety vessels) may be reached on VHF-FM channel 13. The inspection team can be reached on VHF-FM channel 13 using the call sign Key Bridge Inspection Team. Mariners should use extreme caution navigating through the area. (CT)

Chesapeake Bay - US 50/US 301 Bridge – Bridge inspection, which began in October 2022, will continue to be conducted from 9:30 a.m. to 1:30 p.m., Monday through Thursday, through February 10, 2023. An under-bridge inspection (snooper) vehicle, a thirty-foot work barge, work boats, and divers will be located in and around the vicinity of the bridge.

During the work hours, the snooper vehicle, work barge, work boats, and divers will be in and around the Chesapeake (main) channel of the bridge reducing the vertical clearance of the bridge to approximately 162 feet of vertical clearance above mean high water and 1,470 feet of horizontal clearance. Vessels that can safely transit through the Chesapeake (main) channel of the bridge during periods with reduced vertical and horizontal clearances may do so at any time. Vessels that cannot safely transit through the Chesapeake (main) channel of the bridge during periods with the reduced vertical and horizontal clearances may transit through the bridge, if at least a one-hour prior notice is given to the project foreman. The project foreman will provide certification that the snooper vehicle is clear of the navigation span of the bridge as soon as possible following notice, but not less than 30 minutes prior to the vessel's reported transit of the bridge. Inspection personnel, equipment, snooper vehicle, vessels, and divers will relocate from navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached on VHF-FM channel 13 and at (443) 564-5958 or (443) 878-4263. Information regarding the inspections of the eastern channel and southern structure will be provided via separate local notice to mariners at a later date. Mariners should use extreme caution navigating through the area. (CT)

- *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 work is primarily being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night and Sunday work. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled "DANGER" mark the active and ongoing bridge work east and/or west of the Federal Channel. Floating turbidity curtain and buoys are positioned around the old piers being demolished and supported by lit temporary piles. To support active demolition construction operations, a vessel/barge may be intermittently positioned within the east navigable channel. During these periods, the federal navigation channel to the west of the original center pier, approximately 150 feet wide, will be available to navigation. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (CT)

- ***Virginia (Northern)*** *– None.*

SECTOR VIRGINIA

- *Virginia (Southern)*

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

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

Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.
Phoebus Safe Harbor Area – As charted. Changes pending. This area will only be used by HRBT Expansion project vessels in advance of a severe weather event that requires the vessels to be securely anchored or spudded down in that location. The corners of the safe harbor area are marked with yellow buoys with flashing yellow lights. When utilized, mariners should keep clear of the area.
Willoughby Bay Mooring and Safe Harbor Area – As charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)
Willoughby Bay - I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Construction activities began on June 7, 2021, and are expected to continue through December 2023. Marine construction activity will take place 24-hours per day, seven days a week.
The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge spans or located within the specific Mooring/Safe Harbor area.
Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on out from the North and South shorelines.
Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted entry or mooring within the exclusion zone throughout the duration of the project.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536- 9863 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)
Milford Haven Inlet - State Route 223 (Gwynn's Island Bridge) - To complete a major rehabilitation of the mechanical and electrical systems to prevent imminent failure of the opening mechanism, the bridge will remain in the closed-to-navigation position from 2 a.m. on August 19, 2022, through 11 p.m. on April 15, 2023. During the closure period, the bridge will not be able to open for emergencies. Vessels able to pass through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 12 feet above mean high water. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use caution when transiting the area. (CT)
James River - Benjamin Harrison Memorial Bridge -Installation of aerial control and power cable will be conducted from 7 a.m. to 6 p.m.; Monday-Saturday, through January 31, 2023. A work barge, crane and tug will be located behind the fender system and will not restrict the navigational channel. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use extreme caution navigating through the area. (CT)

SECTOR NORTH CAROLINA

- *North Carolina*

Oregon Inlet – Marc Basnight (Old Bonner) Bridge – The Coast Guard has designated span 22, between bents 21 and 22, as the navigation span for the Marc Basnight Bridge (NC-12) over Oregon Inlet, mile 0.5, between Rodanthe and Nags Head, Dare County, NC. Span 22 provides a vertical clearance of 70 feet above mean high water and a horizontal clearance of 275 feet between the 180-degree red channel margin bridge lights. The approaches to span 22 have been marked with short-range aids-to-navigation. Bridge lighting will be installed in span 22 in late December 2022, or early January 2023. Mariners should transit Oregon Inlet and the bridge with extreme caution and due regard for the prevailing conditions of the waterway associated with shoaling. (HP)
The Straits - Harkers Island Bridge (SR 1332) - Bridge will remain in the closed-to-navigation position to facilitate bridge repairs due to damage caused by Hurricane Florence. The repairs require the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area. (MB)(HP)
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)
Smith Creek - SR 2812 (S117-133/Castle Hayne Road - Bridge construction activities will begin on December 1, 2021, and are expected to finish on April 2, 2023. Work will be on-going from 7 a.m. through 6 p.m.; Monday through 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 material barge, support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridge. Temporary work trestles will also be constructed adjacent to the existing and new bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Civil Works Contracting barge and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (910) 620-9829 and Civil Works Contracting may be contacted at (252) 240-9967 or (910) 279-4321. (MT)
Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge – Construction activities will begin October 3, 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. 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. Two barges, support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridge. Temporary work platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Barge and vessels may be reached on VHF-FM channel 13 and 16 when work is in progress or vessels are operating the area. Mariners should use caution when transiting the area. (CT)

Banks Channel - South Bank Channel Bridge – Bridge maintenance will be performed from 6 a.m. to 7 p.m., 7 days a week, from January 3, 2022, through June 30, 2023. During the repair period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 4 feet above mean high water. Vessel traffic will need use an alternate route. Work vessels may be reached on VHF-FM channel 13 and 16. (CT)

Perquimans River - US 17 Bridge – New bridge is under construction until August 2022. Vessels able to pass through the bridge in the closed position may do so at any time. Mariners should exercise caution when transiting the area. (HP)

Atlantic Intracoastal Waterway (AIWW), Bogue Sound – Bridge maintenance, which began September 2020, will continue to be conducted from 9 a.m. through 3 p.m., and 6 p.m. through 7 a.m.; 7 days a week; through November 19, 2022. During these maintenance periods, two 20-foot work vessels, work floats, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, from September 6, 2022, through November 19, 2022, the snooper truck will be located in and around the navigational channel and will extend below low steel of the bridge reducing the vertical clearance of the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (703) 865-1041 or (703) 231-8589. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will continue to be performing maintenance on the SR 58 (Emerald Drive) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 226, at Emerald Isle, NC. The maintenance, which began September 2020, will continue to be conducted from 9 a.m. through 3 p.m., and 6 p.m. through 7 a.m.; 7 days a week; through May 20, 2023. During these maintenance periods, two 20-foot work vessels, work floats, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, from November 1, 2022, through May 20, 2023, the snooper truck will be located in and around the navigational channel and will extend below low steel of the bridge reducing the vertical clearance of the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (703) 865-1041 or (703) 231-8589. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.

Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge - Construction activities, which began in October 2022, and are expected to finish in February 2025. Work will be on-going from 7 a.m. through 7 p.m.; Monday through Friday, excluding Government holidays. To facilitate construction of the new bridge fender system, a work barge will be placed in the navigation channel from 8 a.m. to noon, and 1 p.m. to 5 p.m.; Monday through Friday, excluding Government Holidays from January 5, 2023, through February 28, 2023. During construction of the new bridge fendering system vessels with beams less than 20 feet may transit the bridge at any time and vessels with beams greater than 20 feet should adjust their voyage plan to transit the bridge outside working hours or between the hour of noon to 1 p.m. Vessels with a beam greater than 20 feet unable to adjust their voyage plan between the hour of noon to 1 p.m., may transit the bridge during working hours, if at least 24 hours' notice is given. Two barges, support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridge. Temporary work platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Barge and vessels may be reached on VHF-FM channel 13 and 16 when work is in progress or vessels are operating the area. Mariners should use caution when transiting the area. (CT)

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 - WESTCUNK CREEK AND PARKERS RUN MAINTENANCE DREDGING PROJECT
Mariners are advised that H&L Contracting will be conducting dredging operations in Westcunk Creek Channel (Approximate 39°37'01"N 74°16'10"W) and in Parkers Run Channel (Approximate 39°36'33"N 74°17'40"W) from **09/20/2022** to **12/31/2022** . Work hours are 24 hours a day, 7 days a week. Dredging will be performed hydraulically. The dredge pipe will run from the channel to a disposal area at the end of Dock Road in West Creek (Approximate 39°36'50"N 74°15'47"W). The dredge pipe will be submerged at a channel crossings and will be marked and lighted. Channels will remain open during dredging but channel width will be reduced. Informational signs will be posted locally to inform mariners of channel closings. All mariners are advised to reduce speed to minimum for making way while in the vicinity of dredging operations. All marine equipment operators will be monitoring VHF-FM Channel 63 and Channels 16 and 13. Dredge and work vessels will monitor Channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.
Chart 12324

NJ – NJICW – OYSTER CREEK – DREDGE OPERATIONS
Mariners be advised that the Dredge FULLERTON will commence Hydraulic dredging in the New Jersey Intracoastal Waterway in the vicinity of Oyster Creek between Waretown and Barnegat Light, NJ from November 7th through **December 18, 2022**. The Dredge will begin digging East to West in Oyster Creek, and an estimated 2,500 - 3,000 feet of pipeline will be Southwest of the Oyster Creek Channel. Dredge FULLERTON monitors VHF channels 13 & 16 and will work 24 hours (3–8-hour shifts), Monday through Saturday.
Chart 12324 LNM 45/22

NJ – SANDY HOOK TO LITTLE EGG HARBOR – LITTLE EGG HARBOR – HAZARD TO NAVIGATION
Sumco contracting will be conducting maintenance dredging in little egg harbor in the vicinity of Big Thorofare and Tuckerton Channels. The dredge pipe is deployed outside and Parallel of the navigational channel as dredging commences. It is marked with floating Buoys and lights approximately every 150'. There is a floating booster pump inline as well on a 40'x40' Poseidon barge platform with the appropriate marker lighting. The dredge will monitor marine VHF channels 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and pipeline and transit the area at their slowest safe speed to create minimum wake. Dredge Operations are expected to be completed by **December 30, 2022.**
Chart 12316

NJ – LITTLE EGG INLET TO HEREFORD INLET – DREDGING
Do to dredging Mariners are advised that there is a 70'x80' barge sitting alongside Gardner's Basin Seawall. On Thurs, 9/15, the barge will be broken down to three 30'x40' barges and will then be stored at the marina in the vicinity of Clam Creek and Gardner's Basin. For the duration of the job, a 40'x40' area will be occupied by at least one barge for the duration of the job in front of the bulkhead located in Gardner's Basin.
This project will run from **September 15, 2022** through **December 20, 2022**.
Mariners please use extreme caution when transiting the area and reduce speed for minimum wake while transiting the area.
Chart 12318

NJ – LITTLE EGG INLET TO HEREFORD INLET – DREDGING & BEACH RE-NOURISHMENT
Great Lakes Dredge and Dock, LLC will begin Beach re-nourishment of Great Egg Harbor Inlet and Peck Beach including placement of approximately 1,810,000 cubic yards of beach fill starting from the groin at Seaview Road and ending between 14th and 15th Streets in Ocean City, New Jersey. The Cutter Suction Dredge (CSD) Texas will dredge beach fill quality material from the Great Egg Harbor Inlet Borrow Area, located approximately 5,000 feet offshore, northeast of the project location, east of the Great Egg Harbor Inlet. The material will pump through one subline extending from the borrow area to the placement beach. GLDD has secured two waterside staging areas on the northeast side of Absecon Inlet in Atlantic City where rafted pipeline and equipment will be stored when not in use. The survey vessel Wolf River and crew transfer vessel (CTV) Cooper River will traverse between the work areas and Golden Nugget Marina in Atlantic City throughout the duration of the project.
For cautionary areas and dredging/work operations, mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.
Cutter Suction Dredge (CSD) Texas, Derrick GL64, Anchor Barge, GL116, Tug Evergreen State, Tug Caspian Dawn, Tug Mr. Connor, CTV Cooper River, and survey vessel Wolf River can be reached on VHF-FM 13 and 16. Operations will be conducted 24 hours per day, 7 days per week.
Anticipated completion Date is **April 9, 2023**.
Chart 12318

NJ – DELAWARE RIVER – MIFFLIN RANGE – PAULSBORO MARINE TERMINAL
On behalf of the South Jersey Port Corporation, Jacobs will be installing 4 mooring dolphins as well as dredging approximately 141,000 CY from an 8.9-acre area to create a berth pocket for a Roll-on/Roll-off (RoRo) vessel and access channel to the berth. A subaqueous riprap revetment will also be installed at the nearshore side of the berth pocket for slope stabilization. The project is located immediately adjacent to the southwest end of the existing pile supported wharf at the Paulsboro Marine Terminal (PMT). Work will begin in September 2022 and be completed before **March 2023.** Dredging, dolphin construction, and revetment construction will occur concurrently. Dolphin construction will require a crane barge and two support barges. Dredging will be either mechanical or hydraulic. Equipment will include the floating plant associated with the dredging. Two support barges/scows are also anticipated. The project is located at the Paulsboro Marine Terminal in Paulsboro, NJ and is south of the Billingsport Range on the Delaware River. No work will occur in the Federal navigation channel.
Chart 12312

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 – DELAWARE RIVER – PAULSBORO MARINE TERMINAL – DREDGE OPERATION
Starting approximately 12 December 2022 and continuing until approximately **February 15, 2023**, Weeks Marine Clamshell dredge “551”, Tugboats “High Roller” and “Dorothy J”, Crew boat “Olivia” and Scows “254 and 256” will be operating in the vicinity of Paulsboro Marine Terminal, Gloucester County, New Jersey. Work limits will be bound by the following approximate positions:
Lat 39.852592, Long -75.244141
Lat 39.853491, Long -75.240572
Lat 39.851557, Long -75.239819
Lat 39.850825, Long -75.243297
Operations will continue on a twenty-four (24) hours per day, seven days per week basis. Clamshell dredge, vessels and tugs will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Barges and equipment will have all required U.S. Coast Guard lighting for night operations.
For questions, contact Alberto Saavedra - (985) 264-1479 (mobile), amsaavedra@weeksmarine.com (email) or Paul Steward – (985) 373-8352 (mobile), pfsteward@weeksmaine.com (email).
Chart 12312 LNM 49/22

PA - NJ – DELAWARE RIVER – SAMUEL S. BAXTER WATER TREATMENT PLANT – DREDGING OPERATIONS
Mobile Dredging & Video Pipe, Inc. (MDVP) will begin installing approximately 3,000 to 4,000 feet of dredge pipeline across the Delaware River to pump from the Philadelphia Water Department Baxter Water Treatment Plant Residuals Lagoon to a confined disposal facility on the southern (New Jersey) side of the river. The dredging work is set to take place between **July 2021** and **December 2022.** The pipeline will be sunk to the bottom of the Delaware River in the navigable channel with heavy marine chain. The pipe will be gradually released to the water surface outside of the navigable channel until it reaches the shorelines. The chain on the pipe will secure the pipeline during any major weather events. Dredging operations will generally operate Monday through Saturday during daylight hours. Approximate GPS positions: 40°2'5.68"N; 74°59'54.26"W to 40°1'31.74"N; 74°59'55.46"W. Mariners are advised to maintain a safe distance from all pipeline equipment. All marine equipment will be marked in accordance with U.S. Coast Guard regulations and requirements. Work boat WB33 and a second work boat will be utilized to stage and lay the pipeline at the beginning of the operation. Furthermore, the crew will be communicating on work channel 72 while also monitoring channel 13.
24 Hour contact: Conor Surgeoner – (610) 299-1252 (MDVP)
24 Hour contact: Frank Branagan – (856) 265-3558 (JPC Group, Inc.)
Chart 12313

DELAWARE

DE – NJ – DELAWARE BAY – DREDGE OPERATION – MIAH MAUL AND BRANDYWINE RANGE
Great Lakes Dredge and Dock Company will dredge three portions of Delaware Bay. Area 1 will be between Delaware Bay Lighted Buoy 25 (LLNR 1590) and Lighted Buoy 27 (LLNR 1595). Area 2 will be between Delaware Bay Lighted Buoy 19 (LLNR 1580) and Lighted Buoy 25 (LLNR 1590). Area 3 will be between Delaware Bay Lighted Buoy 12 (LLNR 1550) and Lighted Buoy 14 (LLNR 1565). Dodge Island and Crew Boat St. Johns River will begin October 23, 2022, ending around **December 31, 2022**. Dredge ops will run 24hours a day, 7 days a week. Disposal of material will be in the lower Delaware Bay, Site bounded by corner points: 38.94737, -75.08733, 38.94485, -75.08595, 38.94593 -75.08273, 38.94845, -75.08406.
Chart 12304

DE – DELAWARE RIVER – DELAWARE CITY – DREDGING
Mariners be advised that maintenance dredging of the Navigation channel and Piers/Berthing Area at the Delaware City Refinery will begin December 1st – December 28th utilizing the Dredge “DELAWARE”, VHF working channel 5. Shortly thereafter the Dredge CHARLESTON or ESSEX will finish work along the pier faces from December 31st – **January 31, 2023**. All dredges will monitor VHF channel 13 and 16.
Hours of Operation: 24 hours per day, 7 days per week
Chart 12311

MARYLAND

MD - SMITH POINT TO COVE POINT - CHESAPEAKE CHANNEL – REEF CONSTRUCTION
The Maryland Department of Natural Resources will be performing weekly deployments of concrete material at the Point No Point artificial reef 38° 6.206'N, 76° 17.535'W from December 20, 2022, to **January 31, 2023**. On deployment days the tugboat "Miss Morgan" and a barge will be on site with limited mobility from 07:00 to 16:00. Questions can be directed to the Maryland Department of Natural Resources Artificial Reef Coordinator at Michael.Malpezzi@maryland.gov. Vessels are requested to use caution when operating in vicinity of reef work.
Chart 12230 LNM 51/22

MD – PROSPECT BAY - CHESAPEAKE BAY ENVIRONMENTAL CENTER - MARSH RESTORATION
Coastal Design & Construction, Inc. will begin marsh restoration at the Chesapeake Bay Environmental Center near Piney Point in Prospect Bay MD, starting on December 14, 2022 to approximately **February 28, 2023**. Six barges will be moored in Prospect Bay in positions: Deck Barge - 38° 55.276143'N, 076° 13.858237'W, Deck Barge - 38° 55.092507'N, 076° 13.849536'W, Rig Barge - 38° 56.190455'N, 076° 13.767493'W, Deck Barge - 38° 56.072741'N, 076° 13.765867'W, Deck Barge - 38° 55.959553'N, 076° 13.764192'W, and Deck Barge - 38° 55.855361'N, 076° 13.753726'W. 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 12270 LNM 49/22

MD – CHOPTANK RIVER AND HERRING BAY – TRED AVON RIVER – SHORELINE RESTORATION PROJECTS
From January 1, 2023, to **June 30, 2023,** the Town of Oxford will be installing multiple living shorelines along the town's coastline. Construction will only occur from DAWN TO DUSK and will not interrupt mariners. All construction will be executed by land and is primarily located in the Tred Avon River along Strand Road, Oxford, Talbot County, Maryland. And one area in Town Creek waterbody near Safe Harbor Oxford.
The project consists of multiple locations that are called out by the coordinates below:
• Strand Beach shoreline: Construction of three living breakwaters (94' x 59'; 89' x 50'; and 86' x 49' going east to west), two living headlands (141'x37' & 78'x36), and a 778-lf-long living shoreline, and creation of 37,674 sf of tidal marsh. The project features extend a maximum of 184 feet from the approximate MHW shoreline.
Between (38.6953236003706, -76.16946539807373) and (38.693630836699704, -76.17203238624577).
• Lover's Lane southern shoreline: Construction of a living headland (108' x 80') extending a maximum of 93 feet from the approximate MHW shoreline and a 109-lf-long living shoreline, and creation of 10,659 sf of tidal marsh. Near (38.692339553934616, -76.17668051505267).
• Oxford-Bellevue Ferry Dock east side shoreline: Construction of one headland point (39'x31') extending a maximum of 34 feet from the approximate MHW shoreline and creation of 882 sf of tidal marsh. Near (38.693387994481604, -76.17400649205506).
• Town Creek shoreline improvement: Construction of two living headlands (73' x 22' and 28' x 21') extending a maximum of 71 feet from the approximate MHW shoreline, and a 110-lf-long living shoreline, and creation of 3,740 sf of tidal marsh. Near (38.69479398690027, -76.16916962521559).
• Tred Avon Yacht Club shoreline improvements: Construction of two living headlands (40' x 45' and 47' x 34') extending a maximum of 39 feet from the approximate MHW shoreline, and creation of 1,762-square- feet of tidal marsh. Near (38.69335031199056, -76.17497208731925).
• Lover's Lane northern headland: Construction of a living headland (118' x 70') extending a maximum of 93 feet from the approximate MHW shoreline. Near (38.69313589741415, -76.17675640967917).
Chart 12266 LNM 52/22

MD – SEVERN RIVER – DREDGE OPERATIONS
Edwin A. and John O. Crandell, Inc. will be conduction mechanical dredging operations in the Headwaters of the Severn River on or about October 24, 2022, until **February 15, 2023**. Crandell will be using Tug "Big C Too", Crane dredge "Digger 1" and offload "Barge 610" along with various other mud scows and equipment in the rough vicinity Latitude - 39° 04'52.82"N, Longitude - 76°36'38.81"W. We may be offloading the material into trucks at the shoreline in the vicinity of the dredging or transporting the mud scows via tug to the Hawkins Point Dredge Disposal Site offload site in Baltimore at approximate position Latitude 39°12'47.99"N, Longitude - 76°32'54.26"W. The Severn River channel width will be restricted during the dredging activities. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment for worker safety. Edwin A. and John O. Crandell, Inc can be contacted via phone at 410-867-0200 or on cell 410-991-2376.
Chart 12311.

MD – BALTIMORE HARBOR – NORTHWEST HARBOR – INNER HARBOR – PILE DRIVING OPERATIONS
McLean Contracting Company will be conducting pile driving operations in Baltimore Inner Harbor in position 39°16'54.53"N, 76°35'59.20"W. Work will be conducted 24 hours a day, 7 days a week, starting on November 30, 2022, to **May 1, 2023**. Three barges will be spudded down in the vicinity and will monitor VHF CH 74, 16, and 13. Project Manager can be reached at 757-620-0854.
Chart 12281 LNM 47/22

MD – UPPER CHESAPEAKE CHANNEL – DREDGE OPERATIONS
Corman Kokosing Construction Company will begin mechanical dredging operations on or about September 6, 2022, in the Federal Navigation Channel in the Chesapeake Bay and Elk River from Pooles Island to Old Town Point. 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 VI and/or KOKO V will be dredging the area with the assistance of tender tug, towing barges 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**, **2023**. For more information, contact Adam Donder, (443) 695-3788, adondero@kokos.com
Charts 12273, 12274, 12280 LNM 35/22

MD – HEAD OF CHESAPEAKE BAY – UPPER GUNPOWDER RIVER – DREDGING OPERATIONS
Dredge operations are expected to occur Mondays through Saturdays during daylight hours in Bird River, starting in approximate position 39°22'43.45" N, 076°22'11.13" W. Work will be conducted by utilizing two Mud Cat Dredges installing approximately 10,000 feet of 8-inch pipeline. The pipeline will be marked with danger buoys. The 25' workboat 'Viking' and supporting skiffs will be used to facilitate movement. When moored, all equipment is marked and lighted in accordance with USCG Regulations. Additionally, during nighttime hours equipment will be marked with blinking warning lights. Interested mariners may contact the on-scene work vessels via marine band radio VHF-FM channels 16 and 10. Project is expected to be completed around **March 15, 2023**.

Chart 12274.

VA – POTOMAC RIVER – ALEXANDRIA CHANNEL – CONSTRUCTION
River Renew will begin building a turbidity curtain on October 25, 2021, in approximate position 38.8096919N, 77.038250912W. Once turbidity curtain is complete, a permeant seawall will be built, shore side of curtain. All work will be conducted from shore; however, seawall could extend 30ft into Oronoco Bay and the Potomac River. Project completion, anticipated to be **August 2024**.
LNM 41/22

DC

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – NATIONAL HARBOR CHANNEL – DREDGING OPERATIONS
Maintenance dredging operations are scheduled to occur within the National Harbor Channel at Oxon Hill, MD, from on or about October 17, 2022, until on or before **December 31, 2022.** The work is expected to occur Mondays through Fridays during daylight hours. The dredging operations will be conducted between approximate positions latitude 38°46'96" N, longitude 077°01'29" W and latitude 38°47'09" N, longitude 077°01'22" W. Marine equipment will be located throughout the dredging work areas during operations, utilizing a 120 x 30-foot dredge barge "N32" with excavator and tugboat "Constructor." Dredged material will be loaded upon the dredge barge and then transported via tug to adjacent boat ramp for transfer to watertight dump trucks. The dredge barge will not be in the channel after daylight hours. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Mariners can contact the tug on marine band radio VHF-FM channel 13.

DC – UPPER POTOMAC RIVER – ANACOSTIA RIVER – DREDGE OPERATIONS
Southern Maryland Dredging, Inc will begin dredging at Bladensburg Waterfront Park in the Anacostia River in Prince George's County, MD, NAB-2011-61260. The dredge is an Ellicott 670. In addition to the dredge, 2 small work skiffs, pipeline from the dredge to the spoil site and one anchor barge will be used. Operations will be conducted 5 days a week, 12 hours a day, weather permitting, and we will monitor VHF-FM channel 08. Work is due to begin October 31, 2022, completed by **February 15, 2023**.
LNM 44/22

VIRGINIA

VA – THIMBLE SHOALS CHANNEL – DREDGE OPERATIONS
Great Lakes Dredge & Dock Company, LLC (GLDD) with the Tugs M/V Miss Gloria, Mechanical Bucket Dredge No. 55, and Scows GL 601/GL 604 will commence dredging operations in the Thimble Shoal Channel between coordinates point A, 36.9741369°N, -076.1185955°W, point B, 36.9775353°N, -076.1172310°W, point C, 36.9534965°N, -076.0243938°W, point D, 36.9500990°N, -076.0257621°W on October 13th, 2022. Dredged material will be transported to DAM NECK OFFSHORE DISPOSAL SITE and bottom dumped in the contract designated area by Scows 601 and 604. Disposal will take place between Point I, 36.7744462°N, - 075.9049262°W, Point J, 36.8128988°N, -075.9049260°W, Point K, 36.8128974°N, -075.8878462°W, Point L, 36.7744449°N,-075.8878549°W. Location of Mooring buoy 36 56.393425°N, 076 22.482066°W, for mooring empty scows. The mooring buoy consists of a yellow can buoy with light and 150ft blue mooring line marked with crab pot buoys. Operations occur 24 hours per day, 7 days per week and is anticipated to be completed by **February 28, 2023**.
Chart 12254

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS
Chesapeake Tunnel Joint Venture will continue Tug, Crane, and Barge operations near the existing tunnel protection berms for Islands 1 and 2. Work will not impede the navigational channel. A crane barge may be held in place by way of spuds, a six-point anchoring system or made fast to several steel mooring piles. Buoys will be attached to the anchors so that they may be moved as the crane barge advances. Buoys will be illuminated at night by one second flashing white lights and the barges will be illuminated by steady white lights on all corners. The steel piles will be illuminated at night by white lights. The steel piles and trestle will be positioned west of Island #1 approximately 125 feet and extending north of the fishing pier approximately 1000 feet. The ROBERT T and ANGELINA AUTUMN will be on VHF-FM 13 and 16.
Charts 12222

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Continuing until approximately **January 31, 2023**, Weeks Marine Hopper Dredge(s) "B.E Lindholm", "Magdalen" and support crew boats "Chris C" and "Captain Tom" will be operating in the TSCW (between Thimble Shoals Lighted Buoy 19 (LLNR 9305) and Thimble Shoals Lighted Buoy 7 (LLNR9235) stopping west of Chesapeake Bay Bridge-Tunnel).
Staging area for pipeline rafts and equipment will be bound by the following approximate positions:

36°55'50.20"N, 76°22'33.16"W	36°55'32.56"N, 76°21'47.75"W
36°55'50.28"N, 76°21'48.09"W	36°55'32.95"N, 76°22'33.05"W

Anchor Mooring Locations: 36°57.998'N, 076°10.791'W and 36°58.000'N, 076°11.000'W will be used throughout project.
Continuing until **January 31, 2022**, Weeks Marine Tug "Virginia" will be intermittently pushing Weeks Drag Barge #4 within Thimble Shoal Channel between Thimble Shoals Lighted Buoy 19 (LLNR 9305) and Thimble Shoals Lighted Buoy 7 (LLNR9235) stopping west of Chesapeake Bay Bridge-Tunnel. Continuing until approximately **January 31, 2022,** Clamshell Dredge "Weeks 506", crew boat "Capt. Pete", Tugs "Stephen Dann" and "Liz Alma", along with split hull scows (258 & 264) will be operating in conjunction with Hopper Dredges in the TSCW. All dredged material will be transported to the approved Dam Neck Ocean Disposal Site – DNODS - Cells 5,6 & 7.
Work limits for the Thimble Shoal Channel will be bound by the following approximate positions:

37° 1'35.24"N, 76°15'57.82"W	36°57'37.50"N, 76° 7'8.25"W
36°59'11.10"N, 76° 6'41.27"W	36°59'53.72"N, 76°16'36.67"W

Limits of Dredged Material Placement Area will be bound by the following approximate positions:

36°51'41.07"N, 75°55'41.74"W	36°45'47.19"N, 75°50'54.07"W
36°51'45.15"N, 75°51'16.40"W	36°45'45.72"N, 75°55'33.04"W

Dredging operations will continue a twenty-four (24) hours per day, seven days per week basis. The bucket dredge and tugboats will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Pipeline and equipment will each have all required U.S. Coast Guard lighting for night operations. For questions, contact **Dave McNeill - (985) 237-5069 (mobile), dcmcneill@weeksmarine.com (email).**
Chart 12256 LNM 15/22

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

VA – HAMPTON ROADS – ELIZABETH RIVER - DREDGING OPERATIONS
Norfolk Dredging Company's bucket dredge BALTIMORE will begin maintenance dredging operations inside Norfolk Harbor Reach beginning November 23, 2022. The Dredge will be loading Mud Scows, and a Tug will tow them to the Norfolk Ocean Disposal Site (NODS) located offshore at approximately Lat 36 59 30 N / Long 075 42 39 W. Project will be conducted twenty –four (24) hours per day seven (7) days a week.
The dredging work limits are approximately between Elizabeth River Lighted Buoy 25 (LLNR 9715) and Elizabeth River Lighted Buoy 7 (LLNR 9475) and the project is expected to continue until approximately **March 20, 2023**.
The Dredge Baltimore Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 60 minutes prior to expected time of passage. All mariners are requested to stay clear of the dredge, barges, cranes, and tugs. Operators of vessels of all types should be aware that the barges are held in place by cables, attached to anchors some distance away from the equipment.
For further information contact Norfolk Dredging Company at (757) 547-9391.
Charts: 12245,12253 LNM 47/22

VA – NORFOLK HARBOR – ELIZABETH RIVER – CABLE LAYING OPERATIONS
Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Crofton Industries will be performing cable laying operations at the Norfolk Naval Deperming Station. Work will be on the red side of the Elizabeth River Channel at Lambert Bend and take place from August 22, 2022, to **February 1, 2023**.
Temporary H-Pile structures will be erected on the red side of the channel at the Deperming Station. The structure will be placed approximately 175 feet inside the channel, leaving approximately 500 feet open for navigation. All temporary structures will be properly lit for navigation.
Crofton Industries' Mani3 Barge will also be working in this location on the red side of the channel West of Elizabeth River Channel Lighted Buoy 29 (LLNR 9715).
All mariners are requested to stay clear of the barge, structures, and other support equipment. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the area of work and maintain a safe minimum speed. The Mani3 Barge monitors VHF channels 13 and 16. 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 Barge and all support equipment. Operations will be conducted during daylight hours Monday through Friday; a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the barge prior to passing.
Chart 12253

VA – ELIZABETH RIVER – EASTERN BRANCH – PIER CONSTRUCTION
Beginning approximately January 31, 2022, and continuing until approximately **June 1, 2023**, Crofton Construction Services Inc. will commence constructing two 200' travel slip concrete piers and dredging down to 24' at the Lyon Shipyard along the Eastern Branch of the Elizabeth River, approx. position 36-50-28" N, 076-16-04" W. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction. Barge(s) & vessel(s) will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined to the barges with crew boats working in the vicinity. The entire channel will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.
Chart 12253 LNM 02/22

VA – HAMPTON ROADS – NEWPORT NEW – DREDGE OPERATIONS
The Dredge CHARLESTON, along with support equipment, will commence dredging operations on the first week of January 2023, through **June 2023** deepening the Newport News Channel. Setup operations will begin December 28, 2022, with pipeline setup in the vicinity of Craney Island. Dredge operations will be conducted between the Norfolk Harbor Entrance and the Newport News Shipyard. Material will be pumped to Craney Island. Although the dredging operations will occur in and around the channel, a floating pipeline will be utilized behind the dredge which will be anchored off in and outside of the channel. Submerged pipeline will be utilized between the dredging area and Craney island. The submerged pipeline will be marked with buoys every 120' with appropriate signs and lights placed at pipeline entry and exit points. The maximum floating pipeline length will approximately be 2000' feet and will be anchored and tended by tugboats. The submerged and floating pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For any emergencies the dredge operator can be reached at 757-508-2326. Traffic should call at minimum 30 minutes prior to expected time of passage. Mariners are requested to exercise caution when approaching, passing, and leaving the dredging plant. Owners and lessees of fishnets, crab pots, and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats, and other attendee equipment will be navigating. All fishnets, crab pots and structures in the general area must be removed prior to commencement of work. Dredging operations will be conducted 24/7. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.
Chart 12245

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – JAMES RIVER SOIL BORING

GET Solutions, Inc., on behalf Brierly Associates and Hampton Road Sanitation District (HRSD) will be performing a soil boring exploration program within the James River and adjacent to the Newport News Federal Navigation Channel between the dates of **January 16, 2023,** and **February 3, 2023**. Work will take place between 0600 and 1800 Monday through Friday. The exploration consists of four (4) soil borings aligned north to south along the west side of the Monitor Merrimac Bridge from Anchorage I-1, south to buoy "2NR". Of the four (4) locations, two (2) are positioned within or directly adjacent to Anchorage I-1. These two (2) locations will require up to five (5) workdays to complete. The 5 workdays within Anchorage I-1 are scheduled for **January 16, 2023,** through **January 20, 2023**. All equipment and vessels will be removed from the work area after each workday. The remaining soil borings (located outside of Anchorage I-1) will be performed Monday through Friday between the dates of **January 23, 2023,** and **February 3, 2023**. Soil boring equipment will be housed on a 110'x32' barge (BR110324) and supported by a 25-foot push tug (Teddi C) operated by Crofton Industries. The vessel master will issue a security call on VHF-FM channel 13 and channel 16 prior to mobilizing to the day's work location and at the end of each workday once the vessel has safely moved from the work location. The vessel will monitor VHF-FM channels 13 and 16. A 4-hour advanced notice is requested for vessels that may require the entire Anchorage (I-1). Approximate site GPS coordinates: Point B100 36.9526013, -76.4188823; Point B101 36.9499844, -76.4191083; Point B102 36.9446212, -76.4206315; Point B103 36.9405252, -76.4212641.
Chart 12245 LNM 49/22

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – DREDGE OPERATIONS

Corman Kokosing Construction Company will begin mechanical dredging operations on or about April 14, 2022, at the Newport News Shipbuilding facility located on the James River. Loaded scows will be towed from the Shipyard to the Unloader barge located at the Craney Island Dredged Material Management Area. The unloader barge will be staged north of the Craney Island Rehandling Basin, on the West side of the Elizabeth River and outside the channel in the vicinity of the Craney Island Reach. 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 be 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 daily until the estimated completion date of **January 01, 2023**. For more information, contact Adam Donder, (443) 695-3788, adondero@kokos.com
Charts 12273, 12274, 12280 LNM 16/22

VA – JAMESTOWN ISLAND TO JORDAN POINT – JAMES RIVER – DREDGING OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Richmond* will be conducting dredging operations on the James River (Dancing Point – Swann Point Channels) between James River Channel Lighted Buoy 57 (LLNR 12200) and James River Channel Lighted Buoy66 (LLNR 12250) from October 15, 2022, to **January 31, 2023**.
All mariners are requested to stay clear of the dredge, pipelines, barge, derricks, and operating wires about the dredge. All operators should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge moves. Submerged lines should be avoided. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. The dredge *Richmond* monitors VHF channels 13. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.
LNM 41/22

******VA – PIANKATANK RIVER – OYSTER REEF REHABILITATION PROJECT****7.85**

Mariners are advised that beginning **January 2, 2023**, until **August 5, 2023**, seaward marine will be conducting rock placing operations for the oyster reef rehabilitation project at the mouth of the Piankatank River. All mariners are requested to stay clear of the crane barge, material barge and mooring. All operators should be aware that the mooring is held in place by a single cable attached to an anchor. All fishnets, crabpots and structures in the area are requested to be removed prior to commencement of any work. Mariners are requested to exercise extreme caution when approaching the rock placing operation and proceed at no wake speed. Seaward marine will be monitoring VHF channel 16.
LNM 50/22

VA – POTOMAC RIVER – CABIN POINT CREEK – BREAKWATER CONSTRUCTION

Coastal Design & Construction, Inc. will begin construction on a Stone Breakwaters near Cabin Point Creek, starting on October 19, 2022 to approximately **December 31, 2022**. Five barges will be moored in the Potomac River near Cabin Point in positions: Rig Barge - 38° 8.830892'N, 76° 39.624579'W - Deck Barge - 38° 8.759851'N, 76° 39.591876'W - Deck Barge - 38° 8.688762'N, 76° 39.583552'W - Deck Barge - 38° 8.957397'N, 76° 39.429406'W -Deck Barge - 38° 9.114493'N, 76° 39.457913'W. 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.
LNM 42/22

North Carolina

NC – SEACOAST – BEACH NOURISHMENT DREDGING OPERATION

Dredging operations for beach restoration at Duck, Southern Shores, Kitty Hawk, and Kill Devil Hills have been completed. Demobilization of all below areas will occur until approximately **31 December 2022**.

Work limits will be bound by the following approximate positions:

36° 3'17.94"N, 75°33'35.75"W	36° 3'21.95"N, 75°32'31.25"W	36° 0'14.33"N, 75°32'34.10"W	36° 0'12.77"N, 75°33'46.62"W

The staging area will be bound by the following approximate positions:

35°46'38.88"N, 75°31'40.99"W	35°46'9.05"N, 75°31'58.85"W	35°46'3.09"N, 75°31'43.53"W	35°46'30.64"N, 75°31'30.15"W

Secondary staging area will be bound by the following approximate positions:

35°45'56.73"N, 75°31'35.70"W	35°45'57.58"N, 75°31'29.77"W	35°45'49.78"N, 75°31'21.84"W
35°45'40.41"N, 75°31'21.89"W	35°45'41.43"N, 75°31'28.67"W	

Pipeline corridor at Kill Devil Hills, Kitty Hawk and Southern Shores will be bound by the following approximate positions:

36°01'17.83"N, 75°39'44.63"W	36°01'41.19"N, 75°38'44.13"W	36°09'30.30"N, 75°43'17.85"W	36°09'06.504"N, 75°44'26.54"W

Pipeline corridor at Duck Beach will be bound by the following approximate positions:

36°12'29.51"N, 75°45'45.54"W	36°11'10.93"N, 75°45'10.44"W	36°11'29.12"N, 75°43'59.50"W	36°12'50.00"N, 75°44'35.02"W

Work limits will be bound by the following approximate positions:

36° 3'17.94"N, 75°33'35.75"W	36° 3'21.95"N, 75°32'31.25"W	36° 0'14.33"N, 75°32'34.10"W	36° 0'12.77"N, 75°33'46.62"W

Operations will continue on a twenty-four (24) hours per day, seven days per week basis. All dredges and tugs will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Hopper dredge(s), pipeline and equipment will each have all required U.S. Coast Guard lighting for night operations. please contact Project Manager(s) on-site: James Ferguson - (985) 273-1286, jcferguson@weeksmarine.com.

Chart 12200 LNM 17/22

NC – OREGON INLET – DREDGING OPERATIONS

EJE Dredging Service will begin dredge operations in Oregon Inlet through the Ocean Bar east of the Marc Basnight Bridge and in an alternate channel on the west side of the Marc Basnight Bridge ("Bridge") for Oregon Inlet Channel. Hopper dredge, Miss Katie, is expected to begin dredging **October 1, 2022**, and will continue throughout the remainder of the year. Dredge operations will be performed 12 hours a day, seven (7) days a week. All dredge spoils will be transported to a disposal site located in deep sour holes near the 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, and as such, pass the dredge at no wake speeds. 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 – BIG FOOT SLOUGH CHANNEL – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be conducting dredging operations within Big Foot Slough Channel, North Carolina. The Lexington will start operations around November 1, 2022 and working till **January 20, 2023**. The dredge Lexington will start dredging Big Foot Slough Channel first between Big Foot Slough Light 14BF (LLNR 29087) and Big Foot Slough Light 9 (LLNR 29055) discharging material onto Big Foot Slough Island.

All mariners are requested to stay clear of the dredge, pipelines, barge, derricks, and operating wires about the dredge. All operators should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge moves. Submerged lines should be avoided. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. The dredge *Lexington* monitors VHF channels 13. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

NC – BOGUE SOUND – NEW RIVER – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Rockbridge* will be conducting dredging operations on the Atlantic Intracoastal Waterway of North Carolina. Dredging activity will occur between New River Inlet and Bear Inlet between coordinates 34 36' 53"N, 077 13' 17" Wand 34 32' 51" N, 077 19' 36" W. Dredged material will be pumped hydraulically on to Onslow Beach. Operations to begin on November 10, 2022, and complete by **December 27, 2022**. Work will then commence on approximately **December 28, 2022** dredging between the Intracoastal Waterway and the Channel to Jacksonville in Onslow County, North Carolina. Work will be performed from Bogue Sound-New River Daybeacon 69 (LLNR 39285) up to Channel to New River Channel Daybeacon 21 (LLNR 29800). Between position 34 33' 07.97" N, 077 21'56.47" W and 34 34' 01.04" N, 077 21' 56.47" W. Material will be placed on North Topsail Beach as well as the spoil island east of the Channel to Jacksonville.Estimated to be complete by **March 15, 2023**.

The dredge *Rockbridge* monitors VHF channels 13 and 16. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week. a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 11541 LNM 25/22 & 51/22

NC – CAPE FEAR RIVER – GOLD BOND BUILDING PRODUCTS MARINE TERMINAL – DREDGING OPERATIONS

American Dredging and Environmental Services will begin hydraulic dredging starting October 22, 2022, to approximately **February 15, 2023**. Dredge area is located adjacent to Cape Fear River Lighted Buoy 59 (LLNR 30855) outside of the channel. Dredge spoils will be pumped via pipeline under channel to spoil area on west side of river. Pipeline will be submerged on bottom of channel at approximately 42ft MLLW. Dredging will occur 7 days a week from dawn to dusk. All vessels and pipeline will be mark in accordance with Coast Guard regulation. AMDES Pushboat, AMDES Plant #1 and AMDES Skiff will monitor VHF 13 and VHF 16. 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.

Chart 11537

NC – CAPE FEAR RIVER – DREDGE OPERATIONS

Marinex Construction, Inc. hereby notifies the USCG that it will commence maintenance dredging operations with the Dredge “Savannah” on or about November 25, 2022 in Smith Island Reach Circa green marker Cape Fear River Channel Lighted Buoy 13A (LLNR 30395) of the Cape Fear River, and Baldhead Shoal Channel (Reach 2) located between markers Cape Fear River Entrance Channel Lighted Buoy 9 (LLNR 30355)and Cape Fear River Channel Entrance Lighted Buoy 10 (LLNR 30360) offshore and Cape Fear River Entrance Channel Lighted Buoy 11 (LLNR 30370)and Cape Fear River Entrance Channel Lighted Buoy 12 (LLNR 30372) inshore. On or about November 17, 2022, the dredge crew will begin staging pipe and dredge equipment along the Southwest end of Battery Island, circa Cape Fear River Channel Lighted Buoy 16 (LLNR 30450) and Cape Fear River Channel Lighted Buoy 16 (LLNR 30453). A secondary staging area may be utilized in the Intracoastal circa Little River Cape Fear River Entrance Channel Lighted Buoy 7 (LLNR 30345). The dredge will continue a 24 hour per day, 7 days per week basis in this area until at least **April 1, 2023**. Please reference the attached PDF for approximate location of the submerged pipeline and staging areas. The Dredge Savannah will monitor VHF radio channels 13 and 16.

Chart 11537 LNM 46/22

NC – MYRTLE GROVE SOUND TO CASINO CREEK – SHALLOTTE INLET CROSSING - DREDGE OPERATIONS

Southwind Construction Corp. will begin dredge operations in the Cape Fear River – Little River in vicinity of Shallotte Inlet and Shallotte River Crossing starting December 12, 2022. Dredge Andi Rae and workboats Ann Kay and Miss Leanne will monitor VHF – FM Channels 13 and 16. Mariners are urged to transit at the slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel along the west shoreline of Shallotte Inlet to the designated placement are on Ocean Isle Beach. Dredge ops will be conducted 24 hours a day, 7 days a week to approximately **January 8, 2023**.

Chart 11534 LNM 49/22

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.

None Scheduled

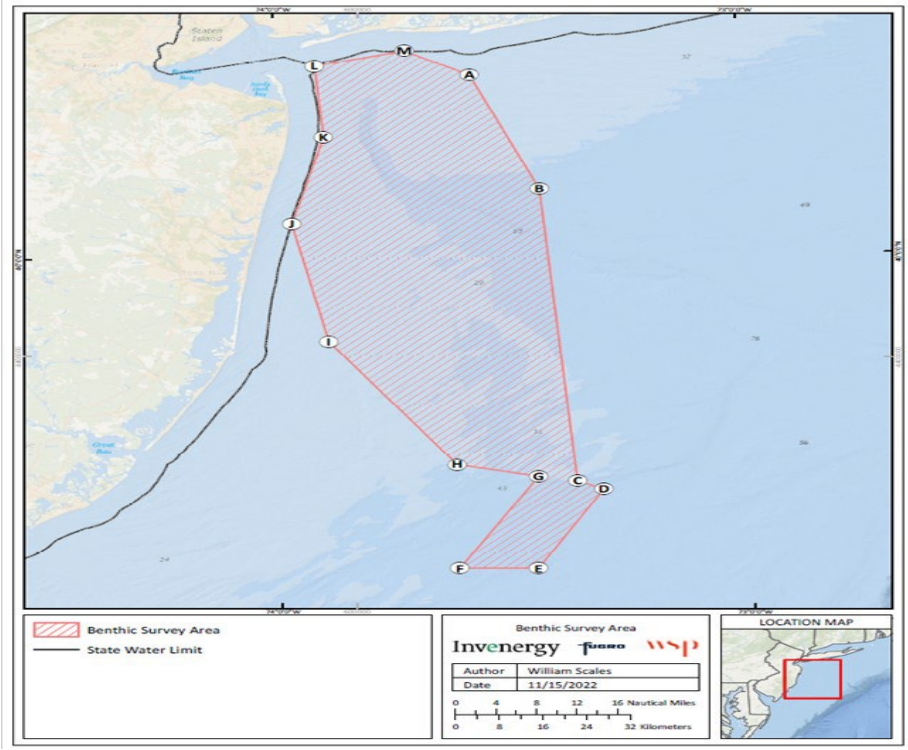
SUMMARY OF OFFSHORE RENEWABLE ENERGY INSTALLATIONS (OREI) AND OPERATIONS IN SUPPORT OF OREI IN THE FIFTH COAST GUARD DISTRICT
ENCLOSURE (5)

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

NJ – SEACOAST - WIND FARM SURVEY ACTIVITY
Ocean Wind 1 (OCW01) is a planned offshore wind farm in federal waters off the coast of southern New Jersey that will consist of wind turbines, offshore substation, and subsea transmission system (submerged cables) to shore. Marine survey activities in **December** and **January** are ongoing and will continue within the offshore lease area and along cable route options. Mariners transiting or fishing in the survey area are requested to provide a wide berth to survey vessels, as these vessels will be limited in their ability to maneuver, and may deploy various equipment while actively surveying. The survey vessels will be monitoring VHF channel 16 at all times. For more information, see the most current Mid-Atlantic Mariners Briefing at Offshore Wind Farm Information for Mariners | Ørsted (us.orsted.com/mariners) or contact Norm Witt, Mid-Atlantic Marine Affairs Manager, at NORMW@orsted.com or 240-972-0903."
Chart 13003

NJ – SEACOAST – BENTHIC SURVEYING
Fugro USA Marine, Inc will be conducting marine seafloor habitat mapping with physical sampling and optical camera/video systems between December 1, 2022, and **December 23, 2022**. Research Vessel Go Explorer will operate within the potential Export Cable Corridor, and the OCS A 0542 lease area. All survey work is to be performed in offshore federal waters at this time. Vessel operations will be within the polygon defined on the below map and table. Go Explore will monitor VHF CH 16 and can be reached at +1 713-628-3877.

Label	N Lat DMS	W Long DMS
A	40° 28' 13"	73° 34' 42"
B	40° 10' 25"	73° 26' 1"
C	39° 25 4"	73° 22' 8"
D	39° 23' 43"	73° 18' 50"
E	39° 11' 31"	73° 27' 27"
F	39° 11' 38"	73° 37' 28"
G	39° 25' 47"	73° 27' 9"
H	39° 27' 46"	73° 37' 31"
I	39° 46' 60"	73° 53' 35"
J	40° 5' 16"	73° 58' 6"
K	40° 18' 46"	73° 53' 48"
L	40° 29' 49"	73° 54' 48"
	40° 32' 0"	73° 43' 3"



NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *R/V GO Discovery*, call sign WDK4727 and *R/V GO Pursuit*, call sign WDK6498 will be conducting survey operations, operating multibeam bathymetry; side scan sonar; marine magnetometer, and high frequency sub-bottom profiler. Towed sensors will be approximately 430 ft behind the survey vessel. Average vessel speed will be 5 knots while towing sensors. Operations will begin on December 15, 2022 and continue to approximately **June 30, 2023**. Survey area will be bounded by the following approximate positions in Lease area 0539:
N extent: 39° 40' 44"N, 73° 17' 38"W
E extent: 39° 35' 08"N, 73° 04' 55"W
S extent:39° 24' 14"N, 73° 19' 01"W
W extent: 39° 29' 03", 73° 30' 38"W
The *R/V GO Discovery and R/V Go Pursuit* will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 0.5 NM CPA. The *R/V GO Discovery and R/V Go Pursuit*, will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.
Chart 12326, 12323

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *M/V Fugro Enterprise*, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will occur within Lease 0541 area and will begin on September 1, 2022 and continue to approximately **June 1, 2023**. Operating area Lease 0541 corridor is located about 46 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:
NW extent: 39° 30’ 14”N / 73° 40’ 10”W
NE extent: 39° 30' 05"N / 73° 25' 46"W
SW extent: 39° 10' 30"N / 73° 40' 35"W
SE extent: 39° 10' 19"N / 73° 26' 11"W
The *M/V Fugro Enterprise* will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA.
The *M/V Fugro Enterprise* will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.
Chart 12326, 12323

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS

The *OSS HOS Browning*, call sign XCBK8, will be conducting geotechnical survey operations, using Seabed CPT Unit (Fugro Seacalf) and Geotechnical Drilling Rig (Fugro C30). Operations will occur within Lease 0541 area and will begin on September 3, 2022 and continue to approximately **March 31, 2023**.
Operating area Lease 0541:
The work area is located about 46 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:
NW extent: 39° 30’ 14”N / 73° 40’ 10”W
NE extent: 39° 30' 05"N / 73° 25' 46"W
SW extent: 39° 10' 30"N / 73° 40' 35"W
SE extent: 39° 10' 19"N / 73° 26' 11"W
The *OSS HOS Browning* will be restricted in her ability to maneuver for extended periods (up to 72 hours) and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The *OSS HOS Browning* will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.
Chart 12323, 12318

NJ – SEACOAST – GEOPHYSICAL SURVEY OPERATIONS

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 conducting geophysical operations offshore Atlantic City, New Jersey from approximately October 17th, 2022, to **January 31st, 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

DE – SEACOAST – SURVEY OPERATIONS

The L/B Voyager, CALL SIGN WDM2304, will be conducting geotechnical survey operations beginning on December 3, 2022, and continuing until approximately **January 2, 2023.** The survey area is located offshore in Delaware state waters from 3rs Beach (Southern) to Towers Road (Northern). The operations will be accompanied by the support vessel Interceptor, CALL SIGN WDL5574.
Survey operations is separated into two survey areas. The bounding points for each are provided below:

Tower Road (Northern)

Point	LAT	LONG
1	38.68993595°N	75.06895189°W
2	38.68994753°N	75.00934637°W
3	38.65243618°N	75.00929580°W
4	38.65243333°N	75.06891721°W

3Rs Beach (Southern)

Point	LAT	LONG
1	38.59485452°N	75.06111839°W
2	38.56786916°N	75.06106327°W
3	38.56788503°N	75.00967924° W
4	38.59498675° N	75.00967584° W

The L/B Voyager will have restricted maneuverability during transit and will have no maneuverability when vessel during sampling operations and is requesting mariners working in or transiting through the area to give a 1.0 NM CPA. The L/B Voyager will be monitoring VHF channels 16 and can be contacted on these frequencies for safe passing arrangements.
Chart 12214, 12211

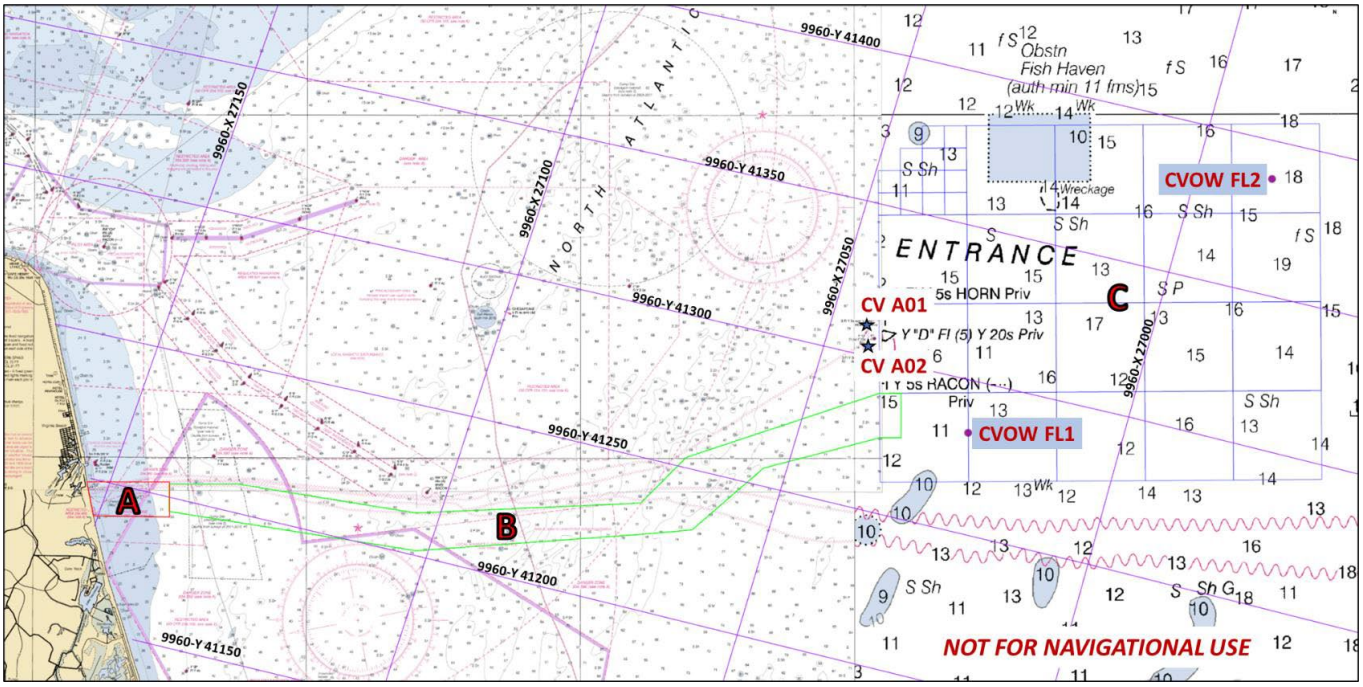
VA – NC – SEACOAST - UNEXPLODED ORDNANCE SURVEY

Dominion Energy's UXO Survey within the offshore cable corridor (Area B) and the Coastal Virginia Offshore Wind (CVOW) lease (Area C) are expected to continue through March 2023. The vessels being deployed and the areas to be surveyed are identified below. We remain committed to maintaining communications with fishing communities and other mariners in the area via these periodic updates, dock visits, informational speaking engagements and the additional information posted on the CVOW Website – (www.coastalvawind.com). Mariners are also encouraged to contact Dominion Energy's Fisheries Liaisons with any specific questions about CVOW project activities in relation to fisheries.

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

Minerya Uno – 24/7 operations in Zone B and Zone C.

Shearwater – 24/7 operations in Zone B and Zone C.

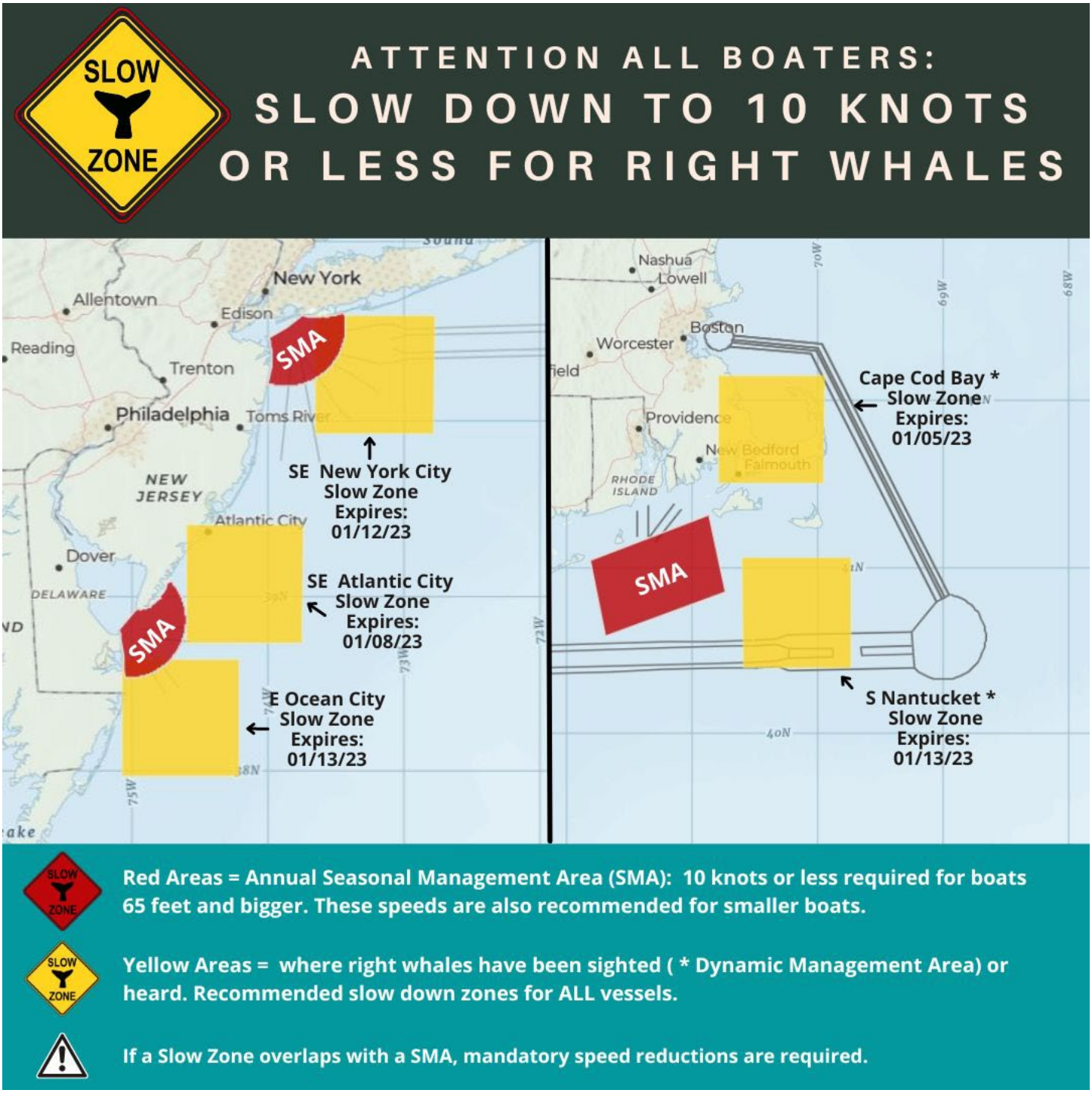


Additional project information is available on the Coastal Virginia Offshore Wind project web page (www.coastalvawind.com)

Chart 12200

ENCLOSURE 6
TEMPORARY CHANGES to ATON - AMPLIFYING INFORMATION REGARDING SECTION III

LLNR	Aid Name	Status	BNM Ref	LNM St	Temporary Relocated to Approximate Position	
					Lat	Long
4095	Upper Delaware River Channel Lighted Buoy 65	RELOCATED FOR DREDGING	343D5	28/22	40-07-17.413N	074-47-28.301W
4135	Upper Delaware River Channel Lighted Buoy 69	RELOCATED FOR DREDGING	343D5	28/22	40-07-17.017N	074-47-07.537W
4155	Upper Delaware River Channel Lighted Buoy 71	RELOCATED FOR DREDGING	343D5	28/22	40-07-21.884N	074-46-52.175W
9205	Thimble Shoal Channel Lighted Bell Buoy 1TS	RELOCATED FOR DREDGING	138D5	11/22	36-56-56.713N,	076-01-26.317W
9210	Thimble Shoal Channel Lighted Buoy 2	RELOCATED FOR DREDGING	138D5	11/22	36-57-12.607N	076-01-20.022W
9215	Thimble Shoal Channel Lighted Buoy 3	RELOCATED FOR DREDGING	138D5	11/22	36-57-22.615N	076-03-06.428W
9220	Thimble Shoal Channel Lighted Buoy 4	RELOCATED FOR DREDGING	138D5	11/22	36-57-38.483N	076-02-59.703W
9225	Thimble Shoal Channel Lighted Buoy 5	RELOCATED FOR DREDGING	138D5	11/22	36-57-47.761N	076-04-43.574W
9230	Thimble Shoal Channel Lighted Buoy 6	RELOCATED FOR DREDGING	138D5	11/22	36-58-03.755N	076-04-37.127W
9235	Thimble Shoal Channel Lighted Buoy 7	RELOCATED FOR DREDGING	143D5	11/22	36-58-13.340N	076-06-18.573W
9240	Thimble Shoal Channel Lighted Gong Buoy 8	RELOCATED FOR DREDGING	143D5	11/22	36-58-27.566N	076-06-12.928W
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	060D5	06/20	36-58-39.290N	076-07-55.810W
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	060D5	06/20	36-58-51.630N	076-07-51.130W
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
29276	Beaufort Inlet Channel Lighted Buoy 3	RELOCATED FOR DREDGING	313D5	25/22	34-38-37.021N	076-40-44.229W
29284	Beaufort Inlet Channel Lighted Buoy 7	RELOCATED FOR DREDGING	313D5	25/22	34-40-35.534N	076-40-15.052W
29288	Beaufort Inlet Channel Lighted Buoy 9	RELOCATED FOR DREDGING	313D5	25/22	34-40-52.725N	076-40-12.729W
29294	Beaufort Inlet Channel Lighted Buoy 11	RELOCATED FOR DREDGING	313D5	25/22	34-41-04.796N	076-40-10.896W
29297	Beaufort Inlet Channel Lighted Buoy 12	RELOCATED FOR DREDGING	313D5	25/22	34-41-12.948N	076-39-57.128W
29410	Morehead City Channel Lighted Buoy 15	RELOCATED FOR DREDGING	323D5	26/22	34-41-46.819N	076-40-20.616W
29425	Morehead City Channel Lighted Buoy 17	RELOCATED FOR DREDGING	323D5	26/22	34-41-54.505N	076-40-32.153W
30355	Cape Fear River Entrance Channel Lighted Buoy 9	RELOCATED FOR DREDGING	563D5	47/22	33-51-16.824N	078-01-39.886W
30360	Cape Fear River Entrance Channel Lighted Buoy 10	RELOCATED FOR DREDGING	563D5	47/22	33-51-10.975N	078-01-23.178W
30372	Cape Fear River Entrance Channel Lighted Buoy 12	RELOCATED FOR DREDGING	563D5	47/22	33-51-51.608N	078-01-00.117W
30395	Cape Fear River Entrance Channel Lighted Buoy 13A	RELOCATED FOR DREDGING	563D5	47/22	33-52-51.527N	078-00-29.915W


SLOW
ZONE
ATTENTION ALL BOATERS:
SLOW DOWN TO 10 KNOTS
OR LESS FOR RIGHT WHALES
New York
Allentown
Edison
Reading
Trenton
Philadelphia
Toms River
SMA
SE New York City
Slow Zone
Expires:
01/12/23
NEW
JERSEY
Atlantic City
Dover
DELAWARE
SE Atlantic City
Slow Zone
Expires:
01/08/23
SMA
E Ocean City
Slow Zone
Expires:
01/13/23
Nashua
Lowell
Worcester
Boston
Providence
New Bedford
Falmouth
RHODE
ISLAND
Cape Cod Bay *
Slow Zone
Expires:
01/05/23
SMA
S Nantucket *
Slow Zone
Expires:
01/13/23
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.

Enclosure 8

******SEASONAL AIDS TO NAVIGATION DEVIATION******

The following aids to navigation will not be removed from their assigned position or replaced with lit or unlighted buoys as advertised in the Light List and electronic charting.

Roosevelt Inlet Buoy 4 (LLNR 2073)
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)
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)
Indian River Inlet Buoy 15 (LLNR 4415)
Indian River Inlet Lighted Buoy 16 (LLNR 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)
Brewerton Eastern Extension LB 2BE (LLNR 8385)
St. Jerome Creek Buoy 5 (LLNR 18812)
St. Jerome Creek Buoy 6 (LLNR 18815)
St. Jerome Creek Buoy 7 (LLNR 18817)
St. Jerome Creek Buoy 9 (LLNR 18820)
St. Jerome Creek Buoy 11 (LLNR 18823)
St Patrick Creek Buoy 4 (LLNR 17130)
St Patrick Creek Buoy 10 (LLNR 17153)
Heron Island Bar Lighted Buoy 3 (LLNR 17180)
Heron Island Bar Buoy 4 (LLNR 17185)
Heron Island Bar Buoy 5 (LLNR 17190)
Dukeharts Channel Buoy 7 (LLNR 17195)
Dukeharts Channel Buoy 9 (LLNR 17205)
Dukeharts Channel Buoy 10 (LLNR 17210)
St Catherine Sound Lower Lighted Buoy 1L (LLNR 17215)