



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

LOCAL NOTICE TO MARINERS

District: 5

Week: 04/23

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-noticees>

NOAA Chart Corrections and Chart Viewer
<http://www.nauticalcharts.noaa.gov>

Coast Pilots, along with corrections are available at
<https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html>

D5 LNM Archived Back Issues
<https://www.navcen.uscg.gov/archives>

Chesapeake Bay NOAA Weather Buoys
www.buoybay.noaa.gov

Tides, Currents, PORTS
<http://www.tidesandcurrents.noaa.gov>

Weather
<http://www.weather.gov>

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

AIS - Automatic Identification System
AtoN - Aids to Navigation
LIB - Lighted Ice Buoy
LLNR - Light List Number
MD-NCR - Maryland-National Capital Region
OREI - Offshore Renewable Energy Installations

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

Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. 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=InmDistrict®ion=5>

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

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

INTERFERENCE WITH AIDS TO NAVIGATION

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

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

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON ELECTRONIC CHARTS

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

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 - 0020, 0021, 0025, 0027, 0033, 0036, 0039-23.

Sector Delaware Bay (DB) - BNM - 0013, 0018-23.

Sector Maryland-National Capital Region (MD-NCR) - BNM - 355, 358, 368-22. 0013, 0014, 0015, 0016-23

Sector Virginia (VA) - BNM - 0016, 0017, 0018-23.

Sector North Carolina (NC) - BNM - 0010, 0011, 0012, 0013, 0014, 0016, 0018, 0027, 0028, 0029, 0030, 0031, 0032, 0033-23.

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|--|----------------------|-----------|----------|--------|---------|
| 570 | Navy Air Combat Maneuvering Range Tower Light A | LT EXT | 12200 | 413NC | 32/16 | |
| 580 | Navy Air Combat Maneuvering Range Tower Light C | LT EXT | 12200 | 400NC | 41/22 | |
| 585 | Navy Air Combat Maneuvering Range Tower Light G | LT EXT | 12200 | 0110NC | 27/12 | |
| 615 | Oregon Inlet Jetty Light | LT EXT/DAYMK MISSING | | 166NC | 19/21 | |
| 690 | Cape Lookout Shoals Lighted Buoy 4 | OFF STA | 11544 | 462NC | 47/22 | |
| 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 | |
| 1415 | Townsend's 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 | |

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|--------------|---|---------------------------|--------------|---------------|--------------|
| 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 |
| 1665 | Cape May Canal West Entrance Approach Lighted Buoy 8 | LT EXT | 12316 | 0023DB | 04/23 |
| 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 |
| 1955 | Fortescue Entrance Lighted Buoy 2F | MISSING | 12304 | 0018DB | 03/23 |
| 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 |
| 2735 | New Castle Range Rear Light | LT EXT | 12311 | 103DB | 20/22 |
| 3500 | Eagle Point Range Rear Light | LT EXT | 12313 | 047DB | 09/22 |
| 3890 | Edgewater Upper Range Front Light | LT IMCH | | 0024DB | 04/23 |
| 6605 | Wachapreague Inlet Buoy 1 | MISSING | 12210 | 084VA | 42/21 |
| 6610 | Wachapreague Inlet Buoy 2 | OFF STA | 12210 | 085VA | 21/22 |
| 6615 | Wachapreague Inlet Buoy 3 | OFF STA | 12210 | 086VA | 21/22 |
| 6795 | North Inlet Warning Daybeacon A | STRUCT DEST | 12210 | 072VA | 19/22 |
| 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 |
| 9165 | Bohemia River Light 2 | DAYMK MISSING/STRUCT DMGD | 12274 | 082MD | 01/22 |
| 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 |
| 9832 | Portsmouth Marine Terminal Daybeacon 10 | DAYMK DMGD | 12253 | 196VA | 45/22 |
| 10655 | Naval Boat Channel Light 10 | LT EXT | 12245 | 015VA | 02/22 |
| 10783 | Newport News Anchorage L Lighted Mooring Buoy CG | MISSING | 12245 | 237VA | 52/22 |
| 10843 | Golf 2 Anchorage Lighted Mooring Buoy A | OFF STA | 12245 | 041VA | 09/22 |
| 12655 | James River Channel Light 137 | LT EXT | | 0020VA | 04/23 |
| 12795 | James River Channel Light 168 | STRUCT DEST/TRLB | | 239VA | 51/19 |
| 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 |
| 16010 | Antipoison Creek Light 4 | DAYMK MISSING | 12225 | 0015VA | 03/23 |
| 16070 | Bluff Point Light B | DAYMK MISSING | 12225 | 0010VA | 03/23 |
| 16120 | Dividing Creek Entrance Light 3 | DAYMK MISSING | 12225 | 0011VA | 03/23 |
| 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 |

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|--------------|---|---------------------------------|--------------|---------------|--------------|
| 20315 | Bodkin Point Shoal Light 3 | REDUCED INT/STRUCT DMGD/TRLB | 12278 | 128MD | 15/22 |
| 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 |
| 27985 | Oregon Inlet Lighted Buoy 3 | OFF STA/LT EXT | | 354NC | 37/22 |
| 27995 | Oregon Inlet Jetty Light | LT EXT/DAYMK MISSING | | 166NC | 19/21 |
| 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 |
| 28722.3 | Barney Slough Channel Lighted Buoy 6 | TRLB | | 353NC | 45/21 |
| 28723.1 | Barney Slough Channel Buoy 12A | OFF STA | | 0018NC | 03/23 |
| 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 | STRUCT DEST/TRLB | | 292NC | 46/22 |
| 28840 | Rollinson Channel Light 36 | LT EXT | | 514NC | 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/TRLB | | 469NC | 48/22 |
| 29060 | Big Foot Slough Channel Daybeacon 9B | STRUCT DEST/TRUB | | 0014NC | 03/23 |
| 29070 | Big Foot Slough Channel Light 10 | STRUCT DEST/TRLB | | 0036D5 | 04/23 |
| 29077 | Big Foot Slough Channel Daybeacon 12 | STRUCT DEST/TRUB | | 0016NC | 03/23 |
| 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 |
| 29425 | Morehead City Channel Lighted Buoy 17 | OFF STA | 11547 | 0031NC | 04/23 |
| 29505 | Bogue Inlet Buoy 3 | OFF STA | 11541 | 0034NC | 04/23 |

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|--------------|---|-------------------------|--------------|---------------|--------------|
| 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 |
| 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 |
| 34270 | Trent River Daybeacon 6 | STRUCT DEST/TRUB | | 0030NC | 04/23 |
| 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 |
| 34380 | Core Sound Lighted Buoy 15 | MISSING | 11544 | 0010NC | 03/23 |
| 34450 | Thorofare Channel Daybeacon 7 | STRUCT DEST/TRUB | 11544 | 348NC | 37/22 |
| 34455 | Core Sound Lighted Buoy 19 | MISSING | 11544 | 0011NC | 03/23 |
| 34970 | Manasquan River Daybeacon 8 | STRUCT DEST/TRLB | 12324 | 167DB | 32/22 |
| 35015 | New Jersey Intracoastal Waterway Buoy 12 | OFF STA | 12324 | | 04/23 |
| 35290 | New Jersey Intracoastal Waterway Buoy 75 | OFF STA | 12324 | 153DB | 29/22 |
| 35490 | New Jersey Intracoastal Waterway Buoy 123 | OFF STA | 12316 | 249DB | 49/22 |
| 35537 | New Jersey Intracoastal Waterway Buoy 130A | OFF STA | 12316 | 208DB | 26/22 |
| 35745 | New Jersey Intracoastal Waterway Light 182 | STRUCT DEST/TRLB | 12316 | 0012DB | 02/23 |
| 35800 | New Jersey Intracoastal Waterway Buoy 197 | MISSING | 12316 | 175DB | 32/22 |

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|-------|---|--------------------------|-------|--------|-------|
| 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 | 0267DB | 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 |
| 38629 | Morehead City Harbor Channel Turning Basin Daybeacon B | STRUCT DEST/TRUB | 11545 | 0007NC | 02/23 |
| 38850 | Bogue Sound Light 9 | STRUCT DEST/TRLB | 11541 | 315NC | 34/22 |
| 38925 | Bogue Sound Light 21 | STRUCT DEST/TRLB | 11541 | 402NC | 42/22 |
| 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 | 355NC | 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 |
| 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 |
|---------|---|-------------------|-----------|----------|--------|---------|
| 485 | Chesapeake Bay Southern Approach Lighted Buoy 15 | RESET ON STATION | 12200 | 0019VA | 04/23 | 04/23 |
| 670 | Cape Lookout Light | RELIGHTED | 11545 | 529NC | 01/23 | 04/23 |
| 1530 | Harbor of Refuge Light | RELIGHTED | 12214 | 0022DB | 03/23 | 04/23 |
| 7330 | Windmill Point Light | RELIGHTED | 12225 | 0009VA | 03/23 | 04/23 |
| 8075 | Craighill Lighted Buoy 12 | WATCHING PROPERLY | 12282 | 0011MD | 04/23 | 04/23 |
| 8150 | Brewerton Channel Range Front Light | WATCHING PROPERLY | 12281 | 0015MD | 04/23 | 04/23 |
| 8225 | Fort McHenry Channel Range Rear Light | RELIGHTED | 12281 | 0009MD | 04/23 | 04/23 |
| 8260 | Fort McHenry Channel Lighted Buoy 8 | RELIGHTED | 12281 | 0010MD | 04/23 | 04/23 |
| 8305 | Fort McHenry Channel Lighted Buoy 16 | RELIGHTED | 12281 | 0004MD | 02/23 | 04/23 |
| 9160 | Elk River Channel Lighted Buoy 26 | WATCHING PROPERLY | 12277 | 0012MD | 04/23 | 04/23 |
| 9540 | Elizabeth River Lighted Buoy 14 | RELIGHTED | 12245 | 0016VA | 04/23 | 04/23 |
| 9703 | APM Terminal Channel Lighted Buoy 6 | RELIGHTED | 12245 | 0017VA | 04/23 | 04/23 |
| 15145 | Carter Creek Light 7 | RELIGHTED | 12225 | 0012VA | 03/23 | 04/23 |
| 19900 | Eastport Harbor Daybeacon 7 | REBUILT/RECOVERED | 12283 | 155MD | 19/22 | 04/23 |
| 20200 | Magothy River Light 10 | REBUILT/RECOVERED | 12282 | 0383MD | 52/22 | 04/23 |
| 20355 | Bodkin Creek Daybeacon 12 | REBUILT/RECOVERED | 12278 | 173MD | 22/22 | 04/23 |
| 20905 | Curtis Bay Channel Lighted Buoy 8 | RELIGHTED | 12281 | 0013MD | 04/23 | 04/23 |
| 28062 | Oregon Inlet Buoy 18 | RESET ON STATION | | 0033NC | 04/23 | 04/23 |
| 29070.3 | Big Foot Slough Channel Lighted Buoy 11 | RELOCATED | | 0013NM | 03/23 | 04/23 |
| 29505 | Bogue Inlet Buoy 3 | RELOCATED | 11541 | 0022NC | 04/23 | 04/23 |
| 29573 | Bogue Inlet Buoy 3B | RELOCATED | 11541 | 0020NC | 04/23 | 04/23 |
| 29575 | Bogue Inlet Buoy 4 | RELOCATED | 11541 | 0021NC | 04/23 | 04/23 |
| 29640 | Bogue Inlet Junction Buoy B | RESET ON STATION | 11541 | | 03/23 | 04/23 |
| 30640 | Lower Midnight Channel North Range Front Light | WATCHING PROPERLY | 11534 | 0025NC | 04/23 | 04/23 |
| 30783 | Big Island Lower North Range Front Light | RELIGHTED | 11537 | 0024NC | 04/23 | 04/23 |
| 30795 | Cape Fear River Channel Lighted Buoy 52 | RELIGHTED | 11537 | 0026NC | 04/23 | 04/23 |
| 30925 | Fourth East Jetty Range Front Light | WATCHING PROPERLY | 11537 | 0023NC | 04/23 | 04/23 |
| 38883 | Bogue Sound Buoy 11A | RESET ON STATION | 11541 | 0017NC | 03/23 | 04/23 |
| 39915 | Lower Midnight Channel North Range Front Light | WATCHING PROPERLY | 11534 | 0025NC | 04/23 | 04/23 |

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 | |

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|--------------|--|---------------------------|--------------|---------------|--------------|
| 10332.03 | Lynnhaven River Eastern Branch Buoy 2A | MISSING | 12254 | 057VA | 13/22 |
| 10332.1 | Lynnhaven River Eastern Branch Buoy 3 | MISSING | 12222 | 053HR | 11/19 |
| 10332.3 | Lynnhaven River Eastern Branch Daybeacon 5 | DAYMK MISSING | 12222 | 115VA | 24/21 |
| 10333 | Lynnhaven River Eastern Branch Daybeacon 14 | STRUCT DMGD | 12222 | 173VA | 40/22 |
| 10333.2 | Lynnhaven River Eastern Branch Daybeacon 17 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.6 | Lynnhaven River Eastern Branch Daybeacon 37 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.7 | Lynnhaven River Eastern Branch Daybeacon 38 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.8 | Lynnhaven River Eastern Branch Daybeacon 40 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 10334.9 | Lynnhaven River Eastern Branch Daybeacon 42 | DAYMK MISSING | 12222 | NONEVA | 37/21 |
| 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 |
| 12962 | Back River South Channel Junction Daybeacon WC | STRUCT DEST | 12222 | 075VA | 20/22 |
| 13575 | Virginia Power Underwater Obstruction Light A | DAYMK DMGD | 12241 | NONEVA | 04/23 |
| 13960 | Croaker Landing Daybeacon 1 | STRUCT DEST | 12243 | 232HR | 11/18 |
| 13965 | Croaker Landing Daybeacon 2 | STRUCT DEST | 12243 | 233HR | 11/18 |
| 14565 | Milford Haven East Channel Light 3 | LT EXT/STRUCT DMGD | 12238 | 169VA | 40/22 |
| 14585 | Milford Haven East Channel Lighted Buoy 4A | OFF STA | 12238 | 113VA | 25/22 |
| 14595 | Milford Haven East Channel Danger Light 6 | LT IMCH | | 170VA | 40/22 |
| 15005 | Broad Creek Northern Branch Daybeacon 1N | MISSING | | 107HR | 20/19 |
| 15010 | Broad Creek Northern Branch Daybeacon 2 | MISSING | | 108HR | 20/19 |
| 15015 | Broad Creek Northern Branch Daybeacon 4 | MISSING | | 109HR | 20/19 |
| 15020 | Broad Creek Northern Branch Daybeacon 5 | MISSING | | 166VA | 40/22 |
| 15045 | Broad Creek Northern Branch Daybeacon 11 | DAYMK MISSING | | 167VA | 40/22 |
| 15555 | VA Power Cable Crossing East Tower Light A | LT EXT | | 288VA | 50/22 |
| 15560 | VA Power Cable Crossing Middle Tower Light B (2) | LT EXT | | 229VA | 50/22 |
| 15565 | VA Power Cable Crossing West Tower Light C | LT EXT | | 230VA | 50/22 |
| 18012 | Aquia Creek Daybeacon 13 | DAYMK DMGD/STRUCT DMGD | | 184MD | 33/20 |
| 18012.3 | Aquia Creek Daybeacon 16 | DAYMK MISSING | | 186MD | 33/20 |
| 18012.6 | Aquia Creek Daybeacon 18A | STRUCT DEST/TRUB | | 183MD | 24/19 |
| 18251.2 | Neabsco Creek Channel Lighted Buoy 3 | LT IMCH | | 280MD | 31/22 |
| 18535 | Piscataway Creek Daybeacon 8 | DAYMK MISSING | | 083MD | 21/21 |
| 18540 | Piscataway Creek Warning Daybeacon A | STRUCT DEST | | 084MD | 21/21 |

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|----------|--|----------------------------------|--------------|-------|
| 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 |
| 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 |

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|---|-------------------|--------------|---------------|--------------|
| Hambleton Cove Daybeacon 1 | DAYMK MISSING | 12270 | NONEMD | 43/20 |
| Hambleton Cove Daybeacon 3 | DAYMK MISSING | 12270 | 302MD | 41/20 |
| Hambleton Cove Daybeacon 5 | DAYMK MISSING | 12270 | 302MD | 41/20 |
| Moore Creek Daybeacon 4 | DAYMK MISSING | | NONEVA | 40/22 |
| Moore Creek Daybeacon 9 | DAYMK MISSING | | NONEVA | 40/22 |
| Wolf Trap Artificial Reef Buoy A | MISSING | 12225 | NONEVA | 04/23 |
| York County Mooring Buoy A | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| York County Mooring Buoy B | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| York County Mooring Buoy C | DAYMK IMCH | 12241 | NONEVA | 04/23 |
| York County Mooring Buoy D | DAYMK IMCH | 12241 | NONEVA | 04/23 |

DISCREPANCIES (PRIVATE AIDS) CORRECTED

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|-------|---------------------------------|-----------|-----------|----------|--------|---------|
| 20600 | Sparrows Point Bulkhead Light A | RELIGHTED | 12281 | 176MD | 31/21 | 04/23 |
| 20605 | Sparrows Point Bulkhead Light B | RELIGHTED | 12281 | 177MD | 31/21 | 04/23 |
| 20610 | Sparrows Point Bulkhead Light C | RELIGHTED | 12278 | 290MD | 32/22 | 04/23 |

PLATFORM DISCREPANCIES

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

None

PLATFORM DISCREPANCIES CORRECTED

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

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

| LLNR | Aid Name | Status | Chart No. | BNM Ref. | LNM St | LNM End |
|------|--|------------------------|-----------|----------|--------|---------|
| 2095 | Rehoboth Bay Channel Buoy 1 | DISCONTINUED | 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 |
|------|----------|--------|-----------|----------|--------|---------|
|------|----------|--------|-----------|----------|--------|---------|

None

PLATFORM TEMPORARY CHANGES

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

None

PLATFORM TEMPORARY CHANGES CORRECTED

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

None

SECTION IV - CHART CORRECTIONS

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

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

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

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

11541 **42nd Ed.** **01-FEB-19** **Last LNM: 04/23** **NAD 83** **04/23**
Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound
CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A

| | | | |
|----------|---------------------|---|----------------------------------|
| RELOCATE | Bogue Inlet Buoy 3 | CGD05 from 34-38-40.344N to 34-38-44.193N | 077-06-21.474W 077-06-25.221W |
| RELOCATE | Bogue Inlet Buoy 3B | CGD05 from 34-38-56.394N to 34-38-52.962N | 077-06-35.840W 077-06-31.719W |
| RELOCATE | Bogue Inlet Buoy 4 | CGD05 from 34-38-56.337N to 34-38-59.377N | 077-06-50.435W 077-06-51.211W |

12211 49th Ed. 01-MAY-20 Last LNM: 44/17 NAD 83 04/23

ChartTitle: Fenwick Island to Chincoteague Inlet;Ocean City Inlet

CHART DE-MD-VA-FENWICK ISLAND TO CHINCOTEAGUE INLET. Page/Side: N/A

| | | | |
|-----|---|---------------------------|----------------|
| ADD | Greenbackville CBFS Data Buoy A Yellow | CGD05 at 37-59-52.130N | 075-23-33.340W |
|-----|---|---------------------------|----------------|

12281 57th Ed. 01-NOV-18 Last LNM: 04/23 NAD 83 04/23

ChartTitle: Baltimore Harbor

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

| | | | |
|--------|--|------------------------|----------------|
| DELETE | Seagirt Terminal East End Bulkhead Light | CGD05 39-15-08.963N | 076-32-38.198W |
|--------|--|------------------------|----------------|

12316 37th Ed. 01-OCT-18 Last LNM: 39/22 NAD 83 04/23

ChartTitle: Intracoastal Waterway Little Egg Harbor to Cape May;Atlantic City

Main Panel 674 LITTLE EGG HARBOR TO CAPE MAY - -. Page/Side: -

| | | | |
|--------------|--|-----------|----|
| LAST EDITION | No new editions of chart 12316 will be published. It will be canceled on 05-Jul-23. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | NOS -- | -- |
|--------------|--|-----------|----|

12324 37th Ed. 01-DEC-18 Last LNM: 39/22 NAD 83 04/23

ChartTitle: Intracoastal Waterway Sandy Hook to Little Egg Harbor

Main Panel 683 SANDY HOOK TO LITTLE EGG HARBOR NEW JERSEY - -. Page/Side: -

| | | | |
|--------------|--|-----------|----|
| LAST EDITION | No new editions of chart 12324 will be published. It will be canceled on 05-Jul-23. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml . | NOS -- | -- |
|--------------|--|-----------|----|

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

| <u>Approved Project(s)</u> | <u>Project Date</u> | <u>Ref. LNM</u> |
|----------------------------|---------------------|-----------------|
| None | | |

Advance Notice(s)

MD – FORT McHENRY CHANNEL – AIDS TO NAVIGATION CHANGE

On or about February 27, 2023, the Coast Guard will discontinue Fort McHenry Anchorage Buoy A (LLNR 8240) associated with Anchorage 6 and Fort McHenry Anchorage Buoy C (LLNR 8300) associated with Anchorage 1.

| | | |
|-------|-------|------------|
| Chart | 12281 | LNM: 03/23 |
|-------|-------|------------|

MD – NANTICOKE RIVER – AIDS TO NAVIGATION CHANGE

On/or about March 16, 2023, the Coast Guard will change the following floating aids to fixed aids in the Nanticoke River.

Remove the word "Channel" from all Nanticoke aid names.

Change: Nanticoke Cut Buoy 2 (LLNR 23985) to Daybeacon 2NC in approximate position:38 16 16.104N-75 55 14.736W with TR dayboards on pile.

Change: Nanticoke River Channel Buoy 8 (LLNR 24010) to Nanticoke River Daybeacon 8 in approximate position:38 18 10.142N-75 55 34.108W with TR dayboards on pile.

Change: Nanticoke River Channel Buoy 10 (LLNR 24030) to Nanticoke River Daybeacon 10 in approximate position: 38 19 58.864N-75 53 49.170W with TR dayboards on pile.

Change: Nanticoke River East Channel Buoy 2 (LLNR 24035) to Nanticoke River East Daybeacon 2E in approximate position:38 17 27.246N-75 55 03.583W with TR dayboards on pile.

Change: Nanticoke River East Channel Buoy 4 (LLNR 24040) to Nanticoke River East Daybeacon 4E in approximate position:38 18 07.175N-75 54 15.467W with TR dayboards on pile.

| | | |
|-------|-------|------------|
| Chart | 12230 | LNM: 03/23 |
|-------|-------|------------|

******MD – APPROACHES TO BALTIMORE HARBOR – MIDDLE RIVER – AID TO NAVIGATION CHANGE******

On or about February 14, 2023 the Coast Guard will temporarily replace Middle River Lighted Buoy 1MR (LLNR 27110) with a TRLB.

On or about March 7, 2023 will make the following changes to the aids to navigation marking Middle River:

Change: Lighted Buoy 1MR (LLNR 27110) to Light 1MR in approximate position: 39 16 21.671N-76 20 10.726W with a 4nm nominal range quick flashing green light, optic height of 15' and SG dayboards on multi-pile structure.

Charts: 12273 12274 12280

LNLM: 04/23

VA – HAMPTON ROADS – NAVAL BOAT CHANNEL – AID TO NAVIGATION CHANGE

On or about February 15, 2023, the Coast Guard will relocate Naval Boat Channel Daybeacon 3 (LLNR 10620) to approximate position: 36 57 49.877N-76 19 13.680W with SG dayboards on the pile.

Charts: 12222 12245 12256

LNLM: 02/23

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

LNLM: 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)

None

Closing

Docket No.

Ref. LNM

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

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

https://www.navcen.uscg.gov/sites/default/files/pdf/lnms/D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf

This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard District with a request for comments as indicated.

LNLM: 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-notice-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

LNLM: 01/23

DC – ANACOSTIA RIVER – AID 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](https://www.navcen.uscg.gov/sites/default/files/pdf/lnms/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 – JAMETOWN ISLAND TO JORDAN POINT – JAMES RIVER – AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing to remove the sound signal (Gong) and change the buoy size from an 8X26 LGR to a 7X17 LR for James River Lighted Gong Buoy 55 (LLNR 12120). The new 7x17LR hull will provide a daytime visibility of 2.3nm and a radar range of 2.7nm and will be consistent with the other lighted buoys in the area.

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 March 6, 2023 to be considered in the analysis. Refer to project number 05-23-014(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 12248

LNM: 02/23

NC – BEAUFORT INLET – AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing discontinuing Beaufort Inlet Channel Lighted Whistle Buoy BM (LLNR 720/29270) based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area. The Assigned Position of the Buoy will continue to be marked with AIS.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: [D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf](#) (uscg.gov)

Or via email at: ward.b.posey@uscg.mil

Or regular mail at: U.S. Coast Guard Fifth District

Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704

Attn: Ward B. Posey

All comments will be carefully considered and are requested prior to 14 Mar 2023 to be considered in the analysis. Refer to Project Number 05-23-016(D).

Charts: 11520 11543 11544 11545 11547

LNM: 03/23

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

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.

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

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

Charts: 12200 12221 12222 12245 12254

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

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

Chart 12241

LNM: 37/20

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

The Naval Surface Warfare Center Dahlgren Division operates the Potomac River Test Range and the Explosive Experimental Area (Pumpkin Neck). These facilities are used by our military to conduct munitions testing and should be avoided while testing is in progress.

Daily range schedule can be found at: <https://www.navsea.navy.mil/Home/Warfare-Centers/NSWC-Dahlgren/NSWCDD-Range-Schedule/> or by calling Range / Weapons Testing Hotline: 877-845-5656 (toll free) for daily updates on range operation and test schedules.

Noise Questions & Comments: Call NSF Dahlgren: 540-653-8153 to comment or ask a question about noise or vibrations you think are being caused by operations at Dahlgren.

For more information on NSWC Dahlgren's range schedule, contact the NSWCDD Public Affairs Office, (540) 653-8154.

LNM: 20/22

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

The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:

AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.0N 075-34.7W.

AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.

AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.

AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.

Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart 12200

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

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as "all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49' 09"N, 075° 58' 45"W". All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach at the facility.

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

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

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 31, 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 31, 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 30, 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](mailto:rightwhale.msr(at)noaa.gov).

NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at:

<https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales>.

See ENC 7

LNM: 02/23

******NJ - SHARK RIVER INLET - DREDGE OPERATIONS******

All mariners please be advised that the Dredge MURDEN of the U.S. Army Corps of Engineers will be performing maintenance dredging of the navigational channel in Shark River Inlet beginning on or about January 29, 2023 and continue until February 13, 2023. Dredging operations will be conducted in the channel, approximately 530 feet seaward of Shark River Inlet South Breakwater Light 1 (Light List# 872), which is located on the south jetty, and ending approximately 80 feet landward of Shark River Inlet North Breakwater Light 2 (Light List# 873), which is located on the north jetty. The dredged sand will be placed north of the second rock groin, approximately 1,600 feet north of the Shark River Inlet North Breakwater Light 2 in 14 feet of water to create a temporary near shore, 2-foot to 4-foot-high underwater berm. The dredge will be monitoring VHF-FM radio channels 13 and 16. Mariners are requested to use extreme caution when transiting the area at their slowest safe speed to create minimum wake.

Chart 12324

LNM: 04/23

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

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

Chart 12324

LNM: 14/21

******NJ - TOWNSENDS INLET - BEACH NOURISHMENT - AVALON TO STONE HARBOR******

Great Lakes Dredge and Dock will begin beach nourishment from Townsends Inlet to Cape May Inlet. Beach fill will start from Avalon 9th Street to 32nd Street Avalon, NJ and Stone Harbor 91th Street to 122th Street, Stone Harbor, NJ. The Cutter Suction Dredge (CSD) Texas will dredge material from the Townsends Inlet Borrow Area, located approximately 5,000 feet offshore, northeast of the project location, west of the Townsends Inlet. The material will pump through one subline extending from the borrow

area to the placement beach. GLDD has secured two waterside staging areas on the Cape May Inlet where rafted pipeline and equipment will be stored when not in use. The survey vessel and crew transfer vessel (CTV) Saginaw River will traverse between the work areas and Avalon Marina throughout the duration of the project. All vessels will monitor VHF - FM 16 & 13. Dredging will be conducted 24 hours a day, 7 days a week and is expected to be completed June 30, 2023.

Chart 12318

LNM: 04/23

NJ - CAPE MAY HARBOR - DREDGING OPERATIONS

All mariners please be advised that the Dredge MONTGOMERY of Barnegat Bay Dredging will be performing maintenance dredging in Cape May Harbor beginning on or about January 12, 2023 and continue until February 27, 2023. Dredging operations will be conducted between Pier 3 & Pier 4 at the Training Base of the Coast Guard Station with 6,000 feet of pipeline running east of the Coast Guard Station and coastline. The dredge will be monitoring VHF-FM radio channels 11, 13, & 16. Work will be conducted in 10-hour shifts, Monday through Friday, 7 a.m. to 5 p.m. Mariners are requested to use caution when transiting the area at their slowest safe speed to create minimum wake.

Chart 12317

LNM: 02/23

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 – DELAWARE RIVER – DELAWARE CITY – DREDGE OPERATIONS****

All mariners please be advised that maintenance dredging of the Delaware City Cooling Water Intake Channel located at the Delaware City Refinery will commence on or about January 16, 2023, and continue until February 27, 2023. Dredging will be conducted 24 hours a day in three 8-hour shifts, Monday through Saturday. The Dredge Fullerton will monitor VHF-FM radio channels 13 & 16. Mariners are advised to transit the area with caution.

Chart 12311

LNM: 02/23

DE – NJ - PA – DELAWARE RIVER - MARCUS HOOK RANGE AND ANCHORAGE 7 – SAFETY ZONE

The Captain of the Port (COTP), Delaware Bay, is establishing two safety zones to facilitate the Philadelphia to Sea Maintenance Dredging.

Maintenance dredging will be conducted in Marcus Hook Range and Marcus Hook Anchorage (No. 7) on the Delaware River from January 10, 2023 through approximately March 15, 2023.

Safety zone one includes all the waters within a 250-yard radius of the dredge ESSEX and all associated dredge equipment operating in or around Marcus Hook Range.

Safety zone two includes all the waters of Marcus Hook Anchorage (No. 7) found in 33 CFR 110.157 (a) (8).

Vessels wishing to transit through safety zones one and/or two may do so if they can make satisfactory passing arrangements with the dredge ESSEX, in accordance with the Inland Navigational Rules in 33 Code of Federal Regulations Subchapter E via VHF-FM channel 13 at least one hour prior to arrival.

Vessels desiring to anchor within Marcus Hook Anchorage must obtain permission from the COTP at least 24 hours in advance, at 215-271-4807.

The COTP will permit one vessel at a time on a "first come, first served" basis, and will be directed to the open portion of the anchorage, with preference given to those vessels greater than 650 feet in overall length. The maritime public will be notified of any changes to vessel traffic patterns or availability of Marcus Hook Anchorage via Marine Safety Information Bulletin and Broadcast Notice to Mariners.

Normally, Marcus Hook Anchorage is a 48-hour anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours during this time.

Vessels that require an examination by the Public Health Service, Customs or Immigration authorities will be directed to an anchorage for the required inspection by the COTP. Vessels are encouraged to use Mantua Creek Anchorage (No. 9), Naval Base, Philadelphia Anchorage (No. 10), and Deepwater Point Anchorage (No. 6) as alternatives.

If there are any questions regarding the contents of this notice or expectations of the Captain of the Port, please contact (215) 271-4807.

Chart 12312

LNM: 02/23

DE – NJ - PA – DELAWARE RIVER - MARCUS HOOK RANGE AND ANCHORAGE 7 – DREDGING

The Dredge ESSEX will commence maintenance dredging in Marcus Hook Range on the Delaware River on or about January 10, 2023 and continue until March 15, 2023. Submerged pipeline will enter the Marcus Hook anchorage from the east and will terminate in the anchorage a few hundred feet outside the red side of the main channel. A floating pipeline will be attached to the submerged pipeline when the dredge arrives shortly thereafter. The submerged pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on VHF-FM radio channels 13 and 16.

All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. Operators of vessels of all types should be aware that the dredge 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, pipelines, barges, derricks, wires and related equipment.

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 attendant equipment will be navigating. Since the project will be conducted twenty-four (24) hours per day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to the commencement of the work.

Chart 12312

LNM: 02/23

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

Mariners are advised that a construction company, on behalf of Delaware River and Bay Authority, will continue painting operations on the Delaware Memorial Bridge, at mile 68.9, across the Delaware River at New Castle, DE through July 2024. Work platforms have been installed, reducing the

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

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 - MISPELLION 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:

Offshore Delaware:

38° 44' 13.038" N, 74° 52' 34.5858" W

38° 44' 8.1852" N, 74° 35' 1.0464" W

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

38° 29' 8.7648" N, 74° 39' 53.6646" W

Offshore Maryland:

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

38° 28' 3.324" N, 74° 46' 32.3862" W

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

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

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

Chart 12200

LNM: 44/22

DE - MD - DELAWARE RIVER - CHESAPEAKE AND DELAWARE (C&D) CANAL

Mariners are advised that a firm on behalf of the Army Corps of Engineers will be painting the Chesapeake City Bridges over the C&D Canal, at miles 1.0 and 9.7, in Reedy Point, New Castle County DE and in Chesapeake City MD, respectively. 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 February 1, 2023, and the southern half will be reduced from June 20, 2022, to February 1, 2023. Mariners should check for future notices on this project and should use extreme caution when transiting the area.

Charts: 12277 12311

LNM: 02/23

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°41.13'N 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.

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

Chart 12270

LNM: 49/22

MD – MAGOTHY RIVER – DEEP CREEK - DREDGE OPERATIONS

Mechanical dredging operations are scheduled to occur within the Deep Creek Channel at Arnold, MD, from on or about January 16, 2023 until on or before February 15, 2023. The work is expected to occur seven days a week during daylight hours. The dredging operations will be conducted in approximate position latitude 39°02'53.27" N, longitude 076°27'38.57" W. Marine equipment will be located throughout the dredging work areas during operations, utilizing crane dredge DIGGER 1, tugboat BIG C TOO, offload barge 610 and various mud scows. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Interested mariners can contact the project supervisor at telephone number 410-867-0200 or support tug, while working on marine band radio VHF-FM channels 16 and 13.

Chart 12282

LNM: 03/22

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

MD - VA - CHESAPEAKE BAY - BALTIMORE HARBOR AND APPROACHES - VESSEL MOVEMENT

The 697-foot MV CAPE WASHINGTON (T-AKR 9961) is scheduled to be towed in a dead ship status from Baltimore Harbor, MD to Mobile, AL along an intended route that includes outbound on the Patapsco River and down the Chesapeake Bay to sea via Cape Henry, VA during January 17-28, 2023.

The vessel will be towed from Port Covington Pier 6 in Baltimore, MD to the Alabama Shipyard in Mobile, AL. Interested mariners may contact the lead towing vessel FINN FALGOUT via marine band radio VHF-FM channel 16 or 13, or Offshore Towing, Inc. at telephone number (985) 258-1701.

Charts: 12278 12280 12281

LNM: 02/23

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

Bridge replacement operations are scheduled to continue adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD through November 2024. A new 6-knot speed limit is now being enforced for 0.5 nautical miles north and south of the bridge. Wakes from speeding boats can create major hazards for construction operations and workers. Mariners are reminded to heed the speed limit markers established by the State of Maryland when transiting the area, so that wake does not affect the platforms and barges at the work site. For more information, visit www.nicemiddletonbridge.com or call 888-994-1415.

LNM: 18/21

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

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

Starting on or about December 1, 2022, through 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

******VA – DC - POTOMAC RIVER AND ANACOSTIA RIVER – SECURITY ZONE******

As described in Title 33 Code of Federal Regulations (CFR) § 165.508, the Coast Guard will establish a security zone encompassing certain waters of the Potomac River and Anacostia River, and adjacent waters, to safeguard high-ranking public officials during the 2023 U.S. President's State of the Union Address before a Joint Session of Congress in Washington, DC. The regulations in 33 CFR 165.508 will be enforced from 9:00 a.m. on February 7, 2023 to 2:00 a.m. on February 8, 2023, for the zone identified in 33 CFR 165.508(a)(6). The 'security zone includes all navigable waters described in paragraphs (a)(1) through (a)(3). This zone includes:

- (1) Security Zone 1 - all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by the Francis Scott Key (US-29) Bridge, at mile 113, and bounded to the south by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hain's Point at position 38°51'24.3" N, 077°01'9.8" W, including the waters of the Boundary Channel, Pentagon Lagoon, Georgetown Channel Tidal Basin, and Roaches Run;
- (2) Security Zone 2 - all navigable waters of the Anacostia River, from shoreline to shoreline, bounded to the north by the John Philip Sousa (Pennsylvania Avenue) Bridge, at mile 2.9, and bounded to the south by a line drawn from the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'9.8" W, southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, including the waters of the Washington Channel; and
- (3) Security Zone 3 - all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of

******VA – DC - POTOMAC RIVER AND ANACOSTIA RIVER – SECURITY ZONE******

Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'19.8" W, thence southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, and bounded to the south by the Woodrow Wilson Memorial (1-95/1-495) Bridge, at mile 103.8.

As specified in § 165.508 (b), during the enforcement period, entry into or remaining in the zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region. Public vessels and vessels already at berth at the time the security zone is implemented do not have to depart the security zone. All vessels underway within the security zone at the time it is implemented are to depart the zone at the time the security zone is implemented. To seek permission to transit the zone, the designated representative can be contacted by hailing "Patrol Commander" via Marine Band Radio, VHF-FM channel 16 (156.8 MHz). Coast Guard vessels enforcing this zone can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard may be assisted by other Federal, state or local law enforcement agencies in enforcing this zone. The COTP Maryland-National Capital Region can be contacted at telephone number (410) 576-2693.

LNM: 04/23

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

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

LNM: 04/23

******DC – UPPER POTOMAC RIVER – ANACOSTIA RIVER – SOIL BORING******

Washington Gas and Light Co (WGL) will be conducting monitoring and sampling activities in the surface water and sediments in the Anacostia River near the former Washington Gas East Station site located at 1334 Water St SE Washington DC from October 17, 2022 - March 3, 2023, approximate position 38.873823N, -76.986567W. All work will be conducted from a 20'x90' barge, a 20'x40' barge, a 18' skiff, and push boat, Producer. All work will be conducted during daylight hours only and outside the federal navigational channel.

LNM: 04/23

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 - WALLOPS ISLAND – ROCKET LAUNCH

Mariners are advised the launch director, National Aeronautics and Space Administration Wallops Flight Facility, Wallops Island, Virginia has advised that the area in the Atlantic Ocean within the existing danger zone off Wallops Island and Chincoteague Inlet (depicted in 33 CFR 334.130) as shown on Nautical Ocean Service chart 12210, will be hazardous to navigation because of a rocket launch during the periods and times stated below. The primary launch date is scheduled for Wallops Island, VA on; January 24, 2023 from 17:30 pm to 23:00 pm (Est), with the following back up dates and times:

January 25, 2023 to January 27, 2023 daily from 17:30 pm to 21:00 pm (Est) until launched.

The following 3 public ship avoidance areas will be in effect during these launch windows bound by: a 60 nautical mile hazard area approximately 53.3 nautical miles east of Wallops Island launch pad at center point of position 37-36.66N /74-24.14W, 113.4 nautical mile hazard area approximately 325.5 nautical miles east of Wallops Island launch pad at center point of position 36-3.28N /69-4.73W, and a 143 nautical mile hazard area approximately 1228.4 nautical miles east of Wallops Island launch pad at center point position 29-6.89N /53-12.34W. Mariners planning on operating in these areas are requested to contact "Wallops Plot" via VHF-FM Ch. 12 or Ch. 22 or via landline at (757) 824-1685. For any concerns contact surveillance coordinator Jordan West at (757) 824-2949 or launch director John Dickerson at (757) 894-2094. See ENC 9.

Chart 12210

LNM: 02/23

******VA - ATLANTIC OCEAN - WALLOPS ISLAND – ROCKET LAUNCH******

Mariners are advised the launch director, National Aeronautics and Space Administration Wallops Flight Facility, Wallops Island, Virginia has advised that the area in the Atlantic Ocean within the existing danger zone off Wallops Island and Chincoteague Inlet (depicted in 33 CFR 334.130) as shown on Nautical Ocean Service chart 12210, will be hazardous to navigation because of two rocket launches during the periods and times stated below. Launches will be approximately 30 minutes apart. The primary launch date is scheduled for Wallops Island, VA on; February 09, 2023 from 07:30 am to 10:15 am (Est), with the following back up dates and times:

February 10, 2023 to February 11, 2023 daily from 07:30 am to 10:15 am (Est) until launched.

The following public ship avoidance areas will be in effect during these launch windows bound by: a 31.51 nautical mile hazard area approximately 30.6 nautical miles east of Wallops Island launch pad 2 at center point of position 37-34.02N /74-56.35W. Mariners planning on operating in these areas are requested to contact "Wallops Plot" via VHF-FM Ch. 12 or Ch. 22 or via landline at (757) 824-1685. For any concerns contact surveillance coordinator Jordan West at (757) 824-2949 or launch director John Dickerson at (757) 894-2094.

See ENC 11

Chart 12210

LNM: 04/23

VA – CAPE HENRY TO THIMBLE SHOAL LIGHT - THIMBLE SHOAL CHANNEL – SEDIMENT CHARACTERIZATION PROJECT

Between 23 January and 3 February 2023, the Norfolk District of the U.S. Army Corps of Engineers (USACE) in partnership with EA Engineering, Science, and Technology, Inc, PBC (EA) will be conducting sediment sampling operations within the Thimble Shoal Channel - West Federal Navigation Channel which is an 11-mile-long stretch located from the -56-foot (ft) contour in Hampton Roads eastward to the Chesapeake Bay Bridge Tunnel.

VA – CAPE HENRY TO THIMBLE SHOAL LIGHT - THIMBLE SHOAL CHANNEL – SEDIMENT CHARACTERIZATION PROJECT

Sampling work will be performed near the centerline and at the margins (near the red and green channel toes) of the channel during daylight operations aboard the M/V USACE Elizabeth, a 100-foot long, self-propelled barge (MMSI 366999274) owned and operated by the USACE, Norfolk District. During sampling the vessel will be anchored and have restricted maneuverability. The M/V USACE Elizabeth will be conducting crane operations with a sampling unit penetrating the riverbed and request a slow bell and no wake in vicinity of crane operations. A 30-minute advanced notice is requested for vessels that may require the entire channel.

In addition to the Thimble Shoal Channel – West Federal Navigation Channel, the M/V USACE Elizabeth will also be conducting sediment sampling operations at the Willoughby's Bank Reference Site, which is located near Hampton Roads, just north of the city of Norfolk, Virginia. This sampling effort at the Willoughby's Bank Reference Site is anticipated to consist of one day of sampling within the survey dates above and will require the same sampling process outlined above.

The M/V USACE Elizabeth will be monitoring VHF channels 13 and 16 and can be reached directly via cell phone by contacting the USACE Vessel captain John Payne (757-477-3786) or sampling field lead Mr. Tom King (301-788-8902).

Chart 12254

LNM: 02/23

******VA – LYNNHAVEN INLET – LONG CREEK – DIVE TRAINING******

Naval Special Warfare Group will be conducting two dive/swimmer training in Lynnhaven inlet. Each session may delay boat traffic for a couple of minutes to ensure safety for the swimmers. Swimmers will be escorted by safety vessels and jet skis.

Session 1 will be on January 25th, between 2000 and 2300, and will be just inshore of the Lesner Bridge in Virginia Beach, VA.

Session 2 will be on January 27th, between 2030 and 0000 and will be around the Narrows in Lynnhaven Bay, Virginia Beach, VA.

Safety vessels will monitor VHF-FM 16 and 81A.

Chart 12254

LNM: 04/23

VA – LYNNHAVEN INLET – CRAB CREEK – DREDGE OPERATION

Salmons Incorporated will be conducting dredge operation using a 40'X40' barge with excavator on it, two 30'X40' material barges, and pusher boat, Miss Naomi in various location in Crab Creek. Work will be conducted Monday thru Saturday during daylight hours and is expected to be completed by February 28, 2023. For more information, contact Salmons Inc. at 757-426-6824.

Chart 12254

LNM: 03/23

******VA – TANGIER SOUND – CHESCONESSEX CREEK – AID TO NAVIGATION CHANGE******

On or about February 13, 2023 the Coast Guard will change Chesconessex Creek Buoy 1 (LLNR 22125) to Light 1C in approximate position: 37 45 17.967N-75 49 39.342W with a 4nm nominal range flashing 2.5s green light, optic height of 15' and SG dayboards on pile.

Chart 12225

LNM: 04/23

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

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

The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span.

The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

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

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

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

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

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>.

Charts: 12222 12245

LNM: 44/20

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. 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.

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

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@hrpcjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>.

Charts: 12222 12245

LNM: 23/21

VA – NORFOLK HARBOR AND ELIZABETH RIVER - BRIDGE MAINTENANCE

Mariners are advised that an engineering firm on behalf of the city of Portsmouth is requesting to temporarily close the navigation channel to set girders for the new bridge at the US 17 (Churchland) Bridge across the Western Branch of the Elizabeth River, mile 1.72, at Portsmouth, VA. The main navigation channel will be 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 – NORFOLK HARBOR AND ELIZABETH RIVER – SOUTHERN BRANCH - TEMPORARY DEVIATION

Mariners are advised that the US 13/460 (Gilmerton) Bridge, across the South Branch of the Elizabeth River, mile 5.8, at Chesapeake, VA, has requested a temporary deviation to conduct maintenance and repairs to the Bridge's lift mechanism.

To facilitate the work, the bridge will be maintained in the closed-to-navigation position from 7 a.m. to 5 p.m., from Wednesday, January 18, 2023, to Friday, January 20, 2023; from 9 p.m., on Friday, January 20, 2023, to 5 a.m., on Monday, January 23, 2023; from 9 p.m., on Friday, January 27, 2023, to 5 a.m., on Monday, January 30, 2023; from 5 a.m., on Monday, January 30, 2023, to 9 p.m., on Friday, February 3, 2023; from 9 p.m., on Friday, February 3, 2023, to 5 a.m., on Monday, February 6, 2023; except for scheduled openings at 7 a.m. and 5 p.m., daily.

The vertical clearance of the bridge is 36 feet above mean high water in the closed position. Vessels able to pass through the bridge in the closed position may do so after confirming their current clearance. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(c). Mariners should use extreme caution when transiting the area.

Chart 12253

LNM: 03/23

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

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

Chart 12222

LNM: 45/22

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – JAMES RIVER 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 (Gwynn'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

VA – CHESAPEAKE BAY - RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN INLET, HILLS BAY
water. Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 26/22

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 – SEACOAST – ONSLOW BAY – SURVEY OPERATIONS******

SAILDRONE, INC. is conducting operations with two Uncrewed Surface Vehicles (USV), called "SAILDRONE Voyagers" from January 23rd through February 15th, 2023. SAILDRONE Voyagers are 33 ft in length, 21 ft tall, grey in color, have a tricolor light on top of the wing and are marked "SAILDRONE". These vehicles will be deployed from Morehead City, N.C. via Beaufort Inlet and will be operating in Onslow Bay, shoreward between Frying Pan Shoals and Cape Lookout Shoals. Mariners are requested to remain greater than 500 meters away from the vehicles. Questions regarding this notice can be directed to Saildrone Mission Control at missioncontrol@saildrone.com or via phone at +1-510-722-6070. See ENC 9.

LNM: 04/23

******NC – MOREHEAD CITY CHANNEL – XOCEAN CALIBRATION OPS******

XOCEAN will be conducting Uncrewed Surface Vessel (USV) calibration operations beginning Tuesday, January 24th for approximately two weeks in Morehead City. Operations will take place outside of Morehead City Channel in vicinity of Fort Macon State Park. The support vessel, RV SOUNDER, will escort the USVs from the public boat launch to the calibration site and stay with the vessels while calibration takes place. Mariners should contact the support vessel on VHF with any concerns.

Chart 11547

LNM: 04/23

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoonogue 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.

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 |
|------------|---|---------------------------------|-----------------------|---------------|--------------|------------------|---|
| 5472 | Greenbackville CBFS Data Buoy A | 37-59-52.130N 075-23-33.340W | | | | Yellow. | Aid maintained by CBFS Private Aid. 04/23 |
| * | * | * | * | * | * | * | * |
| 21105 | SEAGIRT TERMINAL EAST END BULKHEAD LIGHT | | | | | | Remove from list. 04/23 |
| | | | | | | | * |
| 29060 | Big Foot Slough Channel Daybeacon 9B | 35-08-48.326N 076-00-31.017W | | | | SG on pile. | 04/23 |
| | | * | | | | | |
| 29070 | BIG FOOT SLOUGH CHANNEL LIGHT 10 | 35-08-44.481N 076-00-23.247W | Fl R 4s | 15 | 4 | | 04/23 |
| | * | * | * | * | * | | |
| 29070.1 | <i>Big Foot Slough Channel Lighted Buoy 10A</i> | 35-08-56.779N 076-00-33.005W | Fl R 4s | | 4 | Red. | 04/23 |
| | * | * | * | | | | |
| 29070.2 | Big Foot Slough Channel Buoy 10C | | | | | | Remove from list. 04/23 |
| | | | | | | | * |
| 29070.23 | Big Foot Slough Channel Buoy 10D | | | | | | Remove from list. 04/23 |
| | | | | | | | * |
| 29070.3 | <i>Big Foot Slough Channel Lighted Buoy 11</i> | 35-09-03.789N 076-00-39.501W | Fl G 4s | | 4 | Green. | 04/23 |
| | | * | * | | | | |
| 29077 | Big Foot Slough Channel Daybeacon 12 | 35-09-10.889N 076-00-40.182W | | | | TR on pile. | 04/23 |
| | | * | | | | | |

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

| (1) No. | (2) Name and Location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|------------|--------------------------|---------------------------------|-----------------------|---------------|--------------|------------------|----------------|
| 29505 | Bogue Inlet Buoy 3 | 34-38-44.193N 077-06-25.221W | | | | Green can. | 04/23 |
| | | * | | | | | |
| 29573 | Bogue Inlet Buoy 3B | 34-38-52.962N 077-06-31.719W | | | | Green can. | 04/23 |
| | | * | | | | | |
| 29575 | Bogue Inlet Buoy 4 | 34-38-59.377N 077-06-51.211W | | | | Red nun. | 04/23 |
| | | * | | | | | |

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.
9. Saildrone
10. Wallops Island Rocket Launch.
11. Wallops Island Rocket Launch.

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 Little Egg Inlet Lighted Buoy 10 (LLNR 1131) and Little 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 Daybeacon 434 (LLNR 36570).
Chart 12316

NJ – SALEM RIVER – SHOALING

Shoaling was reported in the Salem River, in Salem, NJ. The shoaling was reported between Salem River Entrance Channel Light 5 (LLNR 2670), Light 6 (LLNR 2675) and Light 7 (LLNR 2680), Light 8 (LLNR 2685) on the east side of the channel. The depth was reported at 10 feet shortly after high tide.
Chart 12311

PENNSYLVANIA SHOALING

PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.354427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18
Chart 12312

PA – NJ – CHESTER RANGE – SHOALING

The Coast Guard has received a report of shoaling 40ft within the PA side of the channel in 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 - INDIAN RIVER BAY – SHOALING

There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy MI (LLNR 4436). Depths of 0.0 ft at times, during low tide, are reported.

DE – DELAWARE BAY – REHOBOTH BAY – SHOALING

Shoaling reported by unit during seasonal establishment April 7 2021. Shoaling observed from entrance to Rehoboth-Lewis canal south to Rehoboth Bay Channel Buoy 3 (LLNR 2100), depths 2-4 feet at mean low water. Rehoboth Bay Channel Buoy 1 (LLNR 2095) was not able to be established. DB BNM 080-21.
Chart 12304

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING

Delaware Department of Natural Resources and Environmental Control (DNREC) reports shoaling in Baker's Channel between Baker's Channel Lighted Buoy 1A (LLNR 2136) and Baker's Channel Lighted Buoy 1B (LLNR 2137) as well as Baker's Channel Lighted Buoy 5 (LLNR 2137.04) and Baker's Channel Lighted Buoy 6 (LLNR 2137.05). DNREC has established two warning buoys worded "DANGER SHOAL" to mark the shoaling. Ref LNM 26/17.

DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING

Shoaling was observed in White Creek to 2 – 5 feet at MLW. Floating Aids to Navigation have been discontinued while fixed aids to navigation have been converted to Warning Daybeacons with "Danger Shoal" on them. SEC DB 055-20.

MARYLAND SHOALING

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

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 3A (LLNR 18810) and extending to St. Jerome Creek Buoy 4 (LLNR 18812) and St. Jerome Creek Buoy 6 (LLNR 18815). The channel width in the area of Deep Point is reduced to approximately 20 feet.

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

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

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

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

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

Shoaling has been observed in the Knapps Narrow West Channel within the channel boundaries between Knapps Narrow West Channel Daybeacon 3 (LLNR 25925) and Knapps Narrow West Channel Daybeacon 4 (LLNR 25931) to a depth of 1 foot at mean low water. See MD-NCR BNM 231-22. Chart 12266

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

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

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING

Shoaling in the western portion of Slaughter Creek IVO of Holland Point has encroached easterly in most of the channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached 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 – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING

There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot.
Chart 12210

VA – VIRGINIA INSIDE PASSAGE (VIP)

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

VA – LYNNHAVEN INLET – SHOALING

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

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING

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

VA – LITTLE CREEK HARBOR – SHOALING

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

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

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

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING

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

VA – HAMPTON ROADS - WILLOUGHBY BAY

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

VA – PAGEN RIVER – SHOALING

Shoaling has been located on the approach to Jones Creek outside of the Pagan River Channel between Pagan River Channel Light 13 (LLNR 11415) and Jones Creek Daybeacon 2 (LLNR 11420). Depths observed 4ft at approximately 3 hours before MLW. HR BNM 254-20. Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel 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 - Poquoson River Light 6 (LLNR 13275). Depth of 3 feet at MLW. See SEC VA BNM 082-22. Chart 12238

VA – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER

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

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

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

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

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

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

Shoaling to less the 4 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Daybeacon 10 (LLNR 13820). HR BNM 170-14. Chart 12243

VA – GREAT WICOMICO RIVER – SHOALING

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

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST

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

VA – RAPPAHANNOCK RIVER – SHOALING

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

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

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

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

Shoaling has been reported in Little Wicomico River within the channel Boundaries between little Wicomico River Light 4 (LLNR 16355) to the south approximately 75 yards towards Little Wicomico River 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.

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 - 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 (LLNR 28732.1), and Hatteras Inlet Channel Buoy 15 (LLNR 28736). Depths of less than 4 feet MLW have been reported between Hatteras Inlet Channel Buoy 18 (LLNR 28760) and Hatteras Channel Lighted Buoy 19 (LLNR 28760). Some aids to navigation in the inlet may be unreliable. NC BNM 029-22, 030-22.

Shoaling has been observed on ACOE survey in the vicinity of Hatteras Inlet Channel Lighted Buoy 16 (LLNR 28750). Depths of 3 feet MLW reported in approximate position: 35-12-07.188N, 075-43-38.916W. NC BNM 268-22.

NC – BARNEY SLOUGH - SHOALING

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

NC - OCRACOE INLET - SHOALING

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

NC – TEACHES HOLE CHANNEL – SHOALING

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

NC – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – BACK SOUND – SHOALING

Severe shoaling between Barden Inlet Buoy 24 (LLNR 29240) and Back Sound Lighted Buoy 1 (LLNR 29315) has rendered the waterway un-navigable. 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 are presenting 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.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.

SECTOR VIRGINIA

- ***Virginia (Southern)***

Western Branch of the Elizabeth River – Churchland Bridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)

Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)

Willoughby Bay – Permit (140b-68-5) signed December 22, 2020, for I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - fixed bridge modification; vertical clearance of 25 feet above mean high water, horizontal clearance of 50 feet, and width of 168.84 feet (MT)

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

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

SECTOR NORTH CAROLINA

- **North Carolina**

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 casualty and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)

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 be located under the bridge reducing the vertical clearance of the bridge approximately 17 feet at mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. The project foreman may be reached on VHF-FM channel 13 and 16, and (267) 935-2194. Mariners should use extreme caution navigating through the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Broad Thorofare - Route 152 Bridge (Longport Sommers Point Blvd Bridge) - Bridge maintenance

which began 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@hrcpv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>. (MT)

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@hrcpv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>. (MT)

Milford Haven Inlet - State Route 223 (Gwynn's Island Bridge) - 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 – SHARK RIVER INLET – DREDGE OPERATIONS******

All mariners please be advised that the Dredge MURDEN of the U.S. Army Corps of Engineers will be performing maintenance dredging of the navigational channel in Shark River Inlet beginning on or about January 29, 2023 and continue until February 13, 2023. Dredging operations will be conducted in the channel, approximately 530 feet seaward of Shark River Inlet South Breakwater Light 1 (Light List# 872), which is located on the south jetty, and ending approximately 80 feet landward of Shark River Inlet North Breakwater Light 2 (Light List# 873), which is located on the north jetty. The dredged sand will be placed north of the second rock groin, approximately 1,600 feet north of the Shark River Inlet North Breakwater Light 2 in 14 feet of water to create a temporary near shore, 2-foot to 4-foot-high underwater berm. The dredge will be monitoring VHF-FM radio channels 13 and 16. Mariners are requested to use extreme caution when transiting the area at their slowest safe speed to create minimum wake.

Chart 12324 LNM 04/23

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 – NEW JERSEYS INTRACOASTAL WATERWAY – OCEAN CITY BACK BAY CHANNEL – DREDGING OPERATIONS

All mariners please be advised maintenance dredging will be performed along the Ocean City Back Bay waterway, beginning on or about January 16, 2023 and continue until **March 31, 2023**, within the following site work areas: 1) North Point Lagoon 2) Snug Harbor 3) Glen Cove 4) Glenwood Bayfront 5) Ocean City Lagoon and 6) Clubhouse/Bluefish Lagoons. Dredging will be performed by 3 dredging rigs, and work will be conducted from north to south.

All dredge rigs will monitor VHF-FM radio channels 13 and 16. Mariners are requested to use caution when transiting the area at their slowest safe speed to create minimum wake.

Chart 12316 LNM 02/23

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

Great Lakes Dredge and Dock will begin beach nourishment from Townsends Inlet to Cape May Inlet. Beach fill will start from Avalon 9th Street to 32nd Street Avalon, NJ and Stone Harbor 91th Street to 122th Street, Stone Harbor, NJ. The Cutter Suction Dredge (CSD) Texas will dredge material from the Townsends Inlet Borrow Area, located approximately 5,000 feet offshore, northeast of the project location, west of the Townsends Inlet. The material will pump through one subline extending from the borrow

area to the placement beach. GLDD has secured two waterside staging areas on the Cape May Inlet where rafted pipeline and equipment will be stored when not in use. The survey vessel and crew transfer vessel (CTV) Saginaw River will traverse between the work areas and Avalon Marina throughout the duration of the project. All vessels will monitor VHF – FM 16 & 13. Dredging will be conducted 24 hours a day, 7 days a week and is expected to be completed June 30, 2023.

Chart 12318 LNM 04/23

NJ – CAPE MAY HARBOR – DREDGING OPERATIONS

All mariners please be advised that the Dredge MONTGOMERY of Barnegat Bay Dredging will be performing maintenance dredging in Cape May Harbor beginning on or about January 12, 2023 and continue until **February 27, 2023**. Dredging operations will be conducted between Pier 3 & Pier 4 at the Training Base of the Coast Guard Station with 6,000 feet of pipeline running east of the Coast Guard Station and coastline. The dredge will be monitoring VHF-FM radio channels 11, 13, & 16. Work will be conducted in 10-hour shifts, Monday through Friday, 7 a.m. to 5 p.m. Mariners are requested to use caution when transiting the area at their slowest safe speed to create minimum wake.

Chart 12317 LNM 02/23

NJ-DELAWARE RIVER – ARTIFICIAL ISLAND – DREDGE OPERATIONS

Weeks Marine will be mobilizing dredge pipeline and equipment in the vicinity of NJ Wind Port, Lower Alloway's Creek Township, NJ until 15 January 2023. Starting approximately 16 January 2023 and continuing until approximately **15 February 2023**, Clamshell Dredge "Weeks 551", 320 Unloader and Scows (110, 111, 112 and 113) will be operating between the following approximate positions:

39°28'55.67"N, 75°33'20.50"W

39°28'56.47"N, 75°32'37.55"W

39°28'9.50"N, 75°32'32.43"W

39°28'6.40"N, 75°33'19.15"W

Once underway, dredging operations will continue a twenty-four (24) hours per day, seven days per week basis. Bucket Dredge 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, Cell (985) 264-1479, email: amsaavedra@weeksmarine.com

Chart 12311 LNM 02/23

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

DE – NJ – PA – DELAWARE RIVER - MARCUS HOOK RANGE AND ANCHORAGE 7 – DREDGING

The Dredge ESSEX will commence maintenance dredging in Marcus Hook Range on the Delaware River on or about January 10, 2023 and continue until **March 15, 2023**. Submerged pipeline will enter the Marcus Hook anchorage from the east and will terminate in the anchorage a few hundred feet outside the red side of the main channel. A floating pipeline will be attached to the submerged pipeline when the dredge arrives shortly thereafter. The submerged pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on VHF-FM radio channels 13 and 16.

All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. Operators of vessels of all types should be aware that the dredge 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, pipelines, barges, derricks, wires and related equipment.

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 attendant equipment will be navigating. Since the project will be conducted twenty-four (24) hours per day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to the commencement of the work.

Chart 12312 LNM 02/23

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 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

DELAWARE

DE – DELAWARE RIVER – DELAWARE CITY – DREDGING

All mariners please be advised that maintenance dredging of the Delaware City Cooling Water Intake Channel located at the Delaware City Refinery will commence on or about January 16, 2023 and continue until **February 27, 2023**. Dredging will be conducted 24 hours a day in three 8-hour shifts, Monday through Saturday. The Dredge Fullerton will monitor VHF-FM radio channels 13 & 16. Mariners are advised to transit the area with caution. Chart 12311 LNM 02/23

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 – MAGOTHY RIVER – DEEP CREEK - DREDGE OPERATIONS

Mechanical dredging operations are scheduled to occur within the Deep Creek Channel at Arnold, MD, **from on or about January 16, 2023 until on or before February 15, 2023**. The work is expected to occur seven days a week during daylight hours. The dredging operations will be conducted in approximate position latitude 39°02'53.27" N, longitude 076°27'38.57" W. Marine equipment will be located throughout the dredging work areas during operations, utilizing crane dredge DIGGER 1, tugboat BIG C TOO, offload barge 610 and various mud scows. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Interested mariners can contact the project supervisor at telephone number 410-867-0200 or support tug, while working on marine band radio VHF-FM channels 16 and 13.

Chart 12282 LNM 03/23

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 Worth 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 Dondero, (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 – 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 – FENWICK ISLAND TO CHINCOTEAGUE INLET – CHINCOTEAGUE INLET – DREDGE OPERATIONS

The dredge Murden will be conducting maintenance dredging operations within the Chincoteague Inlet and Chincoteague Channel for a 7 day period between January 17, 2023 and **January 24, 2023**. Mariners are requested to proceed at a slow bell and use extreme caution when operating in the vicinity of the dredge. The dredge operator will monitor VHF channels 13 and 16 for any concerned traffic.

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 – LYNNHAVEN INLET – CRAB CREEK – DREDGE OPERATION

Salmons Incorporated will be conducting dredge operation using a 40'X40' barge with excavator on it, two 30'X40' material barges, and pusher boat, Miss Naomi in various location in Crab Creek. Work will be conducted Monday thru Saturday during daylight hours and is expected to be completed by **February 28, 2023**. For more information, contact Salmons Inc. at 757-426-6824.

Chart 12254 LNM 03/23

VA – LITTLE CREEK ENTRANCE HARBOR – DREDGE OPERATIONS

W3 Marine and the dredges MOBRO 112, MOBRO 114, and MOBRO 1003 will be conducting dredging operations at the Little Creek Entrance Channel, in the vicinity of Little Creek Naval Base beginning on January 15, 2023 until **July 1, 2023**. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredged, dumpscows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge area. Mariners are reminded to strictly comply with Inland Rules of the Road.

Chart 12255 LNM 03/23

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

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

Chart 12245 LNM 46/22

VA – 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 Depierming 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 Depierming 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 NEWS – 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 Buoy 66 (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 areas is complete. Weeks will keep on site, pieces of dredge pipe for the upcoming dredging operations scheduled to begin in late February/March 2023.

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

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

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

Chart 12200 LNM 02/23

NC – OREGON INLET AND ROANOKE SOUND CHANNEL – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Lexington* will be conducting dredging operations within Manteo Interior Channels. North Carolina. The *Lexington* will start operations around January 16, 2023 and working till **March 24, 2023**. The dredge *Lexington* will start dredging between Oregon Inlet Channel Buoy 40 (LLNR 28139) and Oregon Inlet Channel Lighted Buoy 54 (LLNR 28193) before continuing to Roanoke Sound Channel Light 4 (LLNR 28375).

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. LNM 03/23

NC – CAPE HATTERAS – PAMLICO SOUND – OYSTER REEF CONSTRUCTION

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

NC – BOGUE SOUND – NEW RIVER – 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" W and 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

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 \(us.ørsted.com/mariners\)](#) or contact Norm Witt, Mid-Atlantic Marine Affairs Manager, at NORMW@ørsted.com or 240-972-0903." Chart 13003

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

Operations are split into two survey areas. The survey bounding points are provided below:

| Island Beach State Park (Northern) WGS84 | | |
|--|------------------|------------------|
| Point | LAT | LONG |
| 1 | 39.9304822826 °N | 73.9698926911 °W |
| 2 | 39.7636850646 °N | 73.9698926911 °W |
| 3 | 39.7636337842 °N | 74.0929929947 °W |
| 4 | 39.9304709329 °N | 74.0770743017 °W |

Chart 12214, 12211

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

The 45 ft Lift Boat SD#9 will conduct the survey in fixed locations inside the Bay and River and will be supported by the towboat Revolution and support vessel Refuge. The vessels will monitor channels 13 and 16 VHF-FM for passing arrangements.

Further information can be found on the US Wind website: <https://uswindinc.com/mariners/>.

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

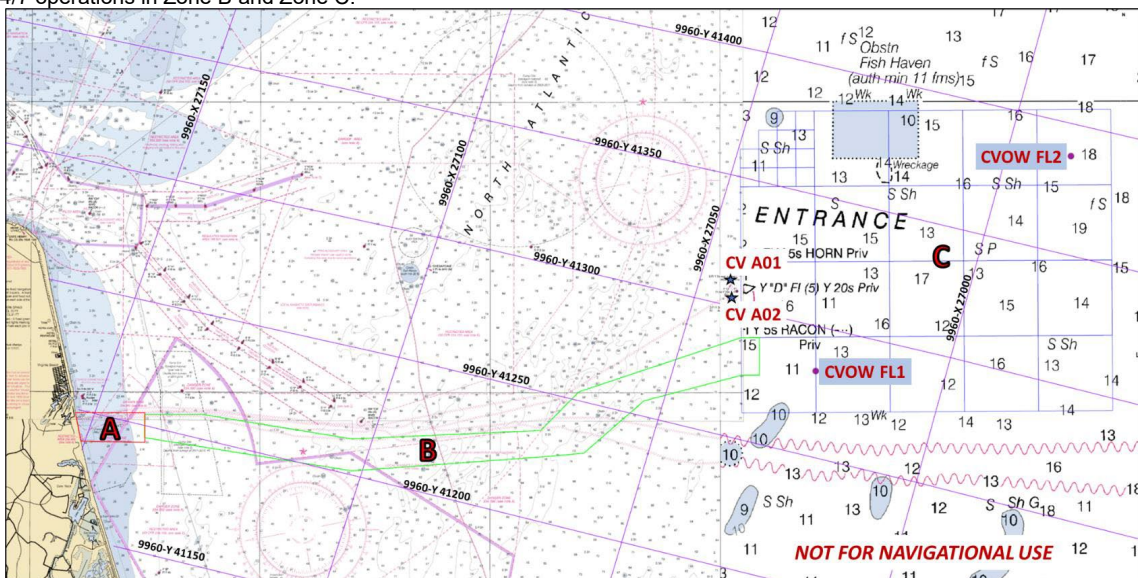


Chart 12200

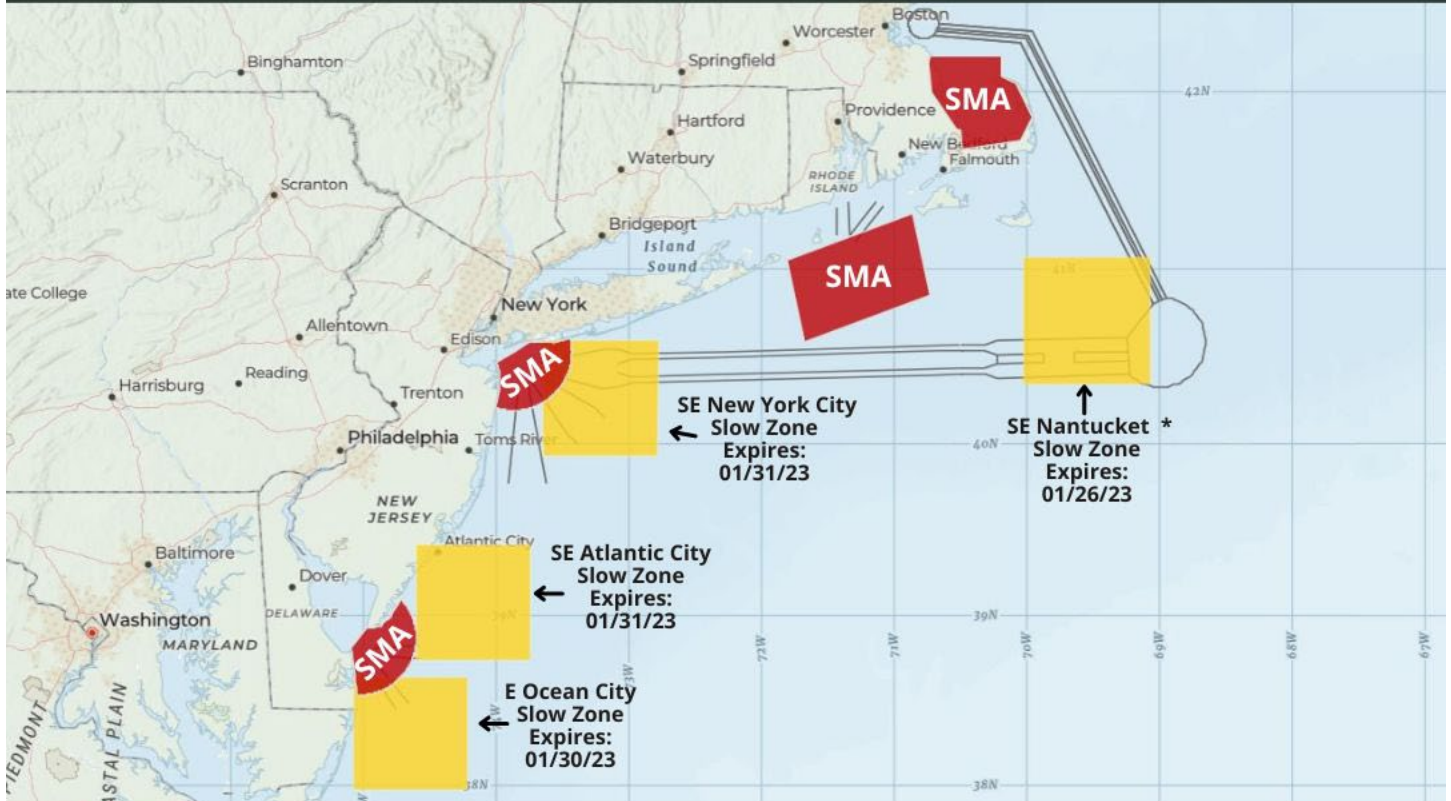
ENCLOSURE 6
TEMPORARY CHANGES to ATON - AMPLIFYING INFORMATION REGARDING SECTION III

| 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 |

Enclosure 7



ATTENTION ALL BOATERS:
SLOW DOWN TO 10 KNOTS
OR LESS FOR RIGHT WHALES



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) | Indian River Inlet Buoy 15 (LLNR 4415) |
| Rehoboth Bay Channel Buoy 1 (LLNR 2095) | Indian River Inlet Lighted Buoy 16 (LLNR 4417) |
| Rehoboth Bay Channel Buoy 3 (LLNR 2100) | Indian River Inlet Buoy 16A (LLNR 4419) |
| Rehoboth Bay Channel Buoy 5 (LLNR 2105) | Indian River Inlet Lighted Buoy 17 (LLNR 4420) |
| Rehoboth Bay Channel Buoy 7 (LLNR 2110) | Indian River Inlet Buoy 18 (LLNR 4433) |
| Rehoboth Bay Channel Buoy 7A (LLNR 2112) | Indian River Channel Buoy 20 (LLNR 4490) |
| Rehoboth Bay Channel Lighted Buoy 9 (LLNR 2115) | Indian River Channel Buoy 22 (LLNR 4495) |
| Rehoboth Bay Channel Buoy 10 (LLNR 2117) | Indian River Channel Buoy 24 (LLNR 4500) |
| Rehoboth Bay Channel Buoy 11 (LLNR 2120) | Indian River Channel Buoy 26 (LLNR 4505) |
| Rehoboth Bay Channel Buoy 12 (LLNR 2125) | Indian River Channel Buoy 28 (LLNR 4510) |
| Rehoboth Bay Lighted Buoy 13 (LLNR 2130) | Indian River Channel Buoy 30 (LLNR 4515) |
| Rehoboth Bay Channel Buoy 14 (LLNR 2133) | Indian River Channel Buoy 31 (LLNR 4520) |
| Rehoboth Bay Channel Buoy 15 (LLNR 2135) | Indian River Channel Buoy 32 (LLNR 4525) |
| Rehoboth Bay Channel Buoy 16 (LLNR 2138) | Indian River Channel Buoy 34 (LLNR 4530) |
| Rehoboth Bay Channel Buoy 16A (LLNR 2139) | Indian River Channel Buoy 36 (LLNR 4536) |
| Rehoboth Bay Channel Buoy 16B (LLNR 2140) | Indian River Channel Buoy 38 (LLNR 4540) |
| Rehoboth Bay Channel Buoy 17 (LLNR 2142) | Indian River Channel Buoy 40 (LLNR 4545) |
| Rehoboth Bay Channel Buoy 17A (LLNR 2143) | Indian River Channel Buoy 42 (LLNR 4550) |
| Rehoboth Bay Channel Buoy 17B (LLNR 2145) | Brewerton Eastern Extension LB 2BE (LLNR 8385) |
| Rehoboth Bay Channel Buoy 18 (LLNR 2145.1) | St. Jerome Creek Buoy 5 (LLNR 18812) |
| Rehoboth Bay Channel Buoy 19 (LLNR 2148) | St. Jerome Creek Buoy 6 (LLNR 18815) |
| Rehoboth Bay Channel Buoy 20 (LLNR 2151) | St. Jerome Creek Buoy 7 (LLNR 18817) |
| Rehoboth Bay Channel Buoy 21 (LLNR 2155) | St. Jerome Creek Buoy 9 (LLNR 18820) |
| Rehoboth Bay Channel Buoy 22 (LLNR 2157) | St. Jerome Creek Buoy 11 (LLNR 18823) |
| Rehoboth Bay Channel Buoy 23 (LLNR 2165) | St Patrick Creek Buoy 4 (LLNR 17130) |
| Rehoboth Bay Channel Buoy 24 (LLNR 2166) | St Patrick Creek Buoy 10 (LLNR 17153) |
| Rehoboth Bay Channel Buoy 24A (LLNR 2167) | Heron Island Bar Lighted Buoy 3 (LLNR 17180) |
| Rehoboth Bay Channel Buoy 25 (LLNR 2169) | Heron Island Bar Buoy 4 (LLNR 17185) |
| Murderkill River Buoy 2 (LLNR 2315) | Heron Island Bar Buoy 5 (LLNR 17190) |
| Murderkill River Buoy 3 (LLNR 2320) | Dukeharts Channel Buoy 7 (LLNR 17195) |
| Murderkill River Buoy 4 (LLNR 2330) | Dukeharts Channel Buoy 9 (LLNR 17205) |
| Murderkill River Buoy 5 (LLNR 2335) | Dukeharts Channel Buoy 10 (LLNR 17210) |
| Murderkill River Buoy 6 (LLNR 2337) | St Catherine Sound Lower Lighted Buoy 1L (LLNR 17215) |

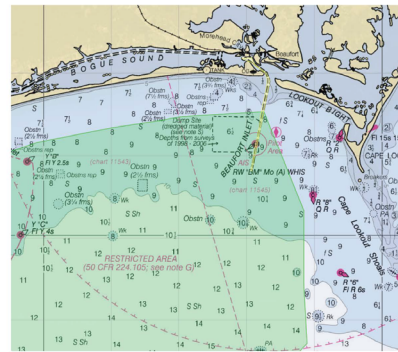
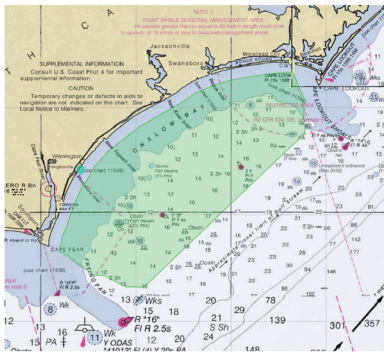
Enclosure 9



UNCREWED SURFACE VEHICLES IN WATER

Onslow Bay, North Carolina
January 23rd - February 15th, 2023

SAILDRONE, INC. will be conducting operations with two Uncrewed Surface Vehicles (USV), called SAILDRONE VOYAGERS, in Onslow Bay. These vehicles will be deployed out of Morehead City, N.C. conducting 24 hr operations for the aforementioned duration. Vehicles are monitored remotely 24/7 by the SAILDRONE Mission Control Team.



SAILDRONE VOYAGERS are primarily wind-powered Uncrewed Surface Vehicles (USVs) equipped with an electric thruster used for survey operations.

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

- | | | | |
|---------------------|----------------------|-----------|-------|
| ▪ AIS: | Yes | ▪ Length: | 33 ft |
| ▪ Color: | Grey | ▪ Width: | 4 ft |
| ▪ Lights: | Tricolor on masthead | ▪ Height: | 21ft |
| ▪ Radar Reflecting: | Yes | ▪ Draft: | 7 ft |



SAILDRONE MISSION CONTROL
(510) 722-6070
missioncontrol@saildrone.com

NOTMAR ROCKET LAUNCH NASA LAUNCH OPERATIONS

Wednesday, January 11, 2023

Notice to Mariners: Wallops Rocket Launch

What: Rocket (Starling)

When: 01/23/23 05:30PM-01/23/23 09:00PM

b/u: 01/24/23 05:30 PM-01/24/23 09:00 PM

b/u: 01/25/23 05:30 PM-01/25/23 09:00 PM

b/u: 01/26/23 05:30 PM-01/26/23 09:00 PM

b/u: 01/27/23 05:30 PM-01/27/23 09:00 PM

Communications: "Wallops Plot" on Marine Channel 12.

Marine Channel 22 is back up.

Contact Wallops Plot when traveling in the area

Land Line (757) 824- 1685

"Mission updates and completion will be noted on the

Wallops Launch Status Line at 757-824-2050.

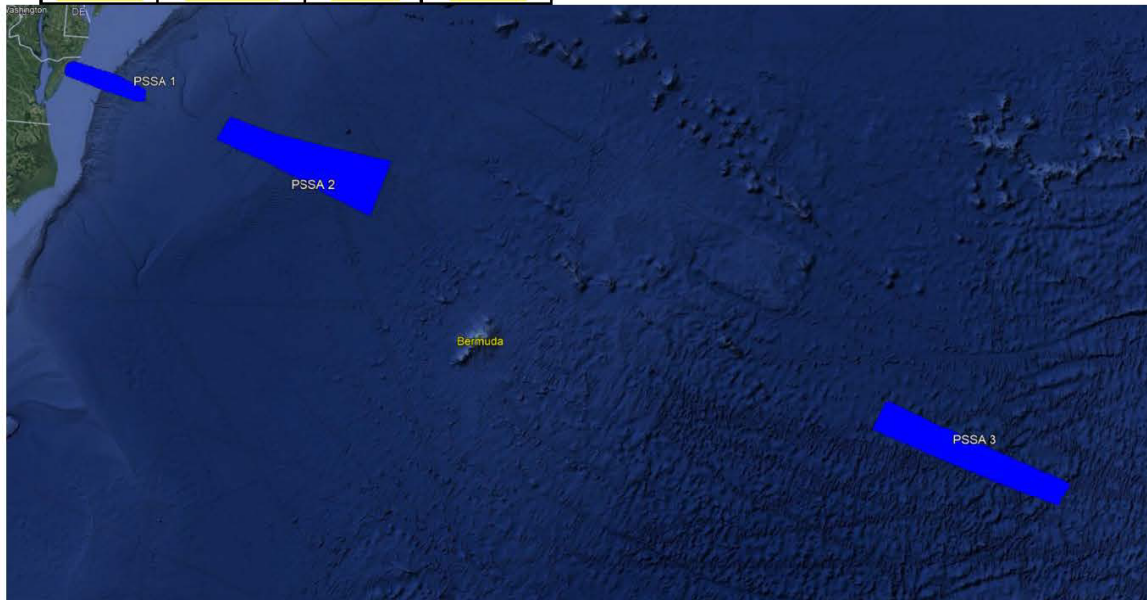
To receive NASA Mariner Notices by email, contact jeremy.l.eggers@nasa.gov

| PSAA 1 | | | |
|-----------------|-----------|------------------|-----------|
| Decimal Degrees | | Degrees -Decimal | |
| Latitude | Longitude | Latitude | Longitude |
| 37.9152 | -75.3259 | 3755N | 7520W |
| 37.6971 | -74.1514 | 3742N | 7409W |
| 37.4118 | -73.2881 | 3725N | 7317W |
| 37.1808 | -73.2922 | 3711N | 7318W |
| 37.1659 | -73.5012 | 3710N | 7330W |
| 37.6439 | -75.5221 | 3739N | 7531W |
| 37.7833 | -75.5217 | 3747N | 7531W |
| 37.8366 | -75.5197 | 3750N | 7531W |
| 37.8474 | -75.5129 | 3751N | 7531W |
| 37.8517 | -75.5066 | 3751N | 7530W |
| 37.8835 | -75.4556 | 3753N | 7527W |
| 37.8860 | -75.4364 | 3753N | 7526W |
| 37.8908 | -75.3992 | 3753N | 7524W |
| 37.8920 | -75.3804 | 3754N | 7523W |
| 37.9070 | -75.3535 | 3754N | 7521W |
| 37.9220 | -75.3377 | 3755N | 7520W |

NOTMAR ROCKET LAUNCH NASA LAUNCH OPERATIONS

| PSAA 2 | | | |
|-----------------|-----------|------------------|-----------|
| Decimal Degrees | | Degrees -Decimal | |
| Latitude | Longitude | Latitude | Longitude |
| 36.4382 | -71.2617 | 3626N | 7116W |
| 36.8929 | -70.9615 | 3654N | 7058W |
| 36.7866 | -70.5675 | 3647N | 7034W |
| 36.6790 | -70.1747 | 3641N | 7010W |
| 36.5701 | -69.7829 | 3634N | 6947W |
| 36.0278 | -66.8704 | 3602N | 6652W |
| 34.9295 | -67.3709 | 3456N | 6722W |
| 36.0746 | -70.1456 | 3604N | 7009W |
| 36.1969 | -70.5165 | 3612N | 7031W |
| 36.3181 | -70.8885 | 3619N | 7053W |
| 36.4382 | -71.2617 | 3626N | 7116W |

| PSAA 3 | | | |
|-----------------|-----------|------------------|-----------|
| Decimal Degrees | | Degrees -Decimal | |
| Latitude | Longitude | Latitude | Longitude |
| 30.4964 | -55.2698 | 3030N | 5516W |
| 28.1525 | -51.0337 | 2809N | 5102W |
| 27.7459 | -51.4025 | 2745N | 5124W |
| 29.9467 | -55.6569 | 2957N | 5539W |
| 30.4964 | -55.2698 | 3030N | 5516W |



NOTMAR ROCKET LAUNCH

MESORION LAUNCH OPERATIONS

January 20, 2023

Notice to Mariners: Launch Operations

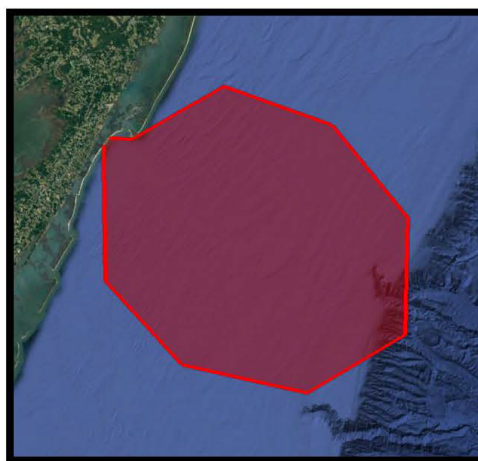
What: MesOrion (two launches approximately 30 minutes apart.)

When: 02/09/23 07:30AM-02/09/22 10:15AM

b/u: 02/10/23 07:30 AM-02/10/22 10:15 AM

b/u: 02/11/23 07:30 AM-02/11/22 10:15 AM

| PSAA 1 | | | |
|-----------------|-----------|--------------------------|-----------|
| Decimal Degrees | | Degrees -Decimal Minutes | |
| Latitude | Longitude | Latitude | Longitude |
| 37.8503 | -75.4687 | 3751N | 7528W |
| 37.8473 | -75.3853 | 3751N | 7523W |
| 37.9938 | -75.0535 | 3760N | 7503W |
| 37.8862 | -74.6576 | 3753N | 7439W |
| 37.6297 | -74.3838 | 3738N | 7423W |
| 37.3070 | -74.3956 | 3718N | 7424W |
| 37.1479 | -74.7511 | 3709N | 7445W |
| 37.2251 | -75.2022 | 3714N | 7512W |
| 37.4551 | -75.4809 | 3727N | 7529W |
| 37.8290 | -75.4910 | 3750N | 7529W |



Communications: "Wallops Plot" on Marine Channel 12.

Marine Channel 22 is back up.

Contact Wallops Plot when traveling in the area

Land Line (757) 824- 1685

"Mission updates and completion will be noted on the

Wallops Launch Status Line at 757-824-2050.

To receive NASA Mariner Notices by email, contact jeremy.l.eggars@nasa.gov