LOCAL NOTICE TO MARINERS

District: 5  Week: 16/22

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 CGDSWaterways@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

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2021 (53rd) Edition.

NAVIGATION INTERNET SITES

2022 Light List/ Weekly Updates.

Bridges Public Notice Website.
https://www.navcen.uscg.gov/

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

Coast Pilots, along with corrections are available at

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

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

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

Weather
http://www.weather.gov

Page 1 of 32
Coast Guard District  5

LNM: 16/22
19 April 2022
ABBREVIATIONS

A through H  
ADRF - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
AI - Alternating  
B - Buoy  
BK - 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 - Daymark  
DBD - Dayboard  
DEFAC - Defaced  
DEST - Destroyed  
DISCON - Discontinued  
DMGD - Damaged  
ecc - 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  
ADRF - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
AI - Alternating  
B - Buoy  
BK - 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 - Daymark  
DBD - Dayboard  
DEFAC - Defaced  
DEST - Destroyed  
DISCON - Discontinued  
DMGD - 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  
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 Rebuilt  
RELLOC - 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-NOR - 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-Atlantic Seacoast - 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. WHALES NORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at: https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales

Charts: 12200 12211 12214 13003 12200 12211 12214 13003

19 April 2022

LNM: 45/21
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
- Ocracoke Inlet
- Beaufort Inlet
- New River Inlet
- Masonboro Inlet
- Lockwoods Folly Inlet
- Hatteras Inlet
- Barden Inlet
- Bogue Inlet
- Topsail Inlet
- Carolina Beach 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:


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

https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5

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

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent inaccuracy 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.
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.

U.S. COAST GUARD NAVIGATION CENTER – WEBSITE UPDATE
The U.S. Coast Guard Navigation Center is going to transition the Navigation Center website to a new, enhanced version in the first quarter of 2022. As part of this transition, URLs will be updated across the site including URLs linked to PDFs. Therefore, once the transition is complete, legacy site URLs will no longer function, including bookmarked URLs and URLs used in automatic downloading of data and/or products. Outdated URLs will automatically redirect to the home page of the site, and from there you will be able to easily navigate to your preferred page. Below are a few of the "old"/new URL pairs listed for your convenience. Please note that the new URLs will not be active until we launch the new website. Of course, once it is launched, the new URLs will be available for re-bookmarking. As a reminder, these are top level URLs that may contain additional links that you use.

This notice will be updated when the final launch date is determined and another notice will be issued to notify you when the site goes live. Questions/concerns may be directed to the NAVCENWebTEAM@uscg.mil.

Local Notices to Mariners (LNMs)
Current URLs: https://www.navcen.uscg.gov/?pageNumber=lnmMain
Replacement: https://www.navcen.uscg.gov/local-notices-to-mariners-by-cg-district

Light Lists Annual Publication
Current URLs: https://navcen.uscg.gov/?pageTitle=lightLists
Replacement: https://www.navcen.uscg.gov/light-list-annual-publication

Light List - Weekly
Current URLs: https://navcen.uscg.gov/?pageTitle=lightListWeeklyUpdates
Replacement: https://www.navcen.uscg.gov/weekly-light-lists

Light List - Corrections
Current URLs: https://navcen.uscg.gov/?pageTitle=lightListCorrections
Replacement: https://www.navcen.uscg.gov/light-list-summary-of-corrections

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: 703-313-9500, 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.

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

Sector Delaware Bay (DB) - BNM - 076, 077, 078, 080 thru 085-22.
Sector Maryland-National Capital Region (MD-NCR) - BNM - 118, 125, 126, 128, 129, 132, 133-22.
### DISCREPANCIES (FEDERAL AIDS)

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.

<table>
<thead>
<tr>
<th>LNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>168</td>
<td>NOAA Lighted Data Buoy 44009 (ODAS)</td>
<td>BUOY DMGD/LT EXT</td>
<td>12214</td>
<td>171DB</td>
<td>35/20</td>
<td></td>
</tr>
<tr>
<td>570</td>
<td>Navy Air Combat Maneuvering Range Tower Light A</td>
<td>LT EXT</td>
<td>12200</td>
<td>413NC</td>
<td>32/16</td>
<td></td>
</tr>
<tr>
<td>585</td>
<td>Navy Air Combat Maneuvering Range Tower Light G</td>
<td>LT EXT</td>
<td>12200</td>
<td>0110NC</td>
<td>27/12</td>
<td></td>
</tr>
<tr>
<td>615</td>
<td>Oregon Inlet Jetty Light</td>
<td>DAYMK MISSING</td>
<td>12204</td>
<td>166NC</td>
<td>19/21</td>
<td></td>
</tr>
<tr>
<td>637</td>
<td>NOAA Lighted Data Buoy 41025 (ODAS)</td>
<td>MISSING</td>
<td>11555</td>
<td>165DS</td>
<td>12/21</td>
<td></td>
</tr>
<tr>
<td>815</td>
<td>NOAA Lighted Data Buoy 41013 (ODAS)</td>
<td>LT EXT</td>
<td>11536</td>
<td>332NC</td>
<td>35/20</td>
<td></td>
</tr>
<tr>
<td>1055</td>
<td>Barnegat Inlet Buoy 31</td>
<td>MISSING</td>
<td>12324</td>
<td>071DB</td>
<td>14/22</td>
<td></td>
</tr>
<tr>
<td>1065</td>
<td>Barnegat Inlet Buoy 33</td>
<td>ADRIFT</td>
<td>12324</td>
<td>071DB</td>
<td>14/22</td>
<td></td>
</tr>
<tr>
<td>1100</td>
<td>Little Egg Inlet Lighted Buoy 1</td>
<td>LT EXT</td>
<td>12316</td>
<td>143DB</td>
<td>29/21</td>
<td></td>
</tr>
<tr>
<td>1317</td>
<td>Longport Channel Buoy 7</td>
<td>MISSING</td>
<td>12318</td>
<td>053DB</td>
<td>10/22</td>
<td></td>
</tr>
<tr>
<td>1530</td>
<td>Harbor of Refuge Light</td>
<td>SS INOP</td>
<td>12216</td>
<td>080DB</td>
<td>15/22</td>
<td></td>
</tr>
<tr>
<td>1535</td>
<td>Brown Shoal Light</td>
<td>LT EXT/RAC INOP</td>
<td>12214</td>
<td>102DB</td>
<td>23/21</td>
<td></td>
</tr>
<tr>
<td>1620</td>
<td>Delaware Bay Main Channel Light 32</td>
<td>REDUCED INT</td>
<td>12304</td>
<td>0068DB</td>
<td>13/22</td>
<td></td>
</tr>
<tr>
<td>1675</td>
<td>Cape May Canal West Entrance North Jetty Light 11</td>
<td>STRUCT DEST/REDUCED INT/SS INOP/TRLB</td>
<td>12316</td>
<td>155DB</td>
<td>32/20</td>
<td></td>
</tr>
<tr>
<td>1685</td>
<td>Deadman Shoal Lighted Buoy 1DS</td>
<td>OFF STA</td>
<td>12304</td>
<td>023DB</td>
<td>06/22</td>
<td></td>
</tr>
<tr>
<td>2055</td>
<td>Delaware Bay East Icebreaker Light 2</td>
<td>LT EXT</td>
<td>12216</td>
<td>203DB</td>
<td>35/20</td>
<td></td>
</tr>
<tr>
<td>2565</td>
<td>Reedy Island Dike Middle Light</td>
<td>MISSING</td>
<td>12311</td>
<td>024DB</td>
<td>46/20</td>
<td></td>
</tr>
<tr>
<td>2580</td>
<td>Reedy Island Range Front Light</td>
<td>REDUCED INT</td>
<td>12311</td>
<td>187DB</td>
<td>29/19</td>
<td></td>
</tr>
<tr>
<td>2610</td>
<td>Reedy Island Gap South Daybeacon 1</td>
<td>STRUCT DEST</td>
<td>12311</td>
<td>219DB</td>
<td>45/21</td>
<td></td>
</tr>
<tr>
<td>2615</td>
<td>Reedy Island Gap North Light 2</td>
<td>STRUCT DEST</td>
<td>12311</td>
<td>069DB</td>
<td>14/22</td>
<td></td>
</tr>
<tr>
<td>2874</td>
<td>Pea Patch Island Dike Warning Light E</td>
<td>MISSING/TRLB</td>
<td>12311</td>
<td>214DB</td>
<td>39/18</td>
<td></td>
</tr>
<tr>
<td>3500</td>
<td>Eagle Point Range Rear Light</td>
<td>LT EXT</td>
<td>12313</td>
<td>047DB</td>
<td>09/22</td>
<td></td>
</tr>
<tr>
<td>3825</td>
<td>Enterprise Lower Range Rear Light</td>
<td>LT IMCH</td>
<td>12314</td>
<td>181DB</td>
<td>36/21</td>
<td></td>
</tr>
<tr>
<td>5055</td>
<td>Sinepuxent Bay Channel Light 13</td>
<td>DAYMK MISSING</td>
<td>12211</td>
<td>NONEMD</td>
<td>12/22</td>
<td></td>
</tr>
<tr>
<td>5130</td>
<td>Sinepuxent Bay Channel Buoy 33</td>
<td>MISSING</td>
<td>12211</td>
<td>106MD</td>
<td>12/22</td>
<td></td>
</tr>
<tr>
<td>5305</td>
<td>Chincoteague Inlet Lighted Buoy 8</td>
<td>MISSING/TRLB</td>
<td>12210</td>
<td>030VA</td>
<td>06/22</td>
<td></td>
</tr>
<tr>
<td>6605</td>
<td>Wachapreague Inlet Buoy 1</td>
<td>MISSING</td>
<td>12210</td>
<td>209VA</td>
<td>42/21</td>
<td></td>
</tr>
<tr>
<td>6660</td>
<td>Wachapreague Channel Lighted Wreck Buoy WR4 Great Machipongo Inlet Buoy 3</td>
<td>OFF STA</td>
<td>12210</td>
<td>058VA</td>
<td>13/22</td>
<td></td>
</tr>
<tr>
<td>6810</td>
<td></td>
<td></td>
<td>12224</td>
<td>NONEVA</td>
<td>21/21</td>
<td></td>
</tr>
<tr>
<td>7275</td>
<td>Chesapeake Channel Lighted Buoy 42</td>
<td>RAC INOP/TEMP AIS MMSI:993672358</td>
<td>12226</td>
<td>246VA</td>
<td>52/21</td>
<td></td>
</tr>
<tr>
<td>8325</td>
<td>Swan Point Channel North Range Front Light</td>
<td>LT EXT</td>
<td>12272</td>
<td>130MD</td>
<td>16/22</td>
<td></td>
</tr>
<tr>
<td>8395</td>
<td>Brewerton Channel Eastern Extension Range Rear Light</td>
<td>LT EXT</td>
<td>12272</td>
<td>061MD</td>
<td>18/21</td>
<td></td>
</tr>
<tr>
<td>8693</td>
<td>Pooles Island Light</td>
<td>LT EXT</td>
<td>12278</td>
<td>110MD</td>
<td>24/21</td>
<td></td>
</tr>
<tr>
<td>9070</td>
<td>Elk River Channel West Range Rear Light</td>
<td>REDUCED INT</td>
<td>12277</td>
<td>327MD</td>
<td>43/20</td>
<td></td>
</tr>
<tr>
<td>9165</td>
<td>Bohemia River Light 2</td>
<td>DAYMK MISSING/STRUCT DMGD</td>
<td>12274</td>
<td>082MD</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>9370</td>
<td>Norfolk Entrance Reach Range Front Warning Light</td>
<td>LT EXT</td>
<td>12245</td>
<td>184VA</td>
<td>35/21</td>
<td></td>
</tr>
<tr>
<td>9375</td>
<td>Norfolk Entrance Reach Range Rear Warning Light</td>
<td>LT EXT</td>
<td>12245</td>
<td>185VA</td>
<td>35/21</td>
<td></td>
</tr>
<tr>
<td>9500</td>
<td><strong>Elizabeth River Channel Lighted Buoy 8</strong></td>
<td>OFF STA</td>
<td>12245</td>
<td>062VA</td>
<td>16/22</td>
<td></td>
</tr>
<tr>
<td>10655</td>
<td>Naval Boat Channel Light 10</td>
<td>LT EXT</td>
<td>12245</td>
<td>015VA</td>
<td>02/22</td>
<td></td>
</tr>
<tr>
<td>10843</td>
<td>Golf 2 Anchorage Lighted Mooring Buoy A</td>
<td>OFF STA</td>
<td>12245</td>
<td>041VA</td>
<td>09/22</td>
<td></td>
</tr>
<tr>
<td>10920</td>
<td>Hampton River Channel Daybeacon 10</td>
<td>STRUCT DEST/TRLB</td>
<td>12248</td>
<td>008VA</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>11585</td>
<td>James River Channel Light 10</td>
<td>STRUCT DEST/TRLB</td>
<td>12252</td>
<td>012VA</td>
<td>02/22</td>
<td></td>
</tr>
<tr>
<td>12795</td>
<td>James River Channel Light 168</td>
<td>STRUCT DEST/TRLB</td>
<td>12222</td>
<td>013VA</td>
<td>02/22</td>
<td></td>
</tr>
<tr>
<td>13020</td>
<td>Back River Channel Daybeacon 10</td>
<td>STRUCT DEST/TRLB</td>
<td>12222</td>
<td>125VA</td>
<td>25/21</td>
<td></td>
</tr>
<tr>
<td>13145</td>
<td>Poqoson Flats Channel Daybeacon 2PF</td>
<td>STRUCT DEST/TRLB</td>
<td>12238</td>
<td>211VA</td>
<td>08/19</td>
<td></td>
</tr>
<tr>
<td>13457</td>
<td>NOAA Lighted Data Buoy YS</td>
<td>OFF STA</td>
<td>12241</td>
<td>201VA</td>
<td>40/21</td>
<td></td>
</tr>
<tr>
<td>13946</td>
<td>York River East Range Front Light</td>
<td>STRUCT DEST/TRLB</td>
<td>12243</td>
<td>NONEVA</td>
<td>15/22</td>
<td></td>
</tr>
<tr>
<td>13810</td>
<td>Queen Creek Buoy 7</td>
<td>MISSING</td>
<td>12238</td>
<td>040VA</td>
<td>08/22</td>
<td></td>
</tr>
<tr>
<td>14070</td>
<td>Mobjack Bay Channel Daybeacon 6MB</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>053VA</td>
<td>10/21</td>
<td></td>
</tr>
<tr>
<td>14450</td>
<td>Horn Harbor Warning Daybeacon A</td>
<td>DAYMK IMCH</td>
<td>12223</td>
<td>042VA</td>
<td>08/21</td>
<td></td>
</tr>
<tr>
<td>14655</td>
<td>Stuttts Creek Daybeacon 5</td>
<td>DAYMK IMCH</td>
<td>12235</td>
<td>055VA</td>
<td>02/20</td>
<td></td>
</tr>
<tr>
<td>14965</td>
<td><strong>Broad Creek Channel Entrance Light 1BC</strong></td>
<td>DAYMK MISSING</td>
<td>12235</td>
<td>063VA</td>
<td>16/22</td>
<td></td>
</tr>
<tr>
<td>15605</td>
<td>Hoskins Creek Range Front Light</td>
<td>STRUCT DEST/TRLB</td>
<td>12226</td>
<td>258MD</td>
<td>03/21</td>
<td></td>
</tr>
<tr>
<td>17285</td>
<td>St. Catherine Sound Upper Entrance Warning Daybeacon D</td>
<td>LT EXT</td>
<td>12278</td>
<td>272MD</td>
<td>15/22</td>
<td></td>
</tr>
<tr>
<td>20315</td>
<td>Bodkin Point Shoal Light 3</td>
<td>REDUCED INT/STRUCT DMGD/TRLB</td>
<td>12261</td>
<td>123MD</td>
<td>04/18</td>
<td></td>
</tr>
<tr>
<td>20515</td>
<td>North Point Creek Light 2</td>
<td>STRUCT DEST/TRLB</td>
<td>12226</td>
<td>035VA</td>
<td>14/22</td>
<td></td>
</tr>
<tr>
<td>21470</td>
<td>Cape Charles City Light 4</td>
<td>STRUCT DEST/TRLB</td>
<td>12226</td>
<td>005VA</td>
<td>02/20</td>
<td></td>
</tr>
<tr>
<td>21667</td>
<td>Nassawadox Creek Warning Daybeacon J</td>
<td>STRUCT DEST/TRLB</td>
<td>12231</td>
<td>074MD</td>
<td>08/22</td>
<td></td>
</tr>
<tr>
<td>23375</td>
<td>Manokin River Junction Lighted Buoy MR</td>
<td>MISSING/TRLB</td>
<td>12261</td>
<td>064MD</td>
<td>19/21</td>
<td></td>
</tr>
<tr>
<td>23800</td>
<td>Webster Cove Channel Daybeacon 3</td>
<td>STRUCT DEST/TRLB</td>
<td>12261</td>
<td>097MD</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>23980</td>
<td>Nanticoke River Channel Light 6</td>
<td>STRUCT DMGD</td>
<td>12261</td>
<td>096MD</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>24105</td>
<td>Nanticoke River Channel Light 22</td>
<td>STRUCT DEST/TRLB</td>
<td>12261</td>
<td>123MD</td>
<td>04/18</td>
<td></td>
</tr>
<tr>
<td>24515</td>
<td>Middle Island Bridge West Channel Wreck Daybeacon WR1W</td>
<td>STRUCT DEST/HAZ NAV/TRUB</td>
<td>12261</td>
<td>123MD</td>
<td>04/18</td>
<td></td>
</tr>
<tr>
<td>24601</td>
<td>Tar Bay Warning Daybeacon F</td>
<td>STRUCT DEST</td>
<td>12224</td>
<td>061VA</td>
<td>14/22</td>
<td></td>
</tr>
<tr>
<td>27835</td>
<td>Northeast River Light 2</td>
<td>DAYMK MISSING</td>
<td>12224</td>
<td>NONEVA</td>
<td>15/22</td>
<td></td>
</tr>
<tr>
<td>27840</td>
<td>Northeast River Light 4</td>
<td>DAYMK MISSING</td>
<td>12224</td>
<td>121MD</td>
<td>14/22</td>
<td></td>
</tr>
<tr>
<td>27995</td>
<td>Oregon Inlet Jetty Light</td>
<td>DAYMK MISSING</td>
<td>12204</td>
<td>166NC</td>
<td>20/21</td>
<td></td>
</tr>
<tr>
<td>28131</td>
<td>Oregon Inlet Channel Light 37</td>
<td>STRUCT DEST/TRLB</td>
<td>12204</td>
<td>224NC</td>
<td>20/21</td>
<td></td>
</tr>
<tr>
<td>28405</td>
<td>Roanoke Sound Channel Light 11</td>
<td>DAYMK MISSING</td>
<td>12204</td>
<td>098NC</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>28660</td>
<td>Hatteras Inlet Lighted Buoy 6</td>
<td>MISSING</td>
<td>11555</td>
<td>066NC</td>
<td>09/17</td>
<td></td>
</tr>
<tr>
<td>28665</td>
<td>Hatteras Inlet Lighted Buoy 7</td>
<td>MISSING</td>
<td>11555</td>
<td>NONENC</td>
<td>37/19</td>
<td></td>
</tr>
<tr>
<td>28667</td>
<td>Hatteras Inlet Lighted Buoy 8</td>
<td>MISSING</td>
<td>11555</td>
<td>NONENC</td>
<td>37/19</td>
<td></td>
</tr>
<tr>
<td>28699.1</td>
<td>South Ferry Terminal Lighted Buoy 1SF</td>
<td>STRUCT DMGD</td>
<td>11555</td>
<td>127NC</td>
<td>15/22</td>
<td></td>
</tr>
<tr>
<td>28722.3</td>
<td>Barney Slough Channel Lighted Buoy 6</td>
<td>TRLB</td>
<td>11555</td>
<td>353NC</td>
<td>45/21</td>
<td></td>
</tr>
<tr>
<td>28722.7</td>
<td>Barney Slough Channel Lighted Buoy 10</td>
<td>TRLB</td>
<td>11555</td>
<td>362NC</td>
<td>38/20</td>
<td></td>
</tr>
<tr>
<td>28790</td>
<td>Hatteras Inlet Channel Light 25</td>
<td>STRUCT DEST/TRLB</td>
<td>11555</td>
<td>232NC</td>
<td>29/21</td>
<td></td>
</tr>
<tr>
<td>28825</td>
<td>Rollinson Channel Light 33</td>
<td>STRUCT DEST/TRLB</td>
<td>11555</td>
<td>292NC</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>288920</td>
<td>Ocracoke Inlet Lighted Buoy 6</td>
<td>STRUCT DMGD</td>
<td>11550</td>
<td>121NC</td>
<td>12/21</td>
<td></td>
</tr>
<tr>
<td>28925</td>
<td>Ocracoke Inlet Buoy 7</td>
<td>STRUCT DMGD</td>
<td>11550</td>
<td>102NC</td>
<td>12/21</td>
<td></td>
</tr>
<tr>
<td>Name of Light/ Buoy</td>
<td>Status</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td>--------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ocracoke Inlet Lighted Buoy 10</td>
<td>MISSING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Big Foot Slough Channel Buoy 10C</td>
<td>OFF STA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lookout Bight Lighted Buoy 4</td>
<td>LT EXT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lookout Bight Lighted Buoy 4</td>
<td>MSLD SIG</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barden Inlet Daybeacon 20</td>
<td>STRUCT DEST/TRUB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harkers Island Staits Light 15</td>
<td>DAYMK MISSING/STRUCT DMGD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New River Inlet Buoy 9</td>
<td>MISSING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New River Channel Light 12</td>
<td>STRUCT DEST/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New River Channel Light 13</td>
<td>STRUCT DMGD/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Banks Slough Channel Buoy 2B</td>
<td>MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Banks Slough Channel Buoy 3</td>
<td>MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Big Island Lower South Range Front Light</td>
<td>REDUCED INT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cape Fear River Channel Lighted Buoy 61</td>
<td>SINKING/TRUB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cape Fear River Turning Basin Light B</td>
<td>STRUCT DEST/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northeast Cape Fear River Light 4</td>
<td>STRUCT DEST/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northeast Cape Fear River Light 6</td>
<td>STRUCT DEST/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lockwoods Folly Inlet Lighted Buoy 2</td>
<td>REDUCED INT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Currituck Sound Research Platform C</td>
<td>STRUCT DMGD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Durant Island Daybeacon 1D</td>
<td>STRUCT DMGD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Albemarle Sound Daybeacon 4AS</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Albemarle Sound Light 5AS</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stumpy Point Harbor Lighted Wreck Buoy WR1SP</td>
<td>LT EXT/TRUB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Shoal Lighted Wreck Buoy WR2</td>
<td>OFF STA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gulf Shoal Light GS</td>
<td>STRUCT DEST/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buxton Harbor Lighted Wreck Buoy WR8</td>
<td>MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Avon Channel Warning Light AV</td>
<td>STRUCT DEST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frisco Approach Light 4</td>
<td>STRUCT DEST/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Royal Shoal Light 3</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Bay Restricted Area Light I</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Bay Restricted Area Light J</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rattan Bay Restricted Area Light A</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rattan Bay Restricted Area Light B</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rattan Bay Restricted Area Light C</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rattan Bay Restricted Area Light E</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rattan Bay Restricted Area Light G</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rattan Bay Restricted Area Light H</td>
<td>DAYMK MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trent River Daybeacon 12</td>
<td>STRUCT DEST/TRUB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trent River Lighted Wreck Buoy 20</td>
<td>OFF STA/HAZ NAV/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beaufort Harbor Channel Daybeacon 6</td>
<td>STRUCT DEST/TRUB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Jersey Intracoastal Waterway Buoy 31</td>
<td>MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Jersey Intracoastal Waterway Lighted Buoy 48</td>
<td>MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Jersey Intracoastal Waterway Buoy 75</td>
<td>MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Jersey Intracoastal Waterway Lighted Buoy 76</td>
<td>MISS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Jersey Intracoastal Waterway Lighted Buoy 86</td>
<td>LT EXT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Jersey Intracoastal Waterway Light 92</td>
<td>STRUCT DEST/TRLB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### DISCREPANCIES (FEDERAL AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>3290</td>
<td>Tinicum Range Rear Light</td>
<td>RELIGHTED</td>
<td>12313</td>
<td>NONEDB</td>
<td>16/22</td>
<td>16/22</td>
</tr>
<tr>
<td>8350</td>
<td>Swan Point Channel South Range Front Light</td>
<td>WATCHING PROPERLY</td>
<td>12272</td>
<td>129MD</td>
<td>16/22</td>
<td>16/22</td>
</tr>
<tr>
<td>18681</td>
<td>Four Mile Run Daybeacon 9</td>
<td>WATCHING PROPERLY</td>
<td>12289</td>
<td>131MD</td>
<td>16/22</td>
<td>16/22</td>
</tr>
</tbody>
</table>
### DISCREPANCIES (PRIVATE AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>192</td>
<td>DE Wave Lighted Buoy A</td>
<td>LT EXT</td>
<td>12214</td>
<td>NONEDB</td>
<td>18/21</td>
<td></td>
</tr>
<tr>
<td>627</td>
<td>Cape Hatteras Lighted Wave Buoy CDIP 250</td>
<td>LT EXT</td>
<td>11555</td>
<td>404NC</td>
<td>52/21</td>
<td></td>
</tr>
<tr>
<td>958</td>
<td>Barnegat Light</td>
<td>LT EXT</td>
<td>12324</td>
<td>247DB</td>
<td>01/22</td>
<td></td>
</tr>
<tr>
<td>1355</td>
<td>Ship Channel Buoy 7</td>
<td>ADRIFT</td>
<td>12316</td>
<td>168DB</td>
<td>34/20</td>
<td></td>
</tr>
<tr>
<td>2973</td>
<td>Dupont Chambers Diffuser Warning Lighted Buoy A</td>
<td>LT EXT</td>
<td>12311</td>
<td>122DB</td>
<td>27/21</td>
<td></td>
</tr>
<tr>
<td>3340</td>
<td>Mantua Creek Outfall Pipeline Light</td>
<td>LT EXT</td>
<td>12313</td>
<td>176DB</td>
<td>35/21</td>
<td></td>
</tr>
<tr>
<td>7915</td>
<td>Sandy Point State Park Daybeacon 3</td>
<td>MSLD SIG</td>
<td>12282</td>
<td>204MD</td>
<td>33/20</td>
<td></td>
</tr>
<tr>
<td>7925</td>
<td>Sandy Point State Park Buoy 5</td>
<td>MSLD SIG/BOYU DMGD</td>
<td>12282</td>
<td>205MD</td>
<td>33/20</td>
<td></td>
</tr>
<tr>
<td>7940</td>
<td>Sandy Point State Park Danger Marker C</td>
<td>DAYMK MISSING</td>
<td>12282</td>
<td>208MD</td>
<td>33/20</td>
<td></td>
</tr>
<tr>
<td>7957.7</td>
<td>Sandy Point State Park North Beach Buoy 7</td>
<td>MISSING</td>
<td>12270</td>
<td>206MD</td>
<td>33/20</td>
<td></td>
</tr>
<tr>
<td>7957.8</td>
<td>Sandy Point State Park North Beach Buoy 8</td>
<td>MISSING</td>
<td>12270</td>
<td>207MD</td>
<td>33/20</td>
<td></td>
</tr>
<tr>
<td>9310</td>
<td>Thimble Shoal Light</td>
<td>LT EXT</td>
<td>12245</td>
<td>172VA</td>
<td>33/21</td>
<td></td>
</tr>
<tr>
<td>9800</td>
<td>Portsmouth Marine Terminal Range Front Light</td>
<td>LT EXT</td>
<td>12253</td>
<td>217VA</td>
<td>43/21</td>
<td></td>
</tr>
<tr>
<td>9805</td>
<td>Portsmouth Marine Terminal Range Rear Light</td>
<td>LT EXT</td>
<td>12253</td>
<td>217VA</td>
<td>43/21</td>
<td></td>
</tr>
<tr>
<td>10125</td>
<td>Lynnhaven Roads Fishing Pier Lights (2)</td>
<td>MISSING</td>
<td>12254</td>
<td>319HR</td>
<td>31/13</td>
<td></td>
</tr>
<tr>
<td>10156</td>
<td>Crab Creek Entrance Buoy 2CC</td>
<td>ADRIFT</td>
<td>12254</td>
<td>259VA</td>
<td>50/20</td>
<td></td>
</tr>
<tr>
<td>10157</td>
<td>Crab Creek Wreck Buoy WR3A</td>
<td>OFF STA</td>
<td>12254</td>
<td>182VA</td>
<td>35/20</td>
<td></td>
</tr>
<tr>
<td>10157.05</td>
<td>Crab Creek Buoy 7</td>
<td>MISSING</td>
<td>12254</td>
<td>086VA</td>
<td>21/21</td>
<td></td>
</tr>
<tr>
<td>10157.06</td>
<td>Crab Creek Buoy 8</td>
<td>MISSING</td>
<td>12254</td>
<td>086VA</td>
<td>21/21</td>
<td></td>
</tr>
<tr>
<td>10190</td>
<td>Lynnhaven River Western Branch Daybeacon 3</td>
<td>DAYMK MISSING</td>
<td>12254</td>
<td>103VA</td>
<td>24/20</td>
<td></td>
</tr>
<tr>
<td>10195</td>
<td>Lynnhaven River Western Branch Daybeacon 4</td>
<td>DAYMK MISSING</td>
<td>12254</td>
<td>104VA</td>
<td>24/20</td>
<td></td>
</tr>
<tr>
<td>10200</td>
<td>Lynnhaven River Western Branch Daybeacon 5</td>
<td>DAYMK MISSING</td>
<td>12254</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10205</td>
<td>Lynnhaven River Western Branch Daybeacon 6</td>
<td>MSLD SIG</td>
<td>12254</td>
<td>105VA</td>
<td>24/20</td>
<td></td>
</tr>
<tr>
<td>10220</td>
<td>Lynnhaven River Western Branch Buoy 9</td>
<td>DAYMK DMGD</td>
<td>12254</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10225</td>
<td>Lynnhaven River Western Branch Buoy 10</td>
<td>OFF STA</td>
<td>12254</td>
<td>362HR</td>
<td>47/17</td>
<td></td>
</tr>
<tr>
<td>10245</td>
<td>Lynnhaven River Western Branch Daybeacon 14</td>
<td>STRUCT DEST</td>
<td>12254</td>
<td>106VA</td>
<td>24/20</td>
<td></td>
</tr>
<tr>
<td>10260</td>
<td>Lynnhaven River Western Branch Daybeacon 17</td>
<td>DAYMK MISSING</td>
<td>12254</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10305</td>
<td>Lynnhaven River Western Branch Daybeacon 26</td>
<td>MISSING</td>
<td>12222</td>
<td>317HR</td>
<td>43/19</td>
<td></td>
</tr>
<tr>
<td>10310</td>
<td>Lynnhaven River Western Branch Daybeacon 27</td>
<td>STRUCT DMGD</td>
<td>12222</td>
<td>096HR</td>
<td>15/17</td>
<td></td>
</tr>
<tr>
<td>10315</td>
<td>Lynnhaven River Western Branch Daybeacon 28</td>
<td>STRUCT DMGD</td>
<td>12222</td>
<td>097HR</td>
<td>15/17</td>
<td></td>
</tr>
<tr>
<td>10331.25</td>
<td>Lynnhaven River Western Branch Daybeacon 58</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10332</td>
<td>Lynnhaven River Eastern Branch Buoy 1EB</td>
<td>MISSING</td>
<td>12254</td>
<td>057VA</td>
<td>13/22</td>
<td></td>
</tr>
<tr>
<td>10332.01</td>
<td>Lynnhaven River Eastern Branch Buoy 2EB</td>
<td>MISSING</td>
<td>12254</td>
<td>113VA</td>
<td>24/21</td>
<td></td>
</tr>
<tr>
<td>10332.03</td>
<td>Lynnhaven River Eastern Branch Buoy 2A</td>
<td>MISSING</td>
<td>12254</td>
<td>057VA</td>
<td>13/22</td>
<td></td>
</tr>
<tr>
<td>10332.1</td>
<td>Lynnhaven River Eastern Branch Buoy 3</td>
<td>MISSING</td>
<td>12222</td>
<td>053HR</td>
<td>11/19</td>
<td></td>
</tr>
<tr>
<td>10332.3</td>
<td>Lynnhaven River Eastern Branch Daybeacon 5</td>
<td>STRUCT DEST</td>
<td>12222</td>
<td>115VA</td>
<td>24/21</td>
<td></td>
</tr>
<tr>
<td>10333</td>
<td>Lynnhaven River Eastern Branch Daybeacon 14</td>
<td>STRUCT DEST</td>
<td>12222</td>
<td>108VA</td>
<td>24/20</td>
<td></td>
</tr>
<tr>
<td>10333.12</td>
<td>Lynnhaven River Eastern Branch Gills Cove Daybeacon 4</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONE VA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10333.13</td>
<td>Lynnhaven River Eastern Branch Gills Cove Daybeacon 6</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10333.2</td>
<td>Lynnhaven River Eastern Branch Daybeacon 17</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10334.6</td>
<td>Lynnhaven River Eastern Branch Daybeacon 37</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10334.7</td>
<td>Lynnhaven River Eastern Branch Daybeacon 38</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10334.8</td>
<td>Lynnhaven River Eastern Branch Daybeacon 40</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10334.9</td>
<td>Lynnhaven River Eastern Branch Daybeacon 42</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>37/21</td>
<td></td>
</tr>
<tr>
<td>10762.02</td>
<td>Lafayette River Northern Branch Daybeacon 2</td>
<td>DAYMK MISSING</td>
<td>12245</td>
<td>179HR</td>
<td>26/19</td>
<td></td>
</tr>
<tr>
<td>10762.03</td>
<td>Lafayette River Northern Branch Daybeacon 3</td>
<td>DAYMK MISSING</td>
<td>12245</td>
<td>251HR</td>
<td>26/14</td>
<td></td>
</tr>
<tr>
<td>10762.04</td>
<td>Lafayette River Northern Branch Daybeacon 4</td>
<td>DAYMK MISSING</td>
<td>12245</td>
<td>180HR</td>
<td>33/17</td>
<td></td>
</tr>
<tr>
<td>10762.05</td>
<td>Lafayette River Northern Branch Daybeacon 5</td>
<td>DAYMK MISSING</td>
<td>12245</td>
<td>181HR</td>
<td>33/17</td>
<td></td>
</tr>
<tr>
<td>10762.08</td>
<td>Lafayette River Northern Branch Daybeacon 8</td>
<td>DAYMK IMCH</td>
<td>12245</td>
<td>270HR</td>
<td>37/19</td>
<td></td>
</tr>
<tr>
<td>12055</td>
<td>Virginia Power Groin Light A</td>
<td>LT EXT</td>
<td>12253</td>
<td>021VA</td>
<td>03/20</td>
<td></td>
</tr>
<tr>
<td>12060</td>
<td>Virginia Power Groin Light B</td>
<td>LT EXT</td>
<td>12253</td>
<td>008VA</td>
<td>03/20</td>
<td></td>
</tr>
<tr>
<td>12143.7</td>
<td>Barrets Point Daybeacon 3</td>
<td>DAYMK IMCH</td>
<td>12251</td>
<td>NONEVA</td>
<td>35/20</td>
<td></td>
</tr>
<tr>
<td>12143.75</td>
<td>Barrets Point Daybeacon 4</td>
<td>DAYMK IMCH</td>
<td>12251</td>
<td>NONEVA</td>
<td>48/20</td>
<td></td>
</tr>
<tr>
<td>12143.85</td>
<td>Barrets Point Light 5</td>
<td>DAYMK IMCH</td>
<td>12251</td>
<td>NONEVA</td>
<td>48/20</td>
<td></td>
</tr>
<tr>
<td>12143.9</td>
<td>Barrets Point Light 6</td>
<td>DAYMK IMCH</td>
<td>12251</td>
<td>NONEVA</td>
<td>48/20</td>
<td></td>
</tr>
<tr>
<td>12645</td>
<td>James River Bermuda 100 Light A</td>
<td>LT EXT</td>
<td>12252</td>
<td>369HR</td>
<td>28/18</td>
<td></td>
</tr>
<tr>
<td>12692</td>
<td>James River Lighted Data Buoy A</td>
<td>OFF STA</td>
<td>12252</td>
<td>135HR</td>
<td>07/16</td>
<td></td>
</tr>
<tr>
<td>12692.1</td>
<td>James River Lighted Data Buoy B</td>
<td>OFF STA</td>
<td>12252</td>
<td>137HR</td>
<td>07/16</td>
<td></td>
</tr>
<tr>
<td>12855</td>
<td>Salt Ponds Daybeacon 3</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>NONEVA</td>
<td>14/21</td>
<td></td>
</tr>
<tr>
<td>12860</td>
<td>Salt Ponds Daybeacon 4</td>
<td>DAYMK MISSING</td>
<td>12222</td>
<td>057VA</td>
<td>12/21</td>
<td></td>
</tr>
<tr>
<td>12949</td>
<td>Back River South Channel Daybeacon 1</td>
<td>STRUCT DEST</td>
<td>12222</td>
<td>215VA</td>
<td>42/20</td>
<td></td>
</tr>
<tr>
<td>12957</td>
<td>Back River South Channel Junction Daybeacon B</td>
<td>STRUCT DEST</td>
<td>12238</td>
<td>315HR</td>
<td>22/18</td>
<td></td>
</tr>
<tr>
<td>13070</td>
<td>Harris River Approach Daybeacon 8</td>
<td>DAYMK MISSING</td>
<td>12238</td>
<td>089HR</td>
<td>14/17</td>
<td></td>
</tr>
<tr>
<td>13960</td>
<td>Croaker Landing Daybeacon 1</td>
<td>STRUCT DEST</td>
<td>12243</td>
<td>232HR</td>
<td>11/18</td>
<td></td>
</tr>
<tr>
<td>13965</td>
<td>Croaker Landing Daybeacon 2</td>
<td>STRUCT DEST</td>
<td>12243</td>
<td>233HR</td>
<td>11/18</td>
<td></td>
</tr>
<tr>
<td>14405</td>
<td>Green Mansion Cove Daybeacon 2</td>
<td>DAYMK IMCH</td>
<td>12238</td>
<td>285HR</td>
<td>38/17</td>
<td></td>
</tr>
<tr>
<td>15003</td>
<td>Broad Creek Southern Branch Daybeacon 25</td>
<td>DAYMK MISSING</td>
<td>12235</td>
<td>100VA</td>
<td>23/20</td>
<td></td>
</tr>
<tr>
<td>15005</td>
<td>Broad Creek Northern Branch Daybeacon 1N</td>
<td>MISSING</td>
<td>12235</td>
<td>107HR</td>
<td>20/19</td>
<td></td>
</tr>
<tr>
<td>15010</td>
<td>Broad Creek Northern Branch Daybeacon 2</td>
<td>MISSING</td>
<td>12235</td>
<td>108HR</td>
<td>20/19</td>
<td></td>
</tr>
<tr>
<td>15015</td>
<td>Broad Creek Northern Branch Daybeacon 4</td>
<td>MISSING</td>
<td>12235</td>
<td>109HR</td>
<td>20/19</td>
<td></td>
</tr>
<tr>
<td>15025</td>
<td>Broad Creek Northern Branch Daybeacon 7</td>
<td>DAYMK DMGD</td>
<td>12235</td>
<td>241HR</td>
<td>29/17</td>
<td></td>
</tr>
<tr>
<td>ID</td>
<td>Description</td>
<td>Status</td>
<td>Lat</td>
<td>Long</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-------------------------------------------------------</td>
<td>-----------------------</td>
<td>-------</td>
<td>---------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15035</td>
<td>Broad Creek Northern Branch Daybeacon 9</td>
<td>DAYMK MISSING</td>
<td>12235</td>
<td>242HR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16565</td>
<td>Lake Conoy Warning Daybeacon C</td>
<td>STRUCT DEST</td>
<td>12233</td>
<td>088MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16612</td>
<td>Coan River Marina Buoy 1</td>
<td>MISSING</td>
<td>12233</td>
<td>081MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16912</td>
<td>Maryland Historical Trust Mooring Buoy</td>
<td>MISSING</td>
<td>12233</td>
<td>106MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16972</td>
<td>Glebe Creek Daybeacon 3</td>
<td>DAYMK MISSING</td>
<td>12286</td>
<td>169MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16972.5</td>
<td>Glebe Creek Daybeacon 4</td>
<td>DAYMK MISSING</td>
<td>12286</td>
<td>149MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17495</td>
<td>Harbor View Daybeacon 6</td>
<td>DAYMK MISSING</td>
<td>12286</td>
<td>NONEMD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17840</td>
<td>Nanjemoy Creek Buoy 4</td>
<td>BUOY DMGD</td>
<td>12288</td>
<td>171MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17845</td>
<td>Nanjemoy Creek Buoy 5</td>
<td>OFF STA</td>
<td>12288</td>
<td>001MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17850</td>
<td>Nanjemoy Creek Buoy 6</td>
<td>OFF STA</td>
<td>12288</td>
<td>180MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17860</td>
<td>Nanjemoy Creek Buoy 9</td>
<td>OFF STA</td>
<td>12288</td>
<td>181MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18012</td>
<td>Aqua Creek Daybeacon 13</td>
<td>DAYMK DMGD/STRUCT DMGD</td>
<td>12288</td>
<td>184MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18012.3</td>
<td>Aqua Creek Daybeacon 16</td>
<td>DAYMK MISSING</td>
<td>12288</td>
<td>186MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18012.6</td>
<td>Aqua Creek Daybeacon 18A</td>
<td>STRUCT DEST/TRUB</td>
<td>12288</td>
<td>183MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18013.8</td>
<td>Aqua Creek Daybeacon 29</td>
<td>MISSING/STRUCT DEST</td>
<td>12288</td>
<td>182MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18251.1</td>
<td>Neabsco Creek Channel Lighted Buoy 2</td>
<td>LT EXT</td>
<td>12289</td>
<td>098MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18530</td>
<td>Piscataway Creek Daybeacon 7</td>
<td>DAYMK MISSING</td>
<td>12289</td>
<td>082MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18535</td>
<td>Piscataway Creek Daybeacon 8</td>
<td>DAYMK MISSING</td>
<td>12289</td>
<td>083MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18540</td>
<td>Piscataway Creek Warning Daybeacon A</td>
<td>STRUCT DEST</td>
<td>12289</td>
<td>084MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18545</td>
<td>Piscataway Creek Warning Daybeacon B</td>
<td>STRUCT DEST</td>
<td>12289</td>
<td>085MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18601.01</td>
<td>National Harbor Channel Light 3</td>
<td>LT EXT/STRUCT DMGD</td>
<td>12289</td>
<td>100MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18601.06</td>
<td>National Harbor Channel Light 8</td>
<td>LT EXT</td>
<td>12289</td>
<td>186MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18657</td>
<td>Mirant Potomac River LLC Light A</td>
<td>LT EXT</td>
<td>12289</td>
<td>236MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18659</td>
<td>Mirant Potomac River LLC Light B</td>
<td>LT EXT</td>
<td>12289</td>
<td>237MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18965</td>
<td>Mill Creek (Patuxent River) Daybeacon 7</td>
<td>STRUCT DEST/TRLB</td>
<td>12284</td>
<td>130MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18980</td>
<td>Mill Creek (Patuxent River) Buoy 11</td>
<td>MISSING</td>
<td>12284</td>
<td>086MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19045</td>
<td>Lewis Creek Buoy 2</td>
<td>OFF STA</td>
<td>12284</td>
<td>341MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19223</td>
<td>Battle Creek Channel Daybeacon 4</td>
<td>OFF STA/STRUCT DEST/HAZ/NAV/TRLB</td>
<td>12264</td>
<td>214MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19270</td>
<td>Chalk Point Cable Crossing Tower Light A</td>
<td>LT EXT</td>
<td>12264</td>
<td>212MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19275</td>
<td>Chalk Point Cable Crossing Tower Light B</td>
<td>LT EXT</td>
<td>12264</td>
<td>211MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19279</td>
<td>Chalk Point Tower Light C</td>
<td>LT EXT</td>
<td>12264</td>
<td>213MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19350</td>
<td>South Herrington Harbour Range Rear Light</td>
<td>REDUCED INT</td>
<td>12266</td>
<td>144MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19355</td>
<td>South Herrington Harbour Entrance Light 1</td>
<td>REDUCED INT</td>
<td>12266</td>
<td>144MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19430</td>
<td>Herrington Harbour North Light 1</td>
<td>LT EXT</td>
<td>12266</td>
<td>146MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19435</td>
<td>Herrington Harbour North Light 2</td>
<td>LT EXT</td>
<td>12266</td>
<td>147MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19845</td>
<td>Chesapeake Harbor Buoy 3</td>
<td>MSLD SIG</td>
<td>12282</td>
<td>NONEMD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19850</td>
<td>Chesapeake Harbor Buoy 4</td>
<td>MISSING</td>
<td>12282</td>
<td>136MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19855</td>
<td>Chesapeake Harbor Buoy 5</td>
<td>MISSING</td>
<td>12282</td>
<td>137MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19860</td>
<td>Chesapeake Harbor Buoy 6</td>
<td>MSLD SIG</td>
<td>12282</td>
<td>NONEMD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19865</td>
<td>Chesapeake Harbor Buoy 7</td>
<td>MISSING</td>
<td>12282</td>
<td>138MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19870</td>
<td>Chesapeake Harbor Jetty Light 8</td>
<td>LT IMCH</td>
<td>12282</td>
<td>219MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19875</td>
<td>Chesapeake Harbor Jetty Light 9</td>
<td>LT IMCH/DAYMK MISSING</td>
<td>12282</td>
<td>221MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19920</td>
<td>Spa Creek Anchorage Buoy A</td>
<td>MISSING</td>
<td>12283</td>
<td>139MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19925</td>
<td>Spa Creek Anchorage Buoy B</td>
<td>MISSING</td>
<td>12283</td>
<td>140MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19930</td>
<td>Spa Creek Anchorage Buoy C</td>
<td>MISSING</td>
<td>12283</td>
<td>141MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identifier</td>
<td>Location</td>
<td>Status</td>
<td>Coordinates</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------------------</td>
<td>---------------</td>
<td>------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20067</td>
<td>Sharps Point Light</td>
<td>LT EXT</td>
<td>12283 179MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20141</td>
<td>Grays Creek Buoy 1</td>
<td>OFF STA</td>
<td>12282 201MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20150</td>
<td>Grays Creek Daybeacon 3</td>
<td>STRUCT DEST</td>
<td>12282 321MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20430</td>
<td>Pennwood Channel Range Front Light</td>
<td>LT EXT</td>
<td>12278 178MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20580</td>
<td>Sparrows Point Ore Pier Lights (2)</td>
<td>REDUCED INT</td>
<td>12278 183MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20600</td>
<td>Sparrows Point Bulkhead Light A</td>
<td>LT EXT</td>
<td>12281 176MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20605</td>
<td>Sparrows Point Bulkhead Light B</td>
<td>LT EXT</td>
<td>12281 177MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20630</td>
<td>Sparrows Point Drydock Light P4</td>
<td>LT EXT</td>
<td>12278 175MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20990</td>
<td>CSX Ore Pier Obstruction Light D</td>
<td>LT EXT</td>
<td>12278 173MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20995</td>
<td>CSX Ore Pier Obstruction Light E</td>
<td>LT EXT</td>
<td>12278 174MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21535</td>
<td>Kings Creek Channel Daybeacon 3</td>
<td>DAYMK MISSING</td>
<td>12224 194VA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21550</td>
<td>Kings Creek Channel Daybeacon 8</td>
<td>LT EXT</td>
<td>12224 032VA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22865</td>
<td>Jenkins Creek Daybeacon 3</td>
<td>STRUCT DEST</td>
<td>12231 023MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22880</td>
<td>Jenkins Creek Daybeacon 7</td>
<td>STRUCT DEST/TRUB</td>
<td>12231 130MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24562</td>
<td>Wallace Creek Daybeacon 4</td>
<td>STRUCT DEST</td>
<td>12261 078MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25070</td>
<td>Choptank Fishing Pier Warning Daybeacon C</td>
<td>LT IMCH</td>
<td>12266 092MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25735</td>
<td>Solitude Creek Daybeacon 1</td>
<td>LT IMCH</td>
<td>12266 152MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25780</td>
<td>Upper Edge Creek Daybeacon 11</td>
<td>DAYMK MISSING</td>
<td>12270 124MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26135</td>
<td>Wye River Daybeacon 5</td>
<td>STRUCT DEST/TRUB</td>
<td>12270 268MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26517</td>
<td>Panhandle Point Lighted Data Buoy A</td>
<td>MISSING</td>
<td>12270 191MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26525</td>
<td>Castle Harbor Marina Channel Light 1</td>
<td>DAYMK IMCH</td>
<td>12272 192MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26535</td>
<td>Castle Harbor Marina Channel Daybeacon 3</td>
<td>DAYMK IMCH</td>
<td>12272 193MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26540</td>
<td>Castle Harbor Marina Channel Daybeacon 4</td>
<td>STRUCT DEST/MSTD SIG/TRLB</td>
<td>12272 194MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26545</td>
<td>Castle Harbor Marina Channel Daybeacon 5</td>
<td>STRUCT DEST</td>
<td>12272 195MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26550</td>
<td>Castle Harbor Marina Channel Daybeacon 6</td>
<td>STRUCT DEST/MSTD SIG/TRLB</td>
<td>12272 196MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26555</td>
<td>Castle Harbor Marina Channel Daybeacon 7</td>
<td>DAYMK IMCH/TRUB</td>
<td>12272 197MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26667</td>
<td>Grays Inn Creek Lighted Data Buoy B</td>
<td>MISSI NG</td>
<td>12272 286MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26700</td>
<td>Davis Creek Entrance Daybeacon 2</td>
<td>STRUCT DMG/TRA B</td>
<td>12272 321MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26757</td>
<td>Jarrett Creek Lighted Data Buoy D</td>
<td>MISSI NG</td>
<td>12272 321MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26830</td>
<td>Chester River Channel Buoy 43</td>
<td>ADRIFT</td>
<td>12272 321MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26847</td>
<td>Foremans Branch Lighted Data Buoy F</td>
<td>MISSI NG</td>
<td>12272 321MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27065</td>
<td>Longs Creek Daybeacon 1</td>
<td>STRUCT DEST</td>
<td>12278 334MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27075</td>
<td>Longs Creek Daybeacon 4</td>
<td>DAYMK IMCH</td>
<td>12278 336MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27115</td>
<td>Glenmar Lighted Race Buoy 5</td>
<td>MISSI NG</td>
<td>12278 046MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27255</td>
<td>Upper Gunpowder River Buoy 7</td>
<td>MISSI NG</td>
<td>12274 046MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27275</td>
<td>Upper Gunpowder River Buoy 11</td>
<td>DAYMK IMCH</td>
<td>12274 159MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27896</td>
<td>Elk River - Welch Point Buoy 2</td>
<td>OFF STA</td>
<td>12277 077MD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30905</td>
<td>Wilmington Marine Center Daybeacon 6</td>
<td>DAYMK DMG</td>
<td>11537 NONENC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30910</td>
<td>Wilmington Marine Center Daybeacon 7</td>
<td>DAYMK DMG</td>
<td>11537 NONENC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31090</td>
<td>Shallotte Inlet Buoy 3</td>
<td>MISSI NG</td>
<td>11534 259NC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31350</td>
<td>Colington Harbor Entrance Daybeacon 3</td>
<td>STRUCT DEST</td>
<td>12205 NONENC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31416</td>
<td>Whitehall Shores Channel Light 1</td>
<td>LT EXT</td>
<td>12206 264NC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31416.5</td>
<td>Whitehall Shores Channel Daybeacon 2</td>
<td>DAYMK MISSING</td>
<td>12206 585NC</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31419.6</td>
<td>Whitehall Shores West Channel Daybeacon 1</td>
<td>DAYMK MISSING</td>
<td>12206 584NC</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
DISCREPANCIES (PRIVATE AIDS) CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM DISCREPANCIES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM DISCREPANCIES CORRECTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>2095</td>
<td>Rehoboth Bay Channel Buoy 1</td>
<td>DISCONTINUED</td>
<td>12216</td>
<td>219D5</td>
<td>16/21</td>
<td></td>
</tr>
<tr>
<td>2315</td>
<td>Murderkill River Buoy 2</td>
<td>DISCONTINUED</td>
<td>12304</td>
<td>217D5</td>
<td>16/21</td>
<td></td>
</tr>
<tr>
<td>2320</td>
<td>Murderkill River Buoy 3</td>
<td>DISCONTINUED</td>
<td>12304</td>
<td>217D5</td>
<td>16/21</td>
<td></td>
</tr>
<tr>
<td>2330</td>
<td>Murderkill River Buoy 4</td>
<td>DISCONTINUED</td>
<td>12304</td>
<td>217D5</td>
<td>16/21</td>
<td></td>
</tr>
<tr>
<td>2335</td>
<td>Murderkill River Buoy 5</td>
<td>DISCONTINUED</td>
<td>12304</td>
<td>217D5</td>
<td>16/21</td>
<td></td>
</tr>
<tr>
<td>2337</td>
<td>Murderkill River Buoy 6</td>
<td>DISCONTINUED</td>
<td>12304</td>
<td>217D5</td>
<td>16/21</td>
<td></td>
</tr>
<tr>
<td>3180</td>
<td>Marcus Hook Anchorage Buoy B</td>
<td>DISCONTINUED FOR DREDGING</td>
<td>12312</td>
<td>496D5</td>
<td>38/21</td>
<td></td>
</tr>
<tr>
<td>9205</td>
<td>Thimble Shoal Channel Lighted Bell Buoy 1TS</td>
<td>RELOCATED FOR DREDGING</td>
<td>12222</td>
<td>138D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9210</td>
<td>Thimble Shoal Channel Lighted Buoy 2</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>138D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9215</td>
<td>Thimble Shoal Channel Lighted Buoy 3</td>
<td>RELOCATED FOR DREDGING</td>
<td>12222</td>
<td>138D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9220</td>
<td>Thimble Shoal Channel Lighted Buoy 4</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>138D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9225</td>
<td>Thimble Shoal Channel Lighted Buoy 5</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>138D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9230</td>
<td>Thimble Shoal Channel Lighted Buoy 6</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>138D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9235</td>
<td>Thimble Shoal Channel Lighted Buoy 7</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>143D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9240</td>
<td>Thimble Shoal Channel Lighted Gong Buoy 8</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>143D5</td>
<td>11/22</td>
<td></td>
</tr>
<tr>
<td>9255</td>
<td>Thimble Shoal Channel Lighted Bell Buoy 9</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>004D5</td>
<td>06/20</td>
<td></td>
</tr>
<tr>
<td>9260</td>
<td>Thimble Shoal Channel Lighted Buoy 10</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>004D5</td>
<td>06/20</td>
<td></td>
</tr>
<tr>
<td>9265</td>
<td>Thimble Shoal Channel Lighted Buoy 11</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>060D5</td>
<td>06/20</td>
<td></td>
</tr>
<tr>
<td>9270</td>
<td>Thimble Shoal Channel Lighted Buoy 12</td>
<td>RELOCATED FOR DREDGING</td>
<td>12254</td>
<td>060D5</td>
<td>06/20</td>
<td></td>
</tr>
<tr>
<td>9520</td>
<td>Elizabeth River Channel Lighted Buoy 10</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9525</td>
<td>Elizabeth River Channel Lighted Buoy 11</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9535</td>
<td>Elizabeth River Channel Lighted Buoy 13</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9540</td>
<td>Elizabeth River Channel Lighted Buoy 14</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9545</td>
<td>Elizabeth River Channel Lighted Buoy 15</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9555</td>
<td>Norfolk International Terminal South Channel Buoy 2S</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>601D5</td>
<td>43/20</td>
<td></td>
</tr>
<tr>
<td>9555</td>
<td>Norfolk International Terminal South Channel Buoy 2S</td>
<td>TRUB</td>
<td>12245</td>
<td>601D5</td>
<td>43/20</td>
<td></td>
</tr>
<tr>
<td>9560</td>
<td>Norfolk International Terminal South Channel Lighted Buoy 4S</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>601D5</td>
<td>43/20</td>
<td></td>
</tr>
<tr>
<td>9560</td>
<td>Norfolk International Terminal South Channel Lighted Buoy 4S</td>
<td>TRLB</td>
<td>12245</td>
<td>601D5</td>
<td>43/20</td>
<td></td>
</tr>
<tr>
<td>9595</td>
<td>Elizabeth River Channel Lighted Buoy 17</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9600</td>
<td>Elizabeth River Channel Lighted Buoy 18</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9605</td>
<td>Elizabeth River Channel Lighted Buoy 19</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>9625</td>
<td>Elizabeth River Channel Lighted Buoy 21</td>
<td>RELOCATED FOR DREDGING</td>
<td>12245</td>
<td>518D5</td>
<td>49/19</td>
<td></td>
</tr>
<tr>
<td>28055</td>
<td>Oregon Inlet Buoy 17</td>
<td>DISCONTINUED FOR DREDGING</td>
<td>12204</td>
<td>152D5</td>
<td>12/22</td>
<td></td>
</tr>
<tr>
<td>28703</td>
<td>South Ferry Terminal Lighted Buoy 4SF</td>
<td>DISCONTINUED</td>
<td>11555</td>
<td>157D5</td>
<td>12/22</td>
<td></td>
</tr>
<tr>
<td>28705</td>
<td>South Ferry Terminal Buoy 5SF</td>
<td>DISCONTINUED</td>
<td>11555</td>
<td>157D5</td>
<td>12/22</td>
<td></td>
</tr>
<tr>
<td>28707</td>
<td>South Ferry Terminal Buoy 6SF</td>
<td>DISCONTINUED</td>
<td>11555</td>
<td>157D5</td>
<td>12/22</td>
<td></td>
</tr>
<tr>
<td>28715</td>
<td>South Ferry Terminal Lighted Buoy 7SF</td>
<td>DISCONTINUED</td>
<td>11555</td>
<td>157D5</td>
<td>12/22</td>
<td></td>
</tr>
</tbody>
</table>
TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>3680</td>
<td>Upper Delaware River Channel Lighted Buoy 8</td>
<td>Returned to Assigned Position</td>
<td>12314</td>
<td>196D5</td>
<td>47/21</td>
<td>16/22</td>
</tr>
<tr>
<td>3710</td>
<td>Upper Delaware River Channel Lighted Buoy 12</td>
<td>Returned to Assigned Position</td>
<td>12314</td>
<td>196D5</td>
<td>47/21</td>
<td>16/22</td>
</tr>
<tr>
<td>3805</td>
<td>Upper Delaware River Channel Lighted Buoy 22</td>
<td>Returned to Assigned Position</td>
<td>12314</td>
<td>196D5</td>
<td>47/21</td>
<td>16/22</td>
</tr>
<tr>
<td>3860</td>
<td>Upper Delaware River Channel Lighted Buoy 30</td>
<td>Reestablished</td>
<td>12314</td>
<td>196D5</td>
<td>47/21</td>
<td>16/22</td>
</tr>
<tr>
<td>28065</td>
<td>Oregon Inlet Lighted Buoy 19</td>
<td>Reestablished</td>
<td>12204</td>
<td>190D5</td>
<td>12/22</td>
<td>16/22</td>
</tr>
</tbody>
</table>

PLATFORM TEMPORARY CHANGES

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PLATFORM TEMPORARY CHANGES CORRECTED

<table>
<thead>
<tr>
<th>Name</th>
<th>Status</th>
<th>Position</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 12327 Edition 91st Ed. Date 19-APR-97 Last Local Notice to Mariners 26/97 Horizontal Datum Reference NAD 83 Source of Correction CGD01 Current Local Notice to Mariners 27/97

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

(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.

11534
40th Ed. 01-SEP-19 Last LNM: 10/21 NAD 83 16/22

Chart Title: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek

CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A
<table>
<thead>
<tr>
<th>ChartTitle</th>
<th>Ed.</th>
<th>Date</th>
<th>Last LNM:</th>
<th>NAD</th>
<th>Pages/Size</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No new editions of chart 11548 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See &quot;Cancellation of NOAA Paper and Raster Nautical Charts&quot; in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</strong></td>
<td>43rd</td>
<td>01-FEB-20</td>
<td>46/17</td>
<td>NAD 83</td>
<td>16/22</td>
</tr>
<tr>
<td><strong>No new editions of chart 11550 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See &quot;Cancellation of NOAA Paper and Raster Nautical Charts&quot; in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</strong></td>
<td>33rd</td>
<td>01-OCT-19</td>
<td>46/17</td>
<td>NAD 83</td>
<td>16/22</td>
</tr>
<tr>
<td><strong>No new editions of chart 11552 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See &quot;Cancellation of NOAA Paper and Raster Nautical Charts&quot; in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</strong></td>
<td>22nd</td>
<td>01-FEB-18</td>
<td>47/17</td>
<td>NAD 83</td>
<td>16/22</td>
</tr>
<tr>
<td><strong>No new editions of chart 11554 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See &quot;Cancellation of NOAA Paper and Raster Nautical Charts&quot; in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</strong></td>
<td>17th</td>
<td>01-JAN-12</td>
<td>41/17</td>
<td>NAD 83</td>
<td>16/22</td>
</tr>
<tr>
<td><strong>No new editions of chart 12204 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See &quot;Cancellation of NOAA Paper and Raster Nautical Charts&quot; in Section I of this LNM for details. A list of all canceled NOAA charts is at <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</strong></td>
<td>39th</td>
<td>01-JUN-18</td>
<td>47/21</td>
<td>NAD 83</td>
<td>16/22</td>
</tr>
</tbody>
</table>
12205 35th Ed.  01-FEB-17  Last LNM: 47/21  NAD 83  16/22

**ChartTitle:** Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights

**Page/Side:** N/A

---

**ChartTitle:** VA-NC - CAPE HENRY TO PAMLICO SOUND (including ALBEMARLE SOUND)  Page/Side: N/A

---

**ChartTitle:** Main Panel 528  CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC  Page/Side: _01

---

**ChartTitle:** Last Edition

---

**NOS**

---

**LAST EDITION** No new editions of chart 12205 will be published. It will be canceled on 31-Aug-22. 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.

---

12222 56th Ed.  01-MAY-19  Last LNM: 41/19  NAD 83  16/22

**ChartTitle:** Chesapeake Bay Cape Charles to Norfolk Harbor

**Main Panel 559** CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR -.  Page/Side: -

---

**NOS**

---

**LAST EDITION** No new editions of chart 12222 will be published. It will be canceled on 31-Aug-22. 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.

---

12237 29th Ed.  01-OCT-20  Last LNM: 52/21  NAD 83  16/22

**ChartTitle:** Rappahannock River Corrotoman River to Fredericksburg

**Main Panel 576** RAPPAHANNOCK RVR CORROTOMAN RVR FREDERICKSBURG VA -.  Page/Side: -

---

**NOS**

---

**CANCELED** Chart 12237 is canceled. No Print-on Demand or digital raster formats of this chart are available. 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.

---

12244 15th Ed.  01-MAR-15  Last LNM: 11/15  NAD 83  16/22

LNM: 16/22

19 April 2022
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

**NJ – INTRACOASTAL WATERWAY – CHANGES IN AID TYPE****

In May 2022 the Coast Guard will change the following aids to navigation marking the New Jersey Intracoastal Waterway (NJICW). This action is being taken due to the age and extensive deterioration of the steel piles, the necessity to prevent future hazards to navigation and the inaccessibility to the aids by Coast Guard assets. These aid stations will be considered for rebuilding in the future if and when funds and operations permit.

Change Cape May Harbor Light 8 (LLNR 36745) to Cape May Harbor Lighted Buoy 8 (LLNR 36745) Flashing Red 6 second, Red Nun with yellow triangle ICW mark.

Change NJICW Daybeacon 91 to NJICW Buoy 91 (LLNR 35355) Green Can with yellow square ICW mark. Removed when endangered by Ice.

Change NJICW Light 92 (LLNR 35360) to NJICW Lighted Buoy 92 (35360) Flashing Red 4 second, Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 131 to NJICW Buoy 131 (LLNR 35540) Green Can with yellow square ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 168 to NJICW Buoy 168 (35680) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Light 179 (LLNR 35800) to NJICW Lighted Buoy 179 (LLNR 35800) Flashing Quick Green Light, Green Can with yellow square ICW mark. Removed when endangered by Ice.

Change NJICW Light 182 (LLNR 35745) to NJICW Lighted Buoy 182 (LLNR 35745) Flashing Quick Red, Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 222 to NJICW Buoy 222 (35870) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 348 to NJICW Buoy 348 (35300) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Charts: 12316 12324

---

**NJ – DE – DELAWARE RIVER – PEA PATCH ISLAND DIKE**

On or about May 2022 the Coast Guard will rebuild Pea Patch Island Dike Warning Light E (LLNR 2847) with a focal plane of 20 feet vice the previous...
32 feet. This change is due to the recalculation of the required Geographic Range (the visibility of an object taking into account the height of the object and the height of the observer). The previous focal plane of 32 feet far exceeded the Nominal Range of the light, the Nominal Range of the Daymarks and the line of sight on the river.

Chart 12311

DE – NJ – DELAWARE RIVER – AID TO NAVIGATION CHANGE

On or about May 2022 the Coast Guard will be changing the buoy size of the following floating aids to navigation from 8X26 to 7X17 and increase the nominal range of the light on 1 DR to 5 nautical miles. With the exception of 1DR, no changes to the assigned positions, lighting equipment or flash characteristics are proposed. These changes could take over a year to implement and may be done a few at a time to take advantage of cutter schedules and buoy inventories.

Delaware River Lighted Buoy 1D (LLNR 2485), increase the nominal range to 5 nautical miles.
Delaware River Lighted Buoy 3 (LLNR 2515)
Delaware River Lighted Buoy 4 (LLNR 2520)
Delaware River Lighted Bell Buoy 6 (LLNR 2575)
Delaware River Lighted Buoy 8 (LLNR 2595)
Delaware River Lighted Buoy 9 (LLNR 2620)
Delaware River Lighted Buoy 11 (LLNR 2720)
Chesapeake and Delaware Canal Junction Lighted Buoy CD (LLNR 2745)

Chart 12311

MD – COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – AID TO NAVIGATION CHANGE

Due to resent sinking of a 69 foot vessel, the Coast Guard established, on April 7, 2022, Chesapeake Channel Lighted Wreck Buoy 79B in approximate position: 38 40.895N-76 25.40.590W with a quick flashing green light with a 5nm nominal range.

Chart 12266

MD - CHESAPEAKE CHANNEL (SMITH PT TO COVE PT), HONGA RIVER, TANGIER AND POCOMOKE SOUNDS ATON WRECKAGE REMOVAL

Starting on or about the May 16, 2022 the Coast Guard Fifth District will discontinue the following damaged and/or shoaled fixed aids to navigation. Mariners should maintain a safe distance from vessel(s) conducting wreckage removal/demolition operations. Mariners can monitor demolition operations via BNM.

Discontinue: USN Aerial Gunnery Lighted Wreck Buoy WR3 (LL 7455) upon removal of wreckage.
Discontinue: Holland Island Warning Daybeacon (LL 7550)
Discontinue: Hunting Creek Lighted Wreck Buoy WR9 (LL 2285) upon removal of wreckage.
Change: Broad Creek Channel Daybeacon 13 (LL 22700) to Buoy 13 upon removal of damaged pile.
Rename: Big Thorofare West Wreck Light WR2 (LL 23205) to Big Thorofare West Light 2 upon removal of wreckage.
Discontinue: Daugherty Creek Lighted Daybeacon 3 (LL 23365) upon removal of shoaled in pile.
Discontinue: Daugherty Creek Lighted Wreck Buoy WR5 (LL 23370) upon removal of wreckage.
Discontinue: Haines Point Obstruction Buoy (LL 23555) upon removal of wreckage.
Discontinue: Fishing Bay Lighted Wreck Buoy WR4A (LL24416) upon removal of wreckage.
Discontinue: Honga River Warning Daybeacon A (LL 24550) upon removal of shoaled in pile.

Charts: 12225 12226 12228 12230 12231 12261

NC – BEAUFORT INLET – BEAUFORT HARBOR CHANNEL – AIDS TO NAVIGATION CHANGE

On or about 24 May 2022 the Coast Guard will renumber Beaufort Harbor Channel aids to navigation to conform to standard numbering practice. Over the years aids have been added and removed and the numbering sequence was not maintained.

Change Beaufort Harbor Channel LB 3 (LLNR 34815) to Beaufort Harbor Channel LB 1 (LLNR 34804).
Change Beaufort Harbor Channel B 2A (LLNR 34807) to Beaufort Harbor Channel B 4 (LLNR 34807).
Change Beaufort Harbor Channel 3A (LLNR 34820) to Beaufort Harbor Channel 3 (LLNR 34806).
Change Beaufort Harbor Channel DBN 3B (LLNR 24825) to Beaufort Harbor Channel DBN 5 (LLNR 24825).
Change Beaufort Harbor Channel DBN 4 (LLNR 34826) to Beaufort Harbor Channel DBN 6 (LLNR 34826).
Change Beaufort Harbor Channel DBN 6 (LLNR 34830) to Beaufort Harbor Channel DBN 8 (LLNR 34830).
Change Beaufort Harbor Channel DBN 7 (LLNR 34835) to Beaufort Harbor Channel DBN 9 (LLNR 34835).
Change Beaufort Harbor Channel DBN 8 (LLNR 34840) to Beaufort Harbor Channel DBN 10 (LLNR 34840).
Change Beaufort Harbor Channel DBN 10 (LLNR 34845) to Beaufort Harbor Channel DBN 12 (LLNR 34845).

Chart 11545

NC – LOCKWOODS FOLLY INLET – REDUCTION OF NOMINAL RANGE OF LOCKWOODS FOLLY INLET BUOYS 1 AND 2

On or about the last week in May the Coast Guard will reduce the nominal range of Lockwoods Folly Lighted Buoy 1 (LLNR 31010) and Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31015) from 6 NM to 5NM. This reduction is required to provide a more reliable light that will stand up to the rough conditions off Lockwoods Folly Inlet.

Chart 11534

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).
The Coast Guard is proposing to discontinue Chesapeake Channel Lighted Whistle Buoy CR (LLNR 7695).

Proposed Change Notice(s)

The Coast Guard is proposing the following changes to the aids to navigation marking the New Jersey Intracoastal Waterway (NJICW). This action is being taken to ensure the visibility of the navigation aids, increase their accuracy throughout the year in the narrow waterway and decrease the workload on servicing units. This is an updated list of aids that ran in a Proposal in May of 2021.

Change NJICW Buoy 12 (LLNR 35015) to NJICW Daybeacon 14 (LLNR 35015) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 14 (LLNR 35025) to NJICW Daybeacon 14 (LLNR 35025) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Lighted Buoy 27 (LLNR 35070) to NJICW Light 27 (LLNR 35070) Flashing Green 4 second Light, Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 31 (LLNR 35085) to NJICW Daybeacon 31 (LLNR 35085) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 33 (LLNR 35090) to NJICW Daybeacon 31 (LLNR 35090) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 38 (LLNR 35115) to NJICW Daybeacon 38 (LLNR 35115) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 46 (LLNR 35167) to NJICW Daybeacon 46 (LLNR 35167) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 48 (LLNR 35175) to NJICW Daybeacon 48 (LLNR 35175) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Lighted Buoy 52 (LLNR 35195) to NJICW Light 52 (LLNR 35175) Flashing Red, 4 second Light, Red Triangle Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 53 (LLNR 35196) to NJICW Daybeacon 53 (LLNR 35196) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 65 (LLNR 35245) to NJICW Daybeacon 65 (LLNR 35245) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 67 (LLNR 35250) to NJICW Daybeacon 67 (LLNR 35250) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 71 (LLNR 35275) to NJICW Daybeacon 71 (LLNR 35275) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 72 (LLNR 35280) to NJICW Daybeacon 72 (LLNR 35280) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 74 (LLNR 35285) to NJICW Daybeacon 74 (LLNR 35285) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 75 (LLNR 35290) to NJICW Daybeacon 75 (LLNR 35290) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 76 (LLNR 35295) to NJICW Daybeacon 76 (LLNR 35295) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 79 (LLNR 35305) to NJICW Daybeacon 79 (LLNR 35305) Green Square Dayboard with yellow square ICW mark.
Change NJICW Buoy 80 (LLNR 35310) to NJICW Daybeacon 80 (LLNR 35310) Triangle Red Dayboard with yellow triangle ICW mark.
Change NJICW Buoy 84 (LLNR 35330) to NJICW Daybeacon 84 (LLNR 35330) Triangle Red Dayboard with yellow triangle ICW mark.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U.S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf-lnms/D05_Proposal_Feedback_Form.pdf or you may email comments to CGDSWaterways@uscg.mil, or mail comments to:

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

All comments will be carefully considered and are requested prior to 03 May 2022 to be considered in the analysis. Please refer to project number 05-21-040(D).

Charts: 12316 12324

LNM: 10/22

MD – POTOMAC RIVER & FISHING BAY – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing renaming the following aids to navigation:
Rename: Wicomico River Junction Buoy WR (LLNR 17250) to Potomac River Junction Buoy PW.
Rename: Wicomico River Junction Buoy WR (LLNR 23675) to Wicomico River Junction Buoy WN.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U.S. Coast Guard Fifth District Waterway Data Sheet, available online at: https://www.navcen.uscg.gov/pdf-lnms/D05_Proposal_Feedback_Form.pdf or you may email comments to CGDSWaterways@uscg.mil, or mail comments 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: 12261 12285 12286

LNM: 13/22
On April 7, 2022, the Coast Guard established Chesapeake Channel Lighted Wreck Buoy WR 79B (LLNR 7698) to mark a sunken vessel. Due to this establishment, the Chesapeake Channel Lighted Whistle Buoy CR no longer indicates safe water in this area and its removal will allow for safer navigation by vessel transiting through this new wreck 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: https://www.navcen.uscg.gov/pdf/lmns/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to June 6, 2022 to be considered in the analysis. Refer to project number 05-22-032(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: 12263  12266  12280  LNM: 15/22

VA – CHESAPEAKE CHANNEL – AID TO NAVIGATION CHANGE PROPOSAL

On December 28, 2021, Chesapeake Channel Lighted Buoy 42 (LLNR 7275) was damaged which resulted in the RACON being destroyed. The Coast Guard is proposing; due to the unavailability of replacement equipment, the temporary AIS signal that was assigned to this aid to navigation will become permanent.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: https://www.navcen.uscg.gov/pdf/lmns/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to April 25, 2022 to be considered in the analysis. Refer to project number 05-22-013(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:
U. S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Charts: 12225  12226  12235  12280  LNM: 09/22

VA – JAMES RIVER – AID TO NAVIGATION – BUOY SIZE CHANGE PROPOSAL

The Coast Guard is proposing changing the buoy size of James River Lighted Buoy 7 (LLNR 11575) from 8X26 to 7X17. The existing hull is well past its relief date with no new hull available. The new, 7x17LR, hull will be consistent with the other lighted buoys in the area providing a daytime visibility of 2.3nm and a radar range of 2.7nm. Additionally, proposing to change the ICE condition from a seasonal replacement to a when endangered replacement.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: https://www.navcen.uscg.gov/pdf/lmns/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to May 9, 2022 to be considered in the analysis. Refer to project number 05-22-029(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:
U. S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704

Chart 12248  LNM: 11/22

****VA – LYNNHAVEN INLET TURNING BASIN – BROAD BAY/LONG CREEK CHANNEL – AIDS TO NAVIGATION CHANGE PROPOSAL****

Due to significant shoaling in the Lynnhaven Inlet Turning Basin and the Broad Bay/Long Creek Channels; least depth 2.6’MLW to 6.0’MLW, the Coast Guard on about April 13, 2022 made the below changes to the Long Creek Channel and is proposing to make the changes permanent.

Long Creek:
Establish: Lighted Buoy 2LC in approximate position: 36 54 24.711N-76 05 27.897W with a quick flashing red light with a 4nm nominal range.
Establish: Buoy 4 in approximate position: 36 54 23.316N-76 05 19.924W
Establish: Buoy 6 in approximate position: 36 54 21.842N-76 05 15.777W
Rename: Light 6 (LLNR 10170) to Light 6A.
Change: Light 1LC (LLNR 10160) to Warning Light A, change flash characteristic to a flashing 4 second flashing white light with a 4nm nominal range and NW dayboards worded “Danger Shoal”, until the aid can be removed.
Rename: Waning Daybeacon A (LLNR 10165) to Warning Daybeacon B with NW dayboards worded “Danger Shoal”, until the aid can be removed.
Rename: Daybeacon 4 (LLNR 10168) to Warning Daybeacon C with NW dayboards worded “Danger Shoal”, until the aid can be removed.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: https://www.navcen.uscg.gov/pdf/lmns/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to June 13, 2022 to be considered in the analysis. Refer to project number 05-22-029(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:
U. S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100

Chart 12248  LNM: 16/22

Page 21 of 32  LNM: 16/22
Coast Guard District  5  19 April 2022
NC – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – AIDS TO NAVIGATION CHANGE PROPOSAL

Due to shoaling and water depth in Barden Inlet Daybeacon 20 (LLNR 29230) is not able to be serviced or rebuild by a Coast Guard Construction Tender. The Coast Guard is proposing changing the Daybeacon to a Buoy to provide a reliable aid to navigation, enable routine servicing and maintenance by a different type of vessel. Change Barden Inlet Daybeacon 20 (LLNR 29230) to Barden Inlet Buoy 20 (LLNR 29230). Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf All comments will be carefully considered and are requested prior to 03 May 2022 to be considered in the analysis. Refer to project number 05-22-026(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704

SECTION VII - GENERAL

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


SAILDRONE, INC. is conducting oceanographic surveys in collaboration with the University of Rhode Island on the eastern seaboard between Dec 5th, 2021 and June 30th, 2022. The survey will be conducted by three (3) Unmanned Surface Vehicles (USVs), called saildrones, each 23ft in length, 16ft tall, orange in color with a white all-round light and marked "SAILDRONE". The saildrones will deploy from Newport, RI to conduct offshore surveys along the Gulf Stream to meet research objectives. All drones are uncrowed and wind and solar powered and will have limited maneuverability during survey operations. Mariners are requested to transit areas with caution and to remain greater than 500 meters away from the research equipment.

Enclosure (7) of this Local Notice to Mariners provides a photo and a description of the Saildrone, Questions regarding saildrone operations should be directed to Saildrone Mission Control, missioncontrol@saildrone.com or (510) 722-6070. See ENC 7

VA – ATLANTIC OCEAN – WALLOPS ISLAND ROCKET LAUNCHES

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

Charts: 12210 12211

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

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

Charts: 12220 12221

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 miles.
VA - WILL OUGH BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

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

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

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

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

****NJ – INTRACOASTAL WATERWAY – MANASQUAN RIVER – SANDY HOOK TO LITTLE EGG HARBOR****

Coast Guard District 5

Page 23 of 32

19 April 2022
**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

**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

**DE/NJ – DELAWARE RIVER – SMYRNA RIVER TO WILMINGTON – DELAWARE RIVER (MAIN CHANNEL) - BRIDGE PAINTING**

Mariners are advised that work is in progress to conduct painting operations at the Delaware Memorial Bridge, at mile 68.9, across the Delaware River at New Castle, DE through October 2022. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area.

Chart 12311

**DE - NJ – DELAWARE RIVER – DEEPWATER RANGE - DREDGING OPERATIONS**

The Dredge ESSEX will commence dredging operations in the Deepwater Range of the Delaware River on or about April 12, 2022. The project will continue until approximately June 1, 2022. A submerged pipeline will run from the dredging area to the Kikochook Disposal area on the New Jersey side of the river. A floating pipeline will connect the dredge to the submerged pipeline. The submerged pipeline will need to be moved occasionally as the dredge progresses.

The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. 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. Buoy's 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, tenderboats 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 12211

**DE - DELAWARE BAY - MISPILLION RIVER - EMERGENCY BRIDGE CLOSURE**

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

Chart 12304

**DE – CAPE HENLOPEN TO INDIAN RIVER INLET – INDIAN RIVER INLET – BRIDGE INSPECTION**

Mariners are advised that an engineering firm, on behalf of the Delaware Department of Transportation, will be performing an inspection at the State Route 1 (Charles W. Cullen) Bridge, across Indian River Inlet, mile 0.2, at Sussex County, DE. The inspection will be conducted on Tuesday, April 19, 2022, through Friday, April 29, 2022 from 8 a.m. to 5 p.m. Inspection personnel will be using a snooper truck to gain access to the underside of the bridge from April 25, 2022, to April 29, 2022. The snooper truck will reduce the bridge's vertical clearance while in operation and will not restrict access / boating traffic along the entire width of the navigable channel and can relocate accordingly. A safety boat will be in vicinity of the navigation channel and on VHF/FM Ch. 13 to coordinate the movement of the snooper truck, if needed. Mariners should use caution when transiting the area.

Chart 12216

**DE – CAPE HENLOPEN TO INDIAN RIVER INLET; BREAKWATER HARBOUR**

Mariners are advised that an engineering firm, on behalf of Delaware Department of Transportation, removed the Lewes Railroad Swing Bridge, mile 2.2, across Lewes and Rehoboth Canal, at Lewes, DE. A cofferdam was installed February 22, 2022, the fender piled and pier are anticipated to be removed by April 1, 2022. Due to fisheries time of year restriction the cofferdam will be removed October 7, 2022. Horizontal clearance of the canal will be constricted by approximately 5 feet until October 7, 2022. Mariners should use caution when transiting the area.

Chart 12216

**MD – CHESAPEAKE BAY – CHOPTANK RIVER – BILL BURTON FISHING PIERS – WARNING TO WATERCRAFT OPERATORS**

Due to safety concerns at the Bill Burton Fishing Piers, located along the Choptank River at the Bill Burton Fishing Pier State Park in Talbot and Dorchester Counties, MD, the Maryland Department of Natural Resources is warning watercraft to maintain a minimum distance of 100 feet from the fishing piers at all times until further notice. Signage posted warns of a possible danger of falling debris should boating traffic allide with these structures. Interested mariners can contact the Duty Ranger at 443-477-0526.

Chart 12266

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

Annapolis Boat Shows, Inc. will conduct in-water operations in support of the Annapolis Spring Sailboat Show in Annapolis Harbor at Annapolis, MD during April 11, 2022-May 6, 2022. Temporary pilings, floating docks and submerged electrical cables extending channel ward from Ego Alley will be placed in Annapolis Harbor. To support the in-water operations in Annapolis Harbor, long tows of low-profile floating docks will occur across the
MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – BRIDGE CONSTRUCTION

Mariners are advised that bridge construction at the William P. Lane Jr. Memorial (US 50/301) Bridge will impact one of two installed northbound fghorns through June 30, 2022. One southbound fghorn and one northbound fghorn will remain active during this time. Interested mariners can contact the project administrator at telephone number 443-468-4545. Mariners are urged to use caution when transiting the area.

Chart 12263

VA – MD – POMATOC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – BRIDGE CONSTRUCTION

Pier protection/fender construction and bridge deck construction 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 June 30, 2022. This work will potentially occur 24 hours per day, 7 days per week. Federal navigation channel closures or restrictions will be required periodically. Such actions will be minimized to the extent possible and will not be required every day, but could be needed any day, pending weather, equipment, and other factors. When a federal navigation channel closure is required, in addition to establishing a temporary safety zone in the area, the Coast Guard Captain of the Port Maryland-National Capital Region will issue a broadcast notice to mariners to announce its action to the affected segments of the public.

A. For the following work, when needed (on an intermittent basis only), a federal navigation channel restriction of up to 125 feet (horizontal clearance) is required, allowing at least 125 feet open and available to navigation. The bridge project maintains flexibility to accommodate transits of large vessels in the channel with reasonable notice.

(1) Structural cross-member steel erection/bolt-up over the channel through mid-March.
(2) Bridge deck construction over the channel from mid-March though end of April.
(3) Concrete closure pours between the segments will continue through June.
(4) Pier protection precast fender ring setting, setting of the ten segments, through June.

B. For the following work, each two days of federal channel closure, for total of approximately 8 days of non-continuous channel closures. Bridge project anticipates these closures will require a day shift closure between 7 AM and 8 PM, allowing the federal navigation channel to be open and available between 8 PM and 7 AM during this phase of work. For this phase of work, a Coast Guard temporary safety zone encompassing the federal navigation channel is required.

(1) Pier protection precast fender ring setting, remaining four of the ten segments (two corner pieces at each pier/ring), late April/May.

Temporary support pilings immediately adjacent to the pier protection fender ring construction alongside of the Federal Navigation Channel. The temporary piles will be lit with white flashing lights. Large vessels in transit that require use of the 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. Brent Hunt at (757) 544-3964. Mariners can contact the on scene work vessels via marine band radio VHF-FM channels 16 and 13.

Charts: 12287 12288

VA – MD – DC - POMATOC 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 does not have a bridge tender. A 12 hour advanced notice will be required for any openings for Marine traffic. Any Mariners requesting transit should contact 443-997-5957.

Mariners should use extreme caution when transiting the areas.

Charts: 12285 12289

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING

Great Lakes Dredge & Dock Company, LLC (GLDD) will commence dredging operations in the Thimble Shoal Channel and coordinate with the US Army Corps of Engineers prior to initiating any dredging operations. Great Lakes Dredge & Dock Company, LLC (GLDD) will conduct mobilization activities for approximately 24 hours per day, to commence April 18, 2022. Dredged material will be transported to the Dredged Material Disposal Site (DMDS) as permitted by the U.S. Army Corps of Engineers.

Mariners are advised that bridge construction at the William P. Lane Jr. Memorial (US 50/301) Bridge will impact one of two installed northbound fghorns through June 30, 2022. One southbound fghorn and one northbound fghorn will remain active during this time. Interested mariners can contact the project administrator at telephone number 443-468-4545. Mariners are urged to use caution when transiting the area.

Chart 12256

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
and tender tugs: “Stephen Dann”, “Virginia” will be operating in the vicinity of the Chesapeake Bay. All dredged material will be towed and pumped through a combination of floating and submerged line into the approved Craney Island Dredged Material Management Area (CIDMMA).

Work limits for dredging operations will be bound by the following approximate positions:

<table>
<thead>
<tr>
<th>North Limit</th>
<th>South Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°58'36.92&quot;N, 76° 6'38.73&quot;W</td>
<td>36°58'31.05&quot;N, 76° 6'17.10&quot;W</td>
</tr>
<tr>
<td>36°58'12.83&quot;N, 76° 6'24.32&quot;W</td>
<td>36°58'19.19&quot;N, 76° 6'46.66&quot;W</td>
</tr>
</tbody>
</table>

Limits for “hydraulic uploading area” and “pipeline corridor” will be bound by the following approximate positions:

<table>
<thead>
<tr>
<th>North Limit</th>
<th>South Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°55'7.65&quot;N, 76°21'15.22&quot;W</td>
<td>36°55'12.31&quot;N, 76°20'29.89&quot;W</td>
</tr>
<tr>
<td>36°54'37.60&quot;N, 76°20'23.22&quot;W</td>
<td>36°54'32.80&quot;N, 76°21'48.47&quot;W</td>
</tr>
</tbody>
</table>

Once underway, dredging operations will continue on 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), dcmcnell@weeksmarine.com (email).

Chart 12256
LNM: 15/22

VA – MILITARY OPERATIONS – JOINT EXPEDITION BASE (JEB) LITTLE CREEK – ANZIO BEACH
Mariners are advised the US military will occupy waters just east of Little Creek Harbor entrance channel to conduct multi-day military training beginning at 8:00 am on April 27th 2022 and ending at 6:00 pm on April 29th 2022. A barge will be submerged in 16 feet of water at approximate position 36°55'54"N, 076°10'04"W approximately 900 feet from Anzio Beach. In addition, units will be streaming a floating hose from JEB Little Creek Anzio Beach out to the barge. The barge will be marked with white lights when on the surface and marked with buoys with white lights when submerged. The floating pipe/line is red in color and will be lighted at night with steady white lights and marked with orange buoys during daylight or periods of reduced visibility. Mariners shall maintain a safe distance of 300 feet from the operational training area during the dates/times listed above. Utility craft 22 and 27 will remain on scene to warn approaching mariners operating in the area. Concerned traffic can contact on-scene patrol craft on marine band channel 72/74 and will be monitoring VHF/FM channel 13/16.

Chart 12221
LNM: 14/22

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – FORT WOOL BIRD HABITAT
On or around March 15, 2022, Coastal Management Group will be mooring 3 deck barges SSW of Fort Wool as a temporary habitat for nesting birds, during the Hampton Roads Bridge Tunnel Project. Barges will be moored in approximate position 36-59-07.96N, 076-18-05.96W. For more information contact Matt Anders (757) 298.0627,manders@cmgroupva.com. Barges will remain until September 30, 2022.

Charts: 12222 12245
LNM: 10/22

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

The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37°00'24.12"N, 76°19'18.84"W for the west span and at position 37°00'24.46"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°19'03.96"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...
VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

(Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through December, 2023. Marine construction activity will take place 24-hours per day, seven days a week.

The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above 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 Channel 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwalte 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536-9863 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbexpansion.org.

Charts: 12222 12224 12245 LNM: 23/21

VA - ELIZABETH RIVER – SEDIMENT SAMPLING

Between March 29, 2022 and May 2, 2022, 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 Elizabeth River between the Craney Island Dredged Material Management Area and the Craney Island Reach of the federal navigation channel. Sampling work will be performed outside of the channel limits between the Elizabeth River Lighted Buoy 14 (LLNR 9540) and Elizabeth River Lighted Buoy 18 (LLNR 9600). Work will be conducted during daylight operations aboard the M/V USACE Elizabeth, a 100 ft long, self-propelled barge (MMSI 366999274) owned and operated by the USACE, Norfolk District. The vessel will be moored using spuds and anchors during sampling. The USACE requests all vessels reduce speed to minimize wake when transiting through the area. 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 EA Project Lead Mr. John Morris (401-439-1031).

https://www.vesselfinder.com/vessels/USACE-ELIZABETH-IMO-0-MMSI-366999274

Chart 12245 LNM: 12/22

****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" x 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) 695-3768, adondero@kokos.com

Charts: 12273 12274 12280 LNM: 16/22

VA – NORFOLK HARBOR AND ELIZABETH RIVER – BRIDGE DEVIATION

Mariners are advised that the U.S. 460/S.R. 337 (Berkley) Bridge, across the Elizabeth River-Eastern Branch, mile 0.4, at Norfolk, VA, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will remain in the closed position from 5 a.m. on Monday, April 25, 2022, to 5 a.m. on Saturday, April 30, 2022, with alternate closure dates from 5 a.m. on Monday, May 2, 2022, to 5 a.m. on Saturday, May 7, 2022. The horizontal clearance of the bridge will be reduced to 100 feet from 5 a.m. on Monday, April 25, 2022, to 8 a.m. on Wednesday, April 27, 2022, with alternate dates from 5 a.m. on May 2, 2022, to 8 a.m. on Wednesday, May 4, 2022. The drawbridge has two double-leaf bascule drawspans, and both spans have a vertical clearance in the closed position of 48 feet above mean high water. Vessels able to pass through the bridge in the closed position or reduced horizontal clearance may do so, after notifying the bridge tender. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 12253 LNM: 13/22

VA – CHESAPEAKE BAY - RAPPANHANNOCK RIVER ENTRANCE - MILFORD HAVEN INLET, HILLS BAY – BRIDGE DEVIATION

Mariners are advised that the Virginia Department of Transportation has requested a temporary deviation of the operating schedule for the State Route 223 drawbridge across Milford Haven Inlet, mile 0.1, at Hudgins, VA. To maintain operational capability of the swing span prior to repairs being performed in 2022, the drawbridge will open for signal for vessel traffic at 2 a.m., 5 a.m., 8 a.m., 11 a.m., 7 p.m. and 10 p.m., daily, from February 3, 2022, through July 18, 2022. Vessels able to pass through the drawbridge in the closed position may do so at any time. The vertical clearance of the drawbridge in the closed-to-navigation position is 12 feet above mean high water. The drawbridge will be able to open for emergency vessels. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.

Chart 12235 LNM: 06/22

VA – INTRACOASTAL WATERWAY – NORTH LANDING BRIDGE – EMERGENCY BRIDGE OPERATING SCHEDULE

Mariners are advised that the highway drawbridge – S165 (North Landing Bridge), over North Landing River, mile 20.2, at Chesapeake, VA, will not be capable of normal operation until further notice. The north span of the bridge is fully operational and the south span of the bridge will have limited operational capabilities. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021, except for recreational vessels. Recreational vessels able to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a limited opening (north span). Recreational vessels unable to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a full opening (both spans). Public vessels of the United States, commercial vessels, government vessels, and emergency vessels may transit through the bridge unrestricted at any time in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. The bridge will be able to open for
VA – INTRACOASTAL WATERWAY – NORTH LANDING BRIDGE – EMERGENCY BRIDGE OPERATING SCHEDULE

emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area.

Chart 12206

LNM: 11/22

VA – NORFOLK TO ABLEMARLE SOUND – DISMAL SWAMP CANAL – LOCK CLOSURE

The Dismal Swamp Canal lock at Deep Creek, Virginia will be closed to navigation starting on Tuesday April 19, 2022 and will reopen for the 3:30 PM locking on Friday April 22, 2022. The lock will be closed due to diving operations being conducted in the Deep Creek Lock.

For vessels that are unable to comply with the closure, the Albemarle and Chesapeake Canal through the Great Bridge Lock in Chesapeake, Virginia, will be open 24 hours per day, 7 days per week. Lock Operators monitor Channel 13.

Chart 12206

LNM: 14/22

**NC – CAPE HENRY TO PAMLICO SOUND – PERQUIMANS RIVER****

****Delayed – updated dates****Mariners are advised that deck placement for the new swing bridge at the US 17 Bridge, at mile 12.0, across Perquimans River at Hertford, Perquimans County, NC will commence on April 4, 2022. To facilitate the placement and curing of the concrete deck, the bridge will be maintained in the closed-to-navigation position from 10 a.m. on April 18, 2022, through 10 a.m. on April 27, 2022. The vertical clearance of the bridge in the closed-to-navigation position is approximately 13.5 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 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 117.835. Mariners should exercise caution when transiting the area.

Chart 12205

LNM: 16/22

**NC – SEACOAST – JENNETTE’S PIER – NAGS HEAD – RESEARCH EQUIPMENT**

The Coastal Studies Institute (CSI) will test marine energy devices for the Water Power Technologies Office at the Department of Energy’s “Waves to Water Prize DRINK stage” in permitted test areas adjacent to the north and south sides of Jennette’s Pier in Nags Head, NC, from April 1, 2022 to April 30, 2022. Deployment of test devices includes anchorage to the bottom with cabling and hoses connecting devices to the pier. The four devices will be marked by a white light. Additional information on Waves to Water can be found online at: https://americanmadechallenges.org/wavestowater/.

Vessels are requested to remain clear of the test areas and remain greater than 300 feet away from Jennette’s Pier.

Chart 12200

LNM: 13/22

**NC – OREGON INLET – BONNER BRIDGE – NAVIGATION SPAN – CONSTRUCTION****

Demolition crews are continuing working near Bonner Bridge in Oregon Inlet, NC. Workers and equipment will be present in, around bent 37, and between bents 24-25 of the Bonner Bridge demolition project. Oregon Inlet has significant shoaling in between Oregon Inlet Lighted Buoy 6 (LLNR 28803) and Oregon Inlet Buoy 7 (LLNR 28805). Mariners should follow the aids to navigation closely and stay clear of demolition Work areas. Mariners are requested to transit at no wake speeds and use extreme caution in this area during work hours. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205

LNM: 18/16

**NC – OREGON INLET – BONNER BRIDGE – SAFETY ZONE*****

33CFR165.705-1065 Safety Zone; Oregon Inlet, Dare County, NC.

(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47- N, 75°32'41- W, then southeast to 35°46'37- N, 75°32'33- W, then southeast to 35°46'09- N, 75°31'59- W, then southeast to 35°46'03- N, 75°31'51- W, then southeast to 35°46'01- N, 75°31'40- W (NAD 1983) in Dare County, NC.

(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. Captain of the Port means the Commander, Sector North Carolina. Demolition crews means persons and vessels involved in support of demolition.

(c) Regulations. (1) The general regulations governing safety zones in §165.23 apply to the area described in paragraph (a) of this section.

(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.

(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.

(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.

(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).

(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.

(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2022.

(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

Chart 12205

LNM: 31/19

**NC – SOUTH FERRY CHANNEL – SHOALING – TEMPORARY DISCONTINUATION OF AIDS TO NAVIGATION**

Significant shoaling exists in South Ferry Terminal in Hatteras Inlet, to a depth of less than two feet at mean low water. Multiple aids to navigation in the channel are unreliable and not marking good water. The Coast Guard has temporarily discontinued South Ferry Terminal buoys 4SF (LLNR 28703) thru 9SF (LLNR 28717) due to shoaling. Mariners are advised to use extreme caution while navigating this area.

Chart 11555

LNM: 12/22

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

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

Live fire operations are being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek
north of Cahooque 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
determine the possible hazards associated with
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.
Charts: 11548 11552  LNM: 51/17

NC – NEARSHORE/OFFSHORE WATERS – CAPE LOOKOUT – HYDROGRAPHIC SURVEY OPERATIONS
Geodynamics, LLC will be obtaining high resolution geophysical (HRG) data running shore parallel track lines in the general area of 3 to 9 miles
offshore along Onslow Bay, between Bear Island and Cape Lookout to support sand investigation studies on behalf of Carteret County, N.C. The
survey work will be conducted from ~March 15, 2022 to May 15, 2022 (inclusive of weather/sea delays) via the R/V Chinook, a 34’ Armstrong Marine
Catamaran Vessel at acquisition speeds of ~3 – 5 knots. The survey vessel will have limited maneuverability during operations and mariners are
advised to use due caution when transiting in the area. R/V Chinook will monitor VHF 16 or can be contacted at 252-725-9247.
See ENC 8 for survey area.
Chart 11543  LNM: 12/22

NC – MOREHEAD CITY AND CAPE FEAR RIVER – SURVEY****
Mariners are advised that the Naval Oceanographic Office will be conducting surveys of the Beaufort Inlet Channel, Morehead City Channel, and
Cape Fear River. Survey equipment includes a small surface workboat and two REMUS 100 unmanned underwater vehicles (UUVs). Surveys for
Beaufort Inlet and Morehead City will be conducted April 23rd-28th. Surveys for the Cape Fear River will be conducted May 1st-June 1st. There is no
anticipated impact to vessel traffic within the channels, however, the Naval Oceanographic survey vessel will be monitoring channels 13 and 16 for
any additional questions or concerns.
Chart 11520  LNM: 16/22

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. The 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. Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating area and all
sectors of New River to include Dive Operations.
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.
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 – 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

NC – CAPE FEAR RIVER – CAPE FEAR RIVER – DREDGING
Great Lakes Dredge & Dock Company, LLC will begin dredging in the Cape Fear River and placing dredge material in Offshore Dredge Material Site
(ODMDS). The ODMDS site is south of Baldhead Island in position 33°41'55.3494", 078°01'23.2138". Dredges will consist of the Hopper Dredge Dodge Island and Hopper Dredge Padre Island, and Ellis Island. Dredge areas will be between Cape Fear River Entrance Channel Lighted Buoy 5 (LLNR 30325), and Cape Fear River Entrance Channel Lighted Buoy 10 (LLNR 30360), and between Cape Fear River Channel Lighted Buoy 13A (LLNR 30395), and Cape Fear River Channel Lighted Buoy 16 (LLNR 30450). The dredges are scheduled to arrive on April 15, 2022 and begin digging operations. Operations are expected to operate 24 hours per day, 7 days a week with a completion date of July 15, 2022.
Chart 11537  LNM: 11/22
NC – HOLDEN BEACH – BEACH RENOURISHMENT PROJECT

Dredging operations have been completed for the Holden Beach nourishment project. Demobilization will occur until approximately 15 May 2022. The pipeline corridor will be bound by the following approximate positions:
33°54’23.71”N, 78°20’12.20”W
33°53’26.27”N, 78°20’04.08”W
33°53’48.55”N, 78°14’58.29”W
33°54’50.74”N, 78°15’11.18”W

Continuing until approximately 15 May 2022, pipeline and equipment will be anchored in the vicinity of Battery Island, near Southport, NC. The staging area is located between the following approximate positions: 33°54’39.19”N, 78°0’56.21”W and 33°55’15.67”N, 77°59’53.30”W. Demobilization will continue on a twenty-four (24) hours per day, seven days per week basis. 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. Pipeline and equipment will each have all required U.S. Coast Guard lighting for night operations. For more information, contact Project Manager(s) on-site: PM, Doug Nelson – (985) 237-9667, denelson@weeksmarine.com or PM, David McNeil – (985) 237-5069, dcmcneill@weeksmarine.com.

SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>Five Fathom Bank Lighted Buoy F</td>
<td>38-46-49.031N 074-34-32.014W</td>
<td>Fl Y 2.5s</td>
<td>6</td>
<td>Yellow.</td>
<td>Synthetic AIS MMSI 993672390.</td>
<td>16/22</td>
</tr>
<tr>
<td>165</td>
<td>Delaware Lighted Buoy D</td>
<td>38-27-18.441N 074-41-46.607W</td>
<td>Fl Y 6s</td>
<td>6</td>
<td>Yellow.</td>
<td>Synthetic AIS MMSI 993672393.</td>
<td>16/22</td>
</tr>
<tr>
<td>1115</td>
<td>Little Egg Inlet Buoy 4</td>
<td>39-28-27.615N 074-17-44.623W</td>
<td></td>
<td>Red nun.</td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td>2740</td>
<td>Delaware River Lighted Buoy 13</td>
<td>39-34-08.694N 075-33-05.718W</td>
<td>Fl G 4s</td>
<td>4</td>
<td>Green.</td>
<td>Replaced by LIB of reduced intensity from Jan. 1 to Mar. 1. Synthetic AIS MMSI 993672078.</td>
<td>16/22</td>
</tr>
<tr>
<td>10159</td>
<td>Long Creek Lighted Buoy 2LC</td>
<td>36-54-24.711N 076-05-27.897W</td>
<td>Q R</td>
<td>4</td>
<td>Red.</td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td>10160</td>
<td>LONG CREEK WARNING LIGHT A</td>
<td>36-54-22.598N 076-05-27.622W</td>
<td>Fl W 4s</td>
<td>15</td>
<td>NW on pile worded DANGER SHOAL A.</td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td>10161</td>
<td>Long Creek Buoy 4</td>
<td>36-54-23.316N 076-05-19.924W</td>
<td></td>
<td></td>
<td>Red nun.</td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td>10162</td>
<td>Long Creek Lighted Buoy 1A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Remove from list.</td>
<td>16/22</td>
</tr>
</tbody>
</table>
### SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>10165</td>
<td>Long Creek Warning Daybeacon B</td>
<td>36-54-15.566N 076-05-21.911W</td>
<td>NW on pile worded DANGER SHOAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10166</td>
<td>Long Creek Lighted Buoy 2</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>Remove from list.</td>
</tr>
<tr>
<td>10168</td>
<td>Long Creek Warning Daybeacon C</td>
<td>36-54-14.311N 076-05-12.669W</td>
<td>NW on pile worded DANGER SHOAL C.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10170</td>
<td>LONG CREEK LIGHT 6A</td>
<td>36-54-15.918N 076-05-05.381W</td>
<td>Fl 4s</td>
<td>15</td>
<td>4</td>
<td>TR on pile.</td>
<td></td>
</tr>
<tr>
<td>12143.6</td>
<td>BARRETS POINT LIGHT 1</td>
<td>37-14-18.700N 076-51-47.700W</td>
<td>Fl G 3s</td>
<td></td>
<td></td>
<td></td>
<td>SG on pile. Private Aid.</td>
</tr>
<tr>
<td>12143.65</td>
<td>BARRETS POINT LIGHT 2</td>
<td>37-14-19.300N 076-51-46.900W</td>
<td>Fl 3s</td>
<td></td>
<td></td>
<td></td>
<td>TR on pile. Private Aid.</td>
</tr>
<tr>
<td>12143.7</td>
<td>Barrets Point Daybeacon 3</td>
<td>37-14-22.400N 076-51-52.200W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SG on pile. Private Aid.</td>
</tr>
<tr>
<td>12143.75</td>
<td>Barrets Point Daybeacon 4</td>
<td>37-14-22.800N 076-51-51.400W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>TR on pile. Private Aid.</td>
</tr>
<tr>
<td>12143.8</td>
<td>BARRETS POINT WARNING LIGHT</td>
<td>37-14-28.600N 076-51-54.200W</td>
<td>Fl W 3s</td>
<td>7</td>
<td></td>
<td></td>
<td>On pile. Private Aid.</td>
</tr>
<tr>
<td>12143.85</td>
<td>BARRETS POINT LIGHT 5</td>
<td>37-14-30.800N 076-51-55.900W</td>
<td>Fl G 6s</td>
<td>7</td>
<td></td>
<td></td>
<td>SG on pile. Private Aid.</td>
</tr>
<tr>
<td>12143.9</td>
<td>BARRETS POINT LIGHT 6</td>
<td>37-14-30.500N 076-51-54.500W</td>
<td>Fl R 5s</td>
<td>7</td>
<td></td>
<td></td>
<td>TR on pile. Private Aid.</td>
</tr>
<tr>
<td>28005</td>
<td>Oregon Inlet Buoy 7</td>
<td>35-47-41.136N 075-31-49.183W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Green can.</td>
</tr>
<tr>
<td>28005.5</td>
<td>Oregon Inlet Buoy 7A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Remove from list.</td>
</tr>
<tr>
<td>28010</td>
<td>Oregon Inlet Lighted Buoy 8</td>
<td>35-47-15.374N 075-31-58.918W</td>
<td>Fl R 4s</td>
<td>4</td>
<td></td>
<td></td>
<td>Red</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

<table>
<thead>
<tr>
<th>No.</th>
<th>Name and Location</th>
<th>Position</th>
<th>Characteristic</th>
<th>Height</th>
<th>Range</th>
<th>Structure</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>28326</td>
<td>Walter Slough Buoy 6A</td>
<td>35-47-33.315N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>075-33-40.194W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31055</td>
<td>Shallotte Inlet Buoy 1</td>
<td>33-53-39.257N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-54.034W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31060</td>
<td>Shallotte Inlet Buoy 2</td>
<td>33-53-34.825N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-50.707W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31070</td>
<td>Shallotte Inlet Buoy 4</td>
<td>33-53-43.285N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-51.006W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31075</td>
<td>Shallotte Inlet Buoy 5</td>
<td>33-53-47.126N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-54.181W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31080</td>
<td>Shallotte Inlet Buoy 6</td>
<td>33-53-53.365N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-48.608W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31082</td>
<td>Shallotte Inlet Buoy 7</td>
<td>33-53-55.204N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-53.227W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31085</td>
<td>Shallotte Inlet Buoy 8</td>
<td>33-54-05.425N</td>
<td>Red nun.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-45.847W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31087</td>
<td>Shallotte Inlet Buoy 9</td>
<td>33-54-07.344N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-48.846W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31090</td>
<td>Shallotte Inlet Buoy 3</td>
<td>33-53-39.257N</td>
<td>Green can.</td>
<td></td>
<td></td>
<td></td>
<td>16/22</td>
</tr>
<tr>
<td></td>
<td></td>
<td>078-22-54.034W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ENCLOSURES**

- Summary of Shoaling
- Summary of Bridge Regulations/Construction/Permits
- Summary of Dredging and Construction
- Summary of Marine Events
- Summary of Offshore Renewable Energy Installations
- Right Whale Slow Zone
- SAILDRONE - Offshore Ocean Survey
- Offshore NC Survey
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 located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently 5 - 6 ft 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
Chart 12323

NJ – BARNEGAT INLET – SHOALING
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 Buoy 8 (1129) and Barnegat Inlet Lighted Buoy 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.
Chart 12323

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.
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 Thorofare.
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 393 (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 Daybeacon434 (LLNR 36570).
Chart 12316
NJ – SALEM RIVER – SHOALING
Shoaling was reported in the Salem River, in Salem, NJ. The shoaling was reported between Salem River Entrance Channel Light 5 (LLNR 2670), Light 6 (LLNR 2675) and Light 7 (LLNR 2680), Light 8 (LLNR 2685) on the east side of the channel. The depth was reported at 10 feet shortly after high tide. Chart 12311

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

PA – NJ – CHESTER RANGE – SHOALING
The Coast Guard has received a report of shoaling 40ft within the PA side of the channel in approx position 39-49'33.80"N, 075-22'39.81"W. The rock mound has been reported to have a minimum depth of 39.1ft. Mariners are urged to use caution when transiting the area. Chart 12312

DELAWARE SHOALING
DE – DELAWARE BAY - MURDERKILL RIVER – SHOALING
Shoaling has been observed in Murderkill River throughout entire waterway, shoaling to 2-4 feet at mean low water. The following seasonal buoys in Murderkill River were unable to be established due to shoaling.
A. Murderkill River Buoy 2 (LLNR 2315).
B. Murderkill River Buoy 3 (LLNR 2320).
C. Murderkill River Buoy 4 (LLNR 2330).
D. Murderkill River Buoy 5 (LLNR 2335).
E. Murderkill River Buoy 6 (LLNR 2337).
Murderkill River Light 1 (LLNR 2300) has been changed to Murderkill River Warning Light A (LLNR 2300) NW Dayboards worded Danger Shoal and Murderkill Range Front Light 7 (LLNR 2305) has been changed to Murderkill Range Front Warning Light (LLNR 2305) NW Dayboards worded Danger Shoal due to shoaling. The front and rear range which remain operational. Sector DB BNM 078-21. Chart 12304

DE – INDIAN RIVER BAY – SHOALING
There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy M1 (LLNR 4436). Depths of 0.0 ft at times, during low tide, are reported. Chart 12216

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 Chart 12216

DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING
Shoaling was observed in White Creek to 2 – 5 feet at MLW. Floating Aids to Navigation have been discontinue while fixed aids to navigation have been converted to Warning Daybeacons with “Danger Shoal” on them. SEC DB 055-20
Chart 12216

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
Chart 12261

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
Chart 12261

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT - FLAG HARBOUR - 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 5ft at MHW. BNMD 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.
Chart 12233

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).
Chart 12286

MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINETOWN - ST. JEROME CREEK - SHOALING
Shoaling has been reported in St. Jerome Creek to a depth of 3 feet at MLW between St Jerome Creek DBN 3 (18805) and St. Jerome Creek Light 4 (LLNR 18810) and extending to St. Jerome Creek Buoy 5 (LLNR 18812) and St. Jerome Creek Buoy 6 (LLNR 18815). The channel width in the area of Deep Point is reduced to approximately 20 feet.
 Chart 12233

MD - VA - POTOMAC RIVER - PINETOWN 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 channelward 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, Chart 12286

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 145-21
Chart 12226

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.
Chart 12228

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 3-4ft in between tide cycles. Shoaling to 5ft 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). See 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 2-4ft at high tide. Sec MD-NCR BNM 044-17
Chart 12261

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, 3.9ft 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.
Chart 12272

MD – CHESapeake Bay – CHESTER RAY – 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
Chart 12272

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.
Chart 12286

VIRGINIA SHOALING
VA – CHINCOTEAGUE CHANNEL – SHOALING
Depth updated. Shoaling has been found in vicinity of Chincoteague Channel Lighted Buoy 26 (LLNR 5390) and Chincoteague Channel Lighted Buoy 28 (LLNR 5397) along center and east side of channel. Depths as low as 5.5' reported at MLW. VA BNM 022-21.
Chart 12210, 12211

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 – NANDUA CREEK
Shoaling has been reported at the entrance to Nandua Creek to 2 feet. HR BNM 311-13
Chart 12226

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, 12224

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 5 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, 12205
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 6 (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 12234

VA – LITTLE CREEK HARBOR – SHOALING
Shoaling has encroached approximately 20ft in to 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.
Chart 12226

VA – HAMPTON ROADS - WILLOUGHBY BAY
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLW 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 – 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 3 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Day beacon 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).
Chart 12235

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 Tolbys Point extending along the eastern side of Tolbys Point to North Bend. HR BNM 051-17, LNM 08/17 Chart 12237
VA - RAPPAHANNOC K RIVER - CORRO TOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING

An ACOE Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLW, across the channel from approximately 250 feet North-Northeast of Greenvale Creek Channel Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16
Charts 12237

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 Tanger 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. Chart 12228

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
Chart 12286

VA - POTOMAC RIVER - YEOCOMICO SOUND - 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.
Chart 12286

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
Chart 12288

VA – RUDEE INLET – SHOALING

Based on the survey dated; March 14, 2022 indicates shoaling from the ends of the North/South Jetties eastward approximately 350’ with a depth of 7.2’ MLLW and westward from the same point approximately 320’ with a depth of 6.2’ MLLW.

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
Chart 12205

NC – OREGON INLET – SHOALING

Significant shoaling exists in Oregon Inlet. Oregon Inlet Lighted Buoys 1 through 7 are misleading. There is shoaling to a depth of less than 2 feet near Oregon Inlet Lighted Buoy 6 (LLNR 28003) and Oregon Inlet Lighted Buoy 7 (LLNR 28005) at mean low water. Mariners are advised to use caution.
Chart 12204

NC – OREGON INLET – SHOALING

Shoaling has been located in the vicinity of Oregon Inlet Buoy 17 (LLNR 28055) and Oregon Inlet Lighted Buoy 19 (LLNR 28065) encroaching from the south side of the channel. Water depths of 4 feet at MLW. SEC NC BNM 363-21.
Charts 12204
***NC – SOUTH FERRY CHANNEL – SHOALING – TEMPORARY DISCONTINUATION OF AIDS TO NAVIGATION***
Significant shoaling exists in South Ferry Terminal in Hatteras Inlet, to a depth of less than two feet at mean low water. Multiple aids to navigation in the channel are unreliable and not marking good water. The Coast Guard has temporarily discontinued South Ferry Terminal buoys 4SF (LLNR 28703) thru 9SF (LLNR 28717) due to shoaling. Mariners are advised to use extreme caution while navigating this area.
Chart 11555

**NC - HATTERAS INLET - SHOALING**
Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 5 feet at mean low water. Shoaling continues to encroach the channel near Hatteras Inlet Channel Lighted Buoy 12A (LLNR28732.1), and Hatteras Inlet Channel Buoy 15 (LLNR 28736). Depths of less than 4 feet MLW have been reported between Hatteras Inlet Channel Buoy 18 (LLNR 28760) and Hatteras Channel Lighted Buoy 19 (LLNR 28760). Some aids to navigation in the inlet may be unreliable. NC BNM 029-22, 030-22.
Chart 11555

**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.
Chart 11555

**NC – BIG FOOT SLOUGH – SHOALING**
Mariners are advised there is shoaling in the vicinity of Buoy 10C (29070.2) in Big Foot Slough at approximate position 35-09-03.184 N 076-00-38.651W. Mariners are advised to use caution while navigating this area.
Chart 11550

**NC - OCRACOKE INLET - SHOALING**
Shoaling exist 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 exist in the vicinity between Teachs Hole Channel Lighted Buoy 19 (LLNR 28953) and Teachs Hole Channel Lighted Buoy 24 (LLNR 28962). Reported depths less than 4 feet MLW. NC BNM 026-22

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

**NC – PAMLICO SOUND – CORE SOUND – WAINWRIGHT SLUE – SHOALING**
Due to lack of navigable water all floating aids have been removed and all remaining fixed aids converted to non-lateral warning beacons up to Core Sound Light 11 (LLNR 34370) proceeding south from Pamlico Sound. The remaining fixed aids are scheduled for removal. Pending future dredging or waterway improvements, the Core Sound waterway is no longer accessible from Pamlico Sound. NC BNM 404-20
Chart 11548

**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 Straits. 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**
Mariners are advised that significant shoaling has been reported in IVO of Bogue Inlet Lighted Buoy 1 (LLNR 29495), shoaling is encroaching the southwest side of the channel at the entrance of Bogue Inlet. Observed depths as low at 2ft MLW have been identified. Shoaling extends approx 15 yards into the channel. SEC NC BNM 031-22.
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.
Chart 11541

**NC – NEW RIVER INLET – SHOALING**
Significant shoaling exists in New River Inlet between New River Inlet Channel Buoy “1” (LLNR29655) and New River Inlet Channel Buoy “10” (LLNR29680). Multiple aids to navigation may be unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area.
Chart 11542
NC – BOGUE SOUND – SHOALING
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895). Survey indicates depths as low as 5FT MLW encountered in channel center and depths as low as 4FT have been reported. Depths close to channel markers may be less. Conditions may change rapidly and mariners are advised to transit the area with caution. The most recent ACOE survey can be found here: https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/aiww
Chart 11541

NC – LENOXLVILLE POINT – TAYLOR CREEK – SHOALING
Shoaling exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 38731) and Core Creek Daybeacon 8 (LLNR 38736). Reported depths of 4 feet MLW have been observed. Additional shoaling has increased between New River Buoy 9 (LLNR 39270) and New River Daybeacon 4 (LLNR 30048) spanning the width of the channel. Depths 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 – 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 – INTRACOASTAL WATERWAY – BROWNS INLET – SHOALING
Shoaling exists in the Atlantic Intracoastal Waterway near Browns Inlet Crossing between Bogue Sound - New River Buoy 60 (LLNR 39217) and Bogue Sound – New River Buoy 61A (LLNR 39223), to less than one foot at MLW. Mariners are advised to use caution while transiting this area.
NC BNM 372-20
Charts 11541

NC – NEW RIVER – NEW RIVER INLET – SHOALING
Shoaling has occurred between New River Inlet Lighted Buoy 2(LLNR 29660) and New River Inlet Buoy 4 (LLNR 29670). Depths of 4-5' MLW spanning the width of the channel. Additionally, shoaling has increased between New River Inlet Buoy 9 (LLNR 29710) and New River Inlet Buoy 10 (LLNR 29720) with depths of 1-2 MLW. Mariners are advised to exercise caution while transiting this area. See SEC NC BNM 238-21
Chart 11541

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – NEW RIVER – NEW RIVER INLET CROSSING
Shoaling in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19
Chart 11542

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 NEW RIVER – CAPE FEAR RIVER – MASON INLET CROSSING – SHOALING
Mariners are advised that shoaling exists in the Intracoastal Waterway in the vicinity of Mansons Inlet Crossing between New River – Cape Fear River Buoys 121 (LLNR 39597) and New River – Cape Fear River Buoys 122A (LLNR 39061), to a depth of less than two feet at mean low water. Mariners are advised to use extreme caution while navigating this area. NC BNM 026-21.
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 – 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 - SNOWS CUT - SHOALING
Shoaling exists in Snows Cut to a depth of 3 feet at mean low water in various locations between New River – Cape Fear River Light 161 (LLNR 39755) and New River - Cape Fear River Lighted Buoy 163 (LLNR 39825). Mariners are advised to use caution while navigating this area.
Chart 11534
NC – NEW RIVER - CAPE FEAR RIVER – SHOALING
Shoaling found near New River - Cape Fear River Buoy 99 (LLNR 39547) and New River - Cape Fear River Buoy 99A (LLNR 39548). Depths as low as 4 feet at MLW were observed. SEC NC BNM 140-20
Chart 11541

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

NC – LOCKWOODS FOLLY INLET CROSSING – SHOALING
Significant shoaling has been reported in Lockwoods Folly Inlet Crossing between Cape Fear River – Little River Daybeacon 46 (LLNR 40220) and Cape Fear River – Little River Buoy 47 (LLNR 40225) spanning the width of the channel. Depths of 4’-5 MLW have been reported. SEC NC BNM 369-21.
Chart 11534

NC – INTRACOASTAL WATERWAY – CAPE FEAR RIVER – LITTLE RIVER – SHALLotte INLET CROSSING – SHOALING
Shoaling has been observed between Cape Fear River – Little River Buoy 80A (LLNR 40337) and Cape Fear River – Little River Buoy 82 (LLNR 40345) to 4 feet MLW encroaching from the southeast edge of the channel extending into the Intracoastal Waterway. NC BNM 408-20. Chart 11534
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)

- **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) 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)

- **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)
  - Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (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 36.83 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)

- **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)

Regulations:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Washington, DC & Virginia (Northern) – None
- Maryland – None

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, 2022. To facilitate maintenance, a work skiff and a 70 ft 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)
  - Broadkill River - Bridge 3-155 N&S (SR 1/SR 14/Coastal Highway) Bridge – Modification activities, which began October 2021, are expected to be completed on May 30, 2022. Work is and will be on-going 24-hours per day, seven days a week. The project will involve replacement of the bridge deck and steel superstructures of the fixed highway bridge; make minor modifications to the supporting concrete piers to support the new superstructures; replace the existing pile jackets at all piers; replace the existing riprap on the slopes to stabilize the embankments; complete minor approach highway work to tie the roadways into the new bridge decks; and bridge painting. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 16.5 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. Crane barges, material barges, support vessels and crew boats are and will be operating or stationed in and around the vicinity of the existing bridge during the duration of the project. During the modification period through April 1, 2022, the horizontal clearance of the bridge will be reduced to approximately 20 feet, at all other times the clearances of the bridge will be unrestricted. Vessels that can transit through the bridge during periods of reduced horizontal clearance due to the work barges, may safely transit through the bridge, if at least a one-hour prior notice is given to the project foreman. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. R.E. Pierson Construction Co., Inc.’s work vessels and barges are and will continue to monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The DelDOT Resident Engineer may be contacted at (302) 853-1349 or (302) 542-3590 and R.E. Pierson Construction Co., Inc.’s project foreman may be contacted at (609) 743-7167 or (609) 743-0092. (MT)
  - Lewes and Rehoboth Canal - Lewes Railroad Swing Bridge - A cofferdam was installed February 22, 2022, the fender piled and pier are anticipated to be removed by April 1, 2022. Due to fisheries time of year restriction the cofferdam will be removed October 7, 2022. Horizontal clearance of the canal will be constricted by approximately 5 feet until October 7, 2022. Mariners should use caution when transiting the area. (CT)
  - Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through October 2022. Work platforms have been installed, reducing the available vertical clearance by approximately 5 feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)
  - Missippian River - Route 1/Rehoboth Blvd. Bridge – Bridge sustained a causality and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)
  - Indian River Inlet - State Route 1 (Charles W. Cullen) Bridge – Bridge inspection will be conducted on Tuesday, April 19, 2022, through Friday, April 22, 2022 from 8 a.m. to 5 p.m. Inspection personnel will be using a snooper truck to gain access to the under-side of the bridge from April 25, 2022, to April 29, 2022. The snooper truck will reduce the bridge’s vertical clearance while in operation and will not restrict access. Boating traffic along the entire width of the navigable channel and can relocate accordingly. A safety boat will be in vicinity of the navigation channel and on VHF/FM Ch. 13 to coordinate the movement of the snooper truck, if needed. Mariners should use caution when transiting the area. (MS)

New Jersey (Central & Southern)

- Delaware River – Commodore Barry (fixed) Bridge – Repainting of the main (cantilever) truss span, signal gantries, steel barriers along the entire bridge, and water tower will continue through 2023. Work platforms will be installed, reducing the available vertical clearance by 3 feet,
reducing the clearance from 190 feet to 187 feet above mean high water. Mariners should exercise caution when transiting the area. (KB)

Delaware River - Benjamin Franklin Bridge – Bridge maintenance will be performed from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project channel will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic, however the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.

Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended to the east 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, out by 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), Duck Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance will be conducted from 6 a.m. to 5 p.m.; Monday–Friday; from October 8, 2021, through April 29, 2022. A 60-foot work barge, a 21-foot work boat and divers will be located in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at 609-358-1727. Mariners should use caution navigating through the area. (MT)

New Jersey Intracoastal Waterway (NJICW), BarNEGat Bay - SR 37 (J. Stanley Tunnyee) (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)

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 November 1, 2020, through 5 p.m. on May 15, 2022. A work platform will reduce the horizontal clearance of the navigation channel to approximately 30 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)

Oldmans Creek - I-295 Bridge – Bridge maintenance will be conducted from 6 a.m. to 5 p.m.; Monday–Friday; from March 21, 2022, through September 30, 2022. A 21-foot work vessel and three four-foot floats and a team of divers will be located in and around the vicinity of the bridge. During the work hours, the work vessel, floats and divers will be in the navigational channel which will reduce the horizontal clearance of the bridge to approximately 25 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may safely transit through the bridge, if at least a one-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 477-6290 or (856) 298-2353. Mariners should use extreme caution navigating through the area. (MT)

Delaware River - US 322 (Commodore Barry) Bridge – Bridge maintenance will be conducted from 6 a.m. to 2:30 p.m.; Monday–Friday; from March 14, 2022, through October 3, 2022. Several work boats and work platforms will be located around the vicinity of the bridge. Maintenance personnel and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (856) 472-5714 or (609) 707-7439. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

Pennsylvania – Schuylkill River - Grays Ferry Railroad Bridge – Modification activities, which began June, 2018, will recommence on April 4, 2022, and are expected to finish on June 3, 2022. Work will be performed from 7 a.m. to 3:30 p.m.; M-F. During this bridge modification project, the eastern navigation span will be occupied; the western navigation span will be open for vessels to transit. 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 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 215-651-6278 or 215-421-2880. (MT)

Delaware River - US 322 (Commodore Barry) Bridge – Bridge maintenance will be conducted from 6 a.m. to 2:30 p.m.; Monday–Friday; from March 14, 2022, through October 3, 2022. Several work boats and work platforms will be located around the vicinity of the bridge. Maintenance personnel and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (856) 472-5714 or (609) 707-7439. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

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.
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 notices 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, 76°59'22.04" W, thence south to 38°21'43.08" N, 76°59'20.55" W, thence west to 38°21'41.00" N, 76°59'34.90" W, thence north to 38°21'48.90" N, 76°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 personnel 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)

- 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 2022. 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 present all navigable waters 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)
- Lafayette River - US 460 (Granby Street) Bridge – Bridge maintenance which began in September 2020, will continue to be conducted from 7 a.m. to 5:30 p.m.; 7 days a week; through October 8, 2022. A 20-foot safety vessel and work platform will be in and around the vicinity of the bridge. The work platform will be located underneath the bridge, positioned adjacent to the bridge pier behind the bridge fender system as to not impede the navigational channel. Maintenance vessels will relocate from the navigable channel, upon request. The work vessel may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 920-6454 or (804) 229-1669. Mariners should use caution navigating through the area. (MT)

- 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 notices 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. Bridges (replacement) Work Trestles & Island – The 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.
The bridge will be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021, except for recreational vessels. Recreational vessels able to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a limited opening (north span). Recreational vessels unable to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a full opening (both spans). Public vessels of the United States, commercial vessels, government vessels, and emergency vessels may transit through the bridge unrestricted at any time in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. The bridge will be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)

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.

Pheobus 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 vessels to be secured, anchored or spooled down to that location. The corners of the safe harbor area are marked with white buoys with flashing yellow lights. When secured, 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 Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536-9863 and/or email MarineOps@hrvcpv.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://hrbtxpansion.org. (MT)

Willoughby Bay - I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Construction activities began on June 7, 2021, and are expected to continue through December 2023. Marine construction activity will take place 24-hours per day, seven days a week. The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge spans or located within the specific Mooring/Safe Harbor area.

Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending out from on out from the North and South shorelines. The project foreman may be reached at (757) 705-2256. 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@hrvcpv.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://hrbtxpansion.org. (MT)

Bridge Structures/Work Trestles: 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@hrvcpv.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://hrbtxpansion.org. (MT)

Long Creek - West Great Neck Road Bridge – Bridge maintenance will be conducted from 7 a.m. to 5:30 p.m.; Monday through Saturday; from November 15, 2021, through April 25, 2022. A 45-foot crane barge, snooper vehicle and work platforms will be located on and in and under the vicinity of the bridge. During the maintenance period from 7:30 a.m. through 5 p.m., Monday through Friday, the crane barge will be located in the navigational channel, adjacent to the fender system, which will reduce the horizontal clearance of the bridge to approximately 15 feet of horizontal clearance, and will be located outside of the navigation channel during non-work hours. During work weeks, Monday through Saturday, the snooper vehicle will reduce the vertical clearance of the bridge to approximately 32 feet of vertical clearance. Vessels that cannot safely transit through the bridge during periods of reduced vertical and horizontal clearances of the bridge due to the crane barge and snooper vehicle may safely transit through the bridge at scheduled time of noon to 12:30 p.m., if at least a one-hour prior notice is given to the project foreman. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Maintenance personnel, crane barge and snooper vehicle will relocate from the navigable channel, upon request. The snooper vehicle may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 705-6615 or (757) 435-2256. Mariners should use extreme caution while navigating through the area. (MT)

South Branch of the Elizabeth River - I-64 High Rise Bridge – Placement of structural steel over the navigation span of the bridge is scheduled from 6 a.m. to 6 p.m. on March 4, 2022. The waterway through the bridges (existing bascule drawbridge and fixed bridge under construction) will not be accessible during placement of the structural steel over the navigation span. 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 bulletin. Mariners are urged to use caution when transiting the area. (KB)

North Landing River - S-165 (North Landing Bridge) – Bridge will not be capable of normal operation until further notice. The north span of the bridge is fully operational and the south span of the bridge will have limited operational capabilities. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021, except for recreational vessels. Recreational vessels able to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a limited opening (north span). Recreational vessels unable to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a full opening (both spans). Public vessels of the United States, commercial vessels, government vessels, and emergency vessels may transit through the bridge unrestricted at any time in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. The bridge will be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)
Elizabeth River-Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridge – Bridge maintenance of the bridge bascule spans. The bridge will remain in the closed position from 5 a.m. on Monday, April 25, 2022, to 5 a.m. on Saturday, April 30, 2022, with alternate closure dates from 5 a.m. on Monday, May 2, 2022, to 5 a.m. on Saturday, May 7, 2022. The horizontal clearance of the bridge will be reduced to 100 feet from 5 a.m. on Monday, April 25, 2022, to 8 a.m. on Wednesday, April 27, 2022, with alternate dates from 5 a.m. on May 2, 2022, to 8 a.m. on Wednesday, May 4, 2022. The bridge will be reduced to 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximately) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 21 and 22 (span 22) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. (HP)

The Straits - Barkers 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)

Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 1184 (Atlantic Beach Bridge) – Bridge maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through March 15, 2021. The second phase will be performed from September 13, 2021, through March 15, 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, the snooper truck will be located in and around the navigational channel of the bridge. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in 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 (571) 287-9269 or (703) 598-1847. 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)

Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 58 (Emerald Drive) Bridge – Bridge maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through March 15, 2021. The second phase will be performed from September 13, 2021, through March 15, 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, the snooper truck will be located in and around the navigational channel of the bridge. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in 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 (571) 287-9269 or (703) 598-1847. 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)

Atlantic Intracoastal Waterway (AIWW) - SR 904 Bridge – Bridge maintenance will be conducted from Sunday night to Friday morning; from June 1, 2021, through May 1, 2022. During these maintenance periods, two work vessels, work floats, and a snooper truck will be located in and around the navigation channel. During work hours, the snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in 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 (571) 287-9269 or (703) 598-1847. 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. (CT)

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 officials in caselots. 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 bridge and the 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 – Temporary work platforms will be installed on either side of the AICW, just north of the bridge. The platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge. Crane
operators and the bridge tender may be reached on VHF-FM channel 13. Mariners should use caution when transiting the area. (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 August 17, 2022. 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)
Pungimans River - US 17 Bridge - To facilitate the placement and curing of the concrete deck, the bridge will be maintained in the closed-to-navigation position from 10 a.m. on April 18, 2022, through 10 a.m. on April 27, 2022. The vertical clearance of the bridge in the closed-to-navigation position is approximately 13.5 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 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 117.835. Mariners should exercise caution when transiting the area. (HP)

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 - CAPE MAY HARBOR – DREDGING
The Army Corp of Engineers will be conducting maintenance dredging in Cape May Harbor starting April 6, 2022 until April 22, 2022. Dredge Murden will monitor marine VHF channels 13, and 16. Mariners are requested to use extreme caution near the dredging equipment and transit the area at their slowest safe speed to create minimum wake.

Chart 12324

NJ – CAPE MAY CANAL – CAPE MAY FERRY TERMINAL – DREDGING OPERATIONS
All vessels, please be advised that the Dredge MONTGOMERY of Barnegat Bay Dredging will be performing maintenance dredging of the Cape May Ferry Terminal located in Cape May, NJ. Dredge will start at Ferry Slip number 1, then digging to the east number 2, 3, 4, 5, and 6. Work will commence on March 16, 2022 with a completion date of April 18, 2022. All vessels should proceed with extreme caution when passing dredging locations. Dredge MONTGOMERY will be monitoring VHF channels 11, 13 and 16. For further information, contact Sector Delaware Bay Command Center at 215-271-4807.

Chart 12304

NJ – WILMINGTON TO PHILADELPHIA – OLDMANS CREEK – DREDGING
Starting on August 9, 2021, R.E. Pierson Construction Co., Inc. will be conducting dredging to facilitate vessel travel and installation of steel sheet bulkhead along Oldman’s Creek. Project begins within an area of the Delaware River located at Latitude 39.78221, Longitude -75.442119, near River Mile Marker 76, in New Castle County, Delaware, and extends into Oldmans Creek to Latitude 39.785794, Longitude -75.407103, just west the U.S. Route 130 Bridge, in Oldmans and Logan Townships, Salem and Gloucester Counties, New Jersey. Ellicot 370 floating dredge and “REP 9” #3406 tug boat will utilize 12” diameter HDPE fused dredge pipe supported by orange pipe floats to remove material. All vessels will be marked in accordance with CG regulations. REP 9 will monitor VHF-FM channel 10 and 11. Project is on hold and may resume early summer 2022. For more information, contact R.E. Pierson Construction Co. Inc. 856-769-8244.

Chart 12312

Pennsylvania
PA – SCHUYLKILL RIVER – DREDGING AND CONSTRUCTION
Dredging and Construction work will begin 07 February 2022 and continue through May 2025 on the Schuylkill River in Philadelphia, PA. The company PKF MARK III will be installing concrete piers and bridge decks along the banks of the Schuylkill River between the 34th street Bridge and the Schuylkill Arsenal Railroad Bridge. There will be deck barges and crane barges in the vicinity of the bridges, so mariners are advised to transit the area with caution. For more information regarding this operation contact the POC Jim Doyle at 484-680-8550.

Chart 12313

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

24 Hour contact: Conor Surgeoner – (610) 299-1252 (MDVP)
24 Hour contact: Frank Branagan – (856) 265-3558 (JPC Group, Inc.)

Chart 12313, 12314
Delaware

DE - NJ – DELAWARE RIVER – DEEPWATER RANGE – DREDGING OPERATIONS 4.32

The Dredge ESSEX will commence dredging operations in the Deepwater Range of the Delaware River on or about April 12, 2022. The project will continue until approximately June 1, 2022. A submerged pipeline will run from the dredging area to the Kilcohook Disposal area on the New Jersey side of the river. A floating pipeline will connect the dredge to the submerged pipeline. The submerged pipeline will need to be moved occasionally as the dredge progresses.

The Dredge Operator will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage.

All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. Operaters 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, crabpots 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, tenderboats 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, crabpots and structures in the general area must be removed prior to the commencement of the work.

Chart 12311.

Maryland

MD – TANGIER SOUND – GOOSE CREEK – RUMBLEY MARINA SEAWALL PROJECT

Rumbley Marina, LLC. will begin a replacement bulkhead project, starting January 20, 2022. Project will be confined to waters in marina and from land and will not impede any navigable waters outside marina. Project, is planned to be completed within 90 days.

Chart 12231

MD – BALTIMORE HARBOR – SEAGIRT BERTH 3 – DREDGING OPERATIONS

Corman Kokosing Construction Company will begin dredging operations, on behalf of Ports America, will commence on or about March 15, 2022 at Seagirt Berth 3, in the vicinity of 39°14'10" N, 076°32'40" W. Loaded scows will be towed from this location to the Unloader “SN3” located at the Masonville Dredge Containment Facility (39°15'10" N, 076°35'20" W) for offloading on a daily basis. A 16” submerged HDPE pipeline will be placed on the sea bottom from the Unloading Barge into the placement Facility, located in the vicinity of 39°15'15" N, 076°35'30" W.

The Dredge KOKO VI will be dredging the area with the assistance of a Tender Tug, Towing Tug, and three scows. Temporary emergency anchors will be placed near the Unloader #3, in the vicinity of 39°15'40" N, 076°35'00" W and near Seagirt in the vicinity of 39°15'00" N, 076°33'00" W to assist with operations.

All vessels and crew will monitor VHF channels 13 and 5 during the project execution. Dredging and unloading operations will continue daily until the estimated completion date of June 1, 2022. For more information, contact Adam Donder, (443) 695-3788, donder@kokos.com.

Chart 12281

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – BALTIMORE HARBOR – DREDGING OPERATIONS

Maintenance dredging operations are scheduled to occur within the Baltimore Harbor and Approaches federal navigation projects, from on or about March 2, 2022 until on or before July 20, 2022, 24 hours daily (Monday through Sunday). Cashman Dredging and Marine Contracting Co., LLC will perform the work in the Baltimore Harbor Channels, including Craighill Entrance Channel, Cutoff Angle, and Fort McHenry Channel. Bar dragging operations will be conducted in the Northwest Harbor East Channel. Marine equipment will be located throughout the dredging work areas during operations, utilizing the 180-foot long Clamshell Dredge DALE PYATT. Dredged material will be transported in the dump scows JOE VERROCHI, M.E.R.O. SHELVIN, KURT SCHULTE and WEEKS 118 to the Northern Access Channel Turning Basin at Poplar Island in Talbot County, MD for placement by the off-loader barge KRAKEN. Loaded scows from the Fort McHenry Channel will be transported to the Cox Creek Dredged Material Containment Facility in Baltimore Harbor for placement by the off-loader barge KRAKEN. Towing vessels involved include the CHARLES JAMES, MICHAEL DAIGLE, JOHN JOSEPH, BERING DAWN and MISS ILA. The marine equipment will be accompanied by the survey vessel CAPE ELIZABETH and support vessel BROOKS HOOKS. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Mariners can contact the vessels on marine band radio VHF-FM channels 16, 13 and 67.

Charts 12278, 12281, 12270.

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

Marine construction operations in support of the installation of aerial electric power transmission lines will occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge until Oct 7, 2022. The work will occur 24 hours per day, 7 days per week, in approximate positions: (1) 39°12'30.7417" N, 076°34'09.3475" W; (2) 39°16'28.5260" N, 076°34'29.0417" W; (3) 39°16'40.6218" N, 076°34'12.4256" W and (4) 39°16'30.9151" N, 076°34'10.4199" W. McLean Contracting Company marine equipment spudged on site will include: (1) a sectional barge (120'x120'x7') with Manitowoc Crane, (2) the Whirley Crane Baltimore barge (140'x70'x12.5'); (3) the Whirley Crane Hampton Roads barge (108'x46'x8'); (4) a Whirley Crane Newport News barge (110'x43'x8'); and (5) a deck barge. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed necessary to maintain safe course near the work site. Interested mariners can contact the attending vessels on site, including "WB29", "MEGALADON", "RISING SUN", "CAPTAIN STEVE", crewboat and jackboats on marine band radio VHF-FM channels 16 and 13. Throughout the construction project, the Baltimore Gas and Electric company will regularly provide updates at website: https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/Construction-Updates.aspx. Chart 12281.

MD – CURTIS BAY – FUEL PIER CONSTRUCTION

McLean Contracting Company will begin rehabilitation of Fuel Distribution Pier starting on January 3, 2022 to July 1, 2022. Work will be conducted 24 hours, 7 days per week and will require two barges to be moored in the vicinity of pier. Approximate location of project is 39°13'31" N, 076°34'03" W. For more information contact Mr. Ed Barrickman, Superintendent, 412-228-9715, or Mr. Mike Hodeen, Project Manager, 757-620-0854.

Chart 12281, 12278.
MD – PATAPSCO RIVER – NABBS CREEK – TIDAL WETLAND SHORELINE STABILIZATION PROJECT

Century Engineering Inc., on behalf of Baltimore Gas and Electric Company (BGE) will begin a wetland and shore stabilization project on Nabbs Creek behind the Chestnut Hill Cove residential community, beginning January 17, 2022 and continuing into Fall 2022. All work will be conducted from shore via an access road. For more information, contact Century Engineering at 443-589-2400.

Chart 12281.

MD – UPPER CHESAPEAKE CHANNEL – DREDGE OPERATIONS

Corman Kokosing Construction Company will begin mechanical dredging operations on or about January 24, 2022 in the Federal Navigation Channel in the Chesapeake Bay and Elk River from Worton Point to Old Town Point. Loaded scows will be towed from the work area to the Unloader barge located at the Pearl Creek Dredge Containment Facility for offloading. The unloader barge will be staged on the South of the channel and North of Wroth Point. An 18” submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility. The Dredge KOKO VI and/or KOKO V will be dredging the area with the assistance of tender tug, towing 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 April 22, 2022. For more information, contact Adam Donder, (443) 695-3788, adondero@kokos.com

Charts 12273, 12274, 12280.

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.

Chart 12289.

DC

None

Virginia

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE CHANNEL – DREDGING

The Dutra Group has been contracted to dredge the Chesapeake Channel from Chesapeake Channel Lighted Buoy 13 & 14 (LLNR 7105, 7110) to Chesapeake Channel Lighted Buoy 3 & 4 (LLNR 7045, 7050). Dredging will be performed by the hopper dredge “Stuyvesant”. All dredged material will be transported to Disposal Site Dam Neck Management Area Cell 1, centered at Lat. 36°50’40.67”N Long. 75°53’49.40”W, approximately 9 nm SE of Green Buoy 3 (end of dredge area).

Dredging is scheduled to start on or about December 14, 2021 and completed on or about April 15, 2022. Work will continue 24 hours a day, 7 days a week. The Stuyvesant will use and monitor VHF Channels 13 and 16. Mariners are urged to transit at their slowest safe speed to proceed with caution after passing arrangements have been made.

Chart 12221.

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING

Great Lakes Dredge & Dock Company, LLC (GLDD) with the hopper dredge M/V ATB Douglas B. Mackie & Trailng Suction Hopper Dredge Ellis Island will commence dredging operations in the Thimble Shoal Channel between coordinates point A, 36.9775353°N,-076.1172310°W, point C, 36.9534965°N,-076.0243938°W, point D, 36.9500990°N,-076.0257621°W on approximately April 18, 2022. Dredged material will be transported to DAM NECK OFFSHORE DISPOSAL SITE and bottom dumped in the contact designated area by the dredge.

Disposal will take place between Point E, 36.92487664N,076.35458739W, Point F, 36.81298881N,075.9049262°W, Point J, 36.8128974°N,-075.8878462°W, Point K, 36.7744449°N,-075.8878549°W. Operations occur 24 hours per day, 7 days per week. Great Lakes Dredge & Dock Company, LLC (GLDD) will commence pipeline mobilization activities on or around April 18, 2022. Mobilization activities will include towing attendant plant and pipeline rafts approx. 780ft in length by approx. 40ft in width from Chesapeake, VA via the Elizabeth River to a temporary staging area located next to Craney Island. The rafts of pipeline will be assembled at this staging area location between Point E, 36.92487664N,076.35458739W, Point F, 36.92572221N,-076.34923186W, Point G, 36.9111373N,-076.34671442W, Point H, 36.91040629N,-076.35209284W. Equipment will be anchored and lighted within the staging area, boats should avoid this area. Anticipated completion date is August 1, 2022.

Chart 12256.

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

Starting approximately April 20, 2022 and continuing until approximately June 25, 2022. Weeks Marine Inc. will be mobilizing equipment in the vicinity of Chesapeake Bay, City of Norfolk, Virginia. Starting approximately April 25, 2022 and continuing until approximately June 10, 2022. The Clamshell Dredge "Weeks 506", Weeks "320 Unloader", crew boats: "Timothy V." “Swift runner”, Tugs: “Shannon Dann” “Liz Alma”, Scows (110, 111 & 112) and tender tugs: "Stephen Dann", “Virginia” will be operating in the vicinity of the Chesapeake Bay. All dredged material will be towed and pumped through a combination of floating and submerged line into the approved Craney Island Dredged Material Management Area (CIDMMA).

Work limits for dredging operations will be bound by the following approximate positions:

36°59'11.10"N, 76° 6'41.27"W
36°58'31.05"N, 76° 6'17.10"W
36°58'12.83"N, 76° 6'24.32"W
36°58'19.19"N, 76° 6'46.66"W

Limits for “hydraulic uploading area” and “pipeline corridor” will be bound by the following approximate positions:

36°55'7.65"N, 76°21'4.76"W
36°54'37.60"N, 76°20'23.22"W
36°54'32.80"N, 76°21'8.47"W
36°55'12.31"N, 76°20'29.89"W
36°54'11.10"N, 76°21'27.57"W
36°53'21.67"N, 76°20'55.13"W

Once underway, dredging operations will continue on 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 minimize 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), dcmcnell@weeksmarine.com (email).

Chart 12256.

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING

****Delayed****Starting approximately (delayed – Estimated May/June). Weeks Marine Hopper Dredge "Lindholm" will be operating in conjunction with support equipment between Thimble Shoal Channel Thimble Shoal Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Lighted Buoy 7 (LLNR 9235) stopping west of Chesapeake Bay Bridge-Tunnel. 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° 13'54.24"N, 76°15'57.82"W
36°59'11.10"N, 76° 6'41.27"W
36°57'37.50"N, 76° 7'25.05"W
36°59'33.72"N, 76°16'36.77"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°51'45.15"N, 75°51'16.40"W
36°49'47.19"N, 75°50'54.07"W
36°49'45.72"N, 75°55'33.04"W

The dredge will monitor VHF-FM channels 13 and 16. For questions, contact Dave McNeill - (985) 237-5069 (mobile), dcmcnell@weeksmarine.com (email).

Chart 12256.

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION

Allan Myers is conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA until Oct 2022. Bridge passes over Great Neck Creek. A cofferdam and turbidity curtains are installed at the site. For more information contact Pat Robinson at 610-960-3139.

Chart 12222.

VA – HAMPTON ROADS – ELIZABETH RIVER – NAVAL STATION NORFOLK – DREDGING

Curtin Maritime (CMC) will be conducting dredging activities commencing on or about February 7, 2022 and conclude on or about May 30, 2022 within Naval Station Norfolk. During this time, CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Material will be dredged from within Pier 11S, Pier 6 North and Pier 5 North into hopper barges that will transit the Elizabeth River to be offloaded into the Craney Island Dredge Management Material Area and return to NSN. Barges will also depart from Pier 11S and transit the James River to Shirley Plantation for offload then return to NSN. Equipment for this operation will consist of 1 Clamshell Dredge, 6 Hopper Scows, Support Tugs: Taurus, Merrimac, Bunny C, and 1 Offloader Spud Barge.

All manned equipment will monitor VHF-FM Channels 13, 14 and 01A. Mariners are urged to transit at their slowest safest speed to minimize wake and proceed with caution after passing arrangements have been made.

For more information, contact Mr. Mike Patria at (630-418-1190).

Chart 12245.

VA – NORFOLK HARBOR AND ELIZABETH RIVER – ELIZABETH RIVER – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be performing dredging operations at the Navy deering station and in the Elizabeth River Channel. Work will begin south of Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) and continue to Elizabeth River Channel Lighted Buoy 30 (LLNR 9735) and will be performed between February 10, 2022 and April 15, 2022. The dredge Lexington monitors VHF channels 13 and 6. 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. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 12253.
VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION

Until March 2023, McLean Contracting will be conducting bridge demolition, and replacement of the Churchland Bridge on the Western Branch of the Elizabeth River. Signs have been installed on both sides of the bridge wording “OVERHEAD BRIDGE CONSTRUCTION 500 FEET AHEAD”. A temporary pile crane trestle will be extending approximately 600ft from either shoreline on the North side of the bridge. Barges and tugs will be on scene throughout the project and may be contacted on VHF-FM Channels 03, 13 and 16. For information, contact Scott White at 757-641-2132. LNM 23/20 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 Shipyards 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 over 500’ of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16. Chart 12253.

VA – ELIZABETH RIVER – PORTSMOUTH WATERFRONT – NORTH STREET FERRY LANDING TO TIDWATER YACHT MARINA – SEAWALL CONSTRUCTION

Crofton Construction will be conducting repairs to the seawall located in the Elizabeth River at the following locations: 36°50’20”N, 076°17’45”W, and 36°50’25”Nand 076°17’46”W. Beginning November 09, 2020 and continuing until Spring 2022 or until complete. Construction operations will include, barge and crane operations, in conjunction with general marine construction. Barges and vessels will be moored on site with employees working over the side on small floats at times along with crew boats. The construction equipment will be confined to the barges, with small crew boats, working in the vicinity. Vessels are requested to proceed in this area with caution and causing no wake. Crews will be monitoring VHF channels 13 & 16. For more information or questions, contact Olga Mileyko at 757-397-1131. Chart 12253.

VA – JAMES RIVER – SKIFFES CREEK CHANNEL – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be performing dredging operations at Skiffes Creek Channel on the James River between Skiffes Creek Channel Lighted Buoy 3 (LLNR 11825) and Skiffes Creek Daybeacon 9 (LLNR 11870). Dredging will be performed between April 4, 2022 and June 27, 2022. The dredge Lexington monitors VHF channels 13 and 6. 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 tug(s), tender boats and other attendant equipment will be navigating. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. Chart 12248.
VA - JAMES RIVER - NEWPORT NEWS TO JAMESTOWN ISLAND – BREAKWATER CONSTRUCTION

VA – SEACOAST – RUDEE INLET – DREDGE OPERATIONS
The Dredge CHARLESTON, along with support equipment, will commence dredging operations on or around March 23, 2022 until approximately May 4, 2022 for Ruude Inlet Maintenance Dredging. Operations will be conducted between Outer Sand Deposition area to Owl Creek, Lake Wesley, Lake Ruude Intersection. Material will be pumped to beach placement areas on Croatan Beach and Resort Area Beach.
Although, the dredging operations will occur in and around the channel a floating pipeline will be placed, parallel along the north side of the channel for Resort Area Beach Placement. Floating pipeline will be placed, parallel along the south side of the channel and in the “Sand Trap” for Croatan Beach Placement. Any used submerged pipeline will be marked with buoys every 120’ with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 1500’ feet at its longest and will be anchored and tended by tender tug boats.
The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For emergencies, the dredge operator can be reached at 757-508-2326. Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredging plant and are requested to contact the dredge prior to passing.
Chart 12200.

North Carolina
NC – PAMLICO SOUND – OUTER BANKS – US 12 - BRIDGE CONSTRUCTION
Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from Jan 2019 through March 2022 on the Outer Banks of NC. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx
Chart 12204.

NC – BARNEY SLOUGH CHANNEL – DREDGE OPERATIONS
Mclean Contracting will conduct dredge operations starting on January 30, 2022 to mid-April 2022 in Barney Slough Channel in Ocracoke, NC. Dredging will take place in Sloops 5-8 in vicinity of Barney Slough Channel Lighted Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Operations will occur 7 days a week with anticipated work times being 0600-1800 with a possibility of 24 hour operations. Dredge: KS-5540 Tugs: Little Nancy & Little Mary will monitor VHF Channels 13 & 16 if passing arrangements are needed. Mariners are advised to use caution when transiting this area.
Chart 11555.

NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – LENOXVILLE POINT – DREDGING
Starting on March 25, 2022, dredging will be conducted in Lenoxville Point on the east end of Taylors Creek. All mariners should use extreme caution while navigating this area as construction equipment will be moored throughout the length of Taylors Creek as they bring the spoils to the east side of Radio Island IVO Old Town Yacht Club. A dredge pipeline will be submerged and cross Bulkhead Channel to move the spoils to Radio Island. Dredging is expected to take 30 days.
Chart 11545

NC – SEACOAST – KURE BEACH & CAROLINA BEACH – BEACH NOURISHMENT
Great Lakes Dredge and Dock has been contracted by the Army Corp or Engineers to conduct beach nourishment. To mark borrow area and subline area, temporary buoys will be used. Buoys marking these locations should NOT be used for navigational purposes. Boaters should try to maintain a safe distance from these buoys. Great Lakes Dredge and Dock anticipates to commence mobilization activities on or around February 15, 2022. Waterside mobilization activities will include towing attendant plants and pipeline rafts. Assembly of submerged pipeline, temporary mooring of Derrick barge, Anchor Barge, pipeline and additional auxiliary equipment will be staged in Wrightsville Channel. The work under this contract consists of dredging beach quality sands from the permitted area of the Kure Beach Offshore Borrow Area B as well as, shaping, and grading the sand fill material along beach segments. Work will be performed with cutter suction dredge Texas. The hopper dredge will transport the material through a length of floating pipe to a series of pumps. The material will be conveyed from the pump out to the beach by hydraulic means through a submerged pipeline and deposited within the designated beach placement area. The dredge can be reached on marine VHF channels 13 & 16.

Kure Beach Landing 34.0228N 077.8943W Staging Area
Carolina Beach Landing 34.0446N 077.8860W 34.1914N 077.8152W
Booster Pump # 1 34.0393N 077.8797W 34.1939N 077.8130W
Booster Pump # 2 34.0280N 077.8897W 34.1935N 077.8123W
34.1910N 077.8145W

Dredging and Disposal Operations are often done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area of the dredge. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.
Project anticipated to be complete by April 31, 2022.
Chart 11541.
NC – CAPE FEAR RIVER – CAPE FEAR RIVER – DREDGING

The Dutra Group has been contracted by the US Army Corps of Engineers, to dredge the Cape Fear River reaches (Upper Lilliput Channel). The mechanical dredge, DB Paula Lee, will perform the dredging in the Cape Fear River with the dredged material to be disposed at the New Wilmington ODMDS. The project will use two towing tugs, the Tug "Colonel" and another that is yet to be determined. The tugs will be towing and handling two approximately 5,000 CY scows, the CK-7 and ES-15. The tugs will be transporting dredged material to the New Wilmington ODMDS placement site, which is approximately 9 NM south of the mouth of the Cape Fear River at N 33 deg 44 min 6.946 sec, W 078 deg 02 min 8.979 sec. Dredging is scheduled to commence on February 01, 2022 and should be completed by April 18, 2022. The crews and equipment will be operating 24 hours a day, 7 days a week during this period. Work will be performed in the Cape Fear River between Latitude North 34 degrees, 01 minutes and North 34 degrees, 11 minutes. The DB Paula Lee will continually monitor VHF channels 13, 16, and 81. Additionally, you can contact Project Manager, Danny Myers, at (415) 302-5369.

Chart 11537.

***NC – CAPE FEAR RIVER – CAPE FEAR RIVER – DREDGING***

Great Lakes Dredge & Dock Company, LLC will begin dredging in the Cape Fear River and placing dredge material in Offshore Dredge Material Site (ODMDS). The ODMDS site is south of Baldhead Island in position 33°42′44″, 78°01′22.63″, 33°42′44″, 78°02′14.70″, 33°41′55.34″, 78°02′15.27″, 33°41′54.92″, 78°01′23.13″. Dredges will consist of the Hopper Dredge Dodge Island and Hopper Dredge Padre Island, and Ellis Island. Dredge areas will be between Cape Fear River Entrance Channel Lighted Buoy 5 (LLNR 30325), and Cape Fear River Entrance Channel Lighted Buoy 10 (LLNR 30360), and between Cape Fear River Channel Lighted Buoy 13A (LLNR 30395), and Cape Fear River Channel Lighted Buoy 16 (LLNR 30450). The dredges are scheduled to arrive on April 15, 2022 and begin digging operations. Operations are expected to operate 24 hours per day, 7 days a week with a completion date of July 15, 2022.

Chart 11537.

NC – SEACOAST - OAK ISLAND BEACH RENOURISHMENT

Great Lakes Dredge and Dock has been contracted by the Town of Oak Island to conduct beach re-nourishment. To mark borrow area and subline area, temporary buoys will be used. Buoys marking these locations should NOT be used for navigational purposes. Boaters should try to maintain a safe distance from these buoys. Great Lakes Dredge and Dock anticipates to commence mobilization activities on or around February 8, 2022. Waterside mobilization activities will include towing attendant plants and pipeline rafts. Assembly of submerged pipeline, temporary mooring of Derrick barge, Anchor Barge, pipeline and additional auxiliary equipment will be staged in the staging area. The work under this contract consists of dredging beach quality sands from the permitted area of the Jay Bird Shoals and Central Reach Borrow Areas identified, shaping, and grading the sand fill material along beach segments within the Town of Oak Island. Work will be performed with hopper dredges Dodge Island and Padre Island. The hopper dredge will transport the material to a pump out buoy or series of pump out buoys, located in the areas. The material will be conveyed from the pump out buoys to the beach by hydraulic means through a submerged pipeline and deposited within the designated beach placement area. All dredges can be reached on marine VHF channels 13 & 16.

Dredging and Disposal Operations are often done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area of the dredge. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Estimated project completion: April 21, 2022. For more information, contact Project Manager, Mike Hungerford (630) 991-6633 or Project Engineer, Camden Murray (781) 910-8528.

Chart 11537, 11534, 11536

***NC – HOLDEN BEACH – BEACH RENOURISHMENT PROJECT***

Dredging operations have been completed for the Holden Beach nourishment project. Demobilization will occur until approximately 15 May 2022.

The pipeline corridor will be bound by the following approximate positions:
33°54′23.67″N, 78°02′14.20″W
33°53′26.27″N, 78°02′4.08″W
33°53′48.55″N, 78°04′58.29″W
33°54′50.74″N, 78°15′11.18″W

Continuing until approximately 15 May 2022, pipeline and equipment will be anchored in the vicinity of Battery Island, near Southport, NC. The staging area is located between the following approximate positions: 33°54′39.19″N, 78°05′6.21″W and 33°55′15.67″N, 77°59′53.30″W. Demobilization will continue on a twenty-four (24) hours per day, seven days per week basis. 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. Pipeline and equipment will each have all required U.S. Coast Guard lighting for night operations. For more information, contact Project Manager(s) on-site:PM, Doug Nelson – (966) 237-9667, denelson@weeksmarine.com or PM, David McNeil – (985) 237-5069, demcneill@weeksmarine.com, Chart 11534.
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.

MD – CHESAPEAKE BAY – PATUXENT RIVER AND VICINITY – SOLOMONS ISLAND– BOAT PARADE

An annual “Blessing of the Fleet” boat parade is scheduled to occur in the Patuxent River on May 15, 2022, between 2 p.m. and 4 p.m. The event consists of 35 sail and power vessels (16-50 feet in length) operating at slow speed along a designated route that starts at Patuxent River Light 6A (LLNR 19040) and proceeds upriver to approx. position 38°18'24.13" N, 076°27'49.75" W, in the vicinity of Solomons Island, MD, where a pass in review will take place near two anchored vessels. Interested mariners can contact the Solomons Island Yacht Club fleet captain on board the motor vessel TURTLE via marine band radio VHF-FM channels 16 and 68. Additional information is available at website http://solomonsislandyachtclub.com. Comments or questions should be directed to Coast Guard Sector Maryland-National Capital Region, at telephone number (410) 576-2674 or (410) 576-2693. Charts 12264, 12284.

***MD – CHESAPEAKE BAY – CHOPTANK RIVER – REGULATED AREA***

An annual open water distance swim is scheduled to occur across the Choptank River on May 15, 2022, from 10:30 a.m. to 12:30 p.m. Approximately 250 participants will swim across the Choptank River, along an approximately 2-mile designated course that will start at the beach of Bill Burton Fishing Pier State Park at Trappe, MD, proceeds across the Choptank River along and between the fishing piers and the Senator Frederick C. Makis, Jr. Memorial (U.S.-50) Bridge, and finishes at the beach of the Dorchester County Visitors Center at Cambridge, MD. Swimmers will be supported by sponsor-sponsored watercraft. As described in 33 CFR Sec. 100.501, a regulated area is established for all navigable waters of the Choptank River, from shoreline to shoreline, within an area bounded on the east by a line drawn from latitude 38°35′14.2″ N, longitude 076°02′33.0″ W, thence south to latitude 38°34′08.3″ N, longitude 076°03′36.2″ W, and bounded on the west by a line drawn from latitude 38°35′32.7″ N, longitude 076°02′58.3″ W, thence south to latitude 38°34′24.7″ N, longitude 076°04′01.3″ W, located at Cambridge, MD. All coordinates reference Datum NAD 1983. The regulated area will be enforced from 9:30 a.m. to 1 p.m. on May 15, 2022. The Captain of the Port Maryland-National Capital Region (COTP) or Event Patrol Commander (PATCOM) may forbid and control the movement of all vessels and persons, including event participants, in the regulated area. When hailed or signaled by an official patrol, a vessel or person in the regulated area shall immediately comply with the directions given by the patrol. Failure to do so may result in the Coast Guard expelling the person or vessel from the area, issuing a citation for failure to comply, or both. Except for participants and vessels already at berth, a person or vessel in the regulated area at the time it is implemented are to depart the regulated area. A person or vessel not registered with the event sponsor as a participant or assigned as an official patrol is a spectator. A spectator must contact the Event PATCOM to request permission to either enter or pass through the regulated area. The Event PATCOM and official patrol vessels enforcing this regulated area can be contacted on marine band radio VHF-FM channel 16 and channel 22A. A person or vessel that desires to transit, moor, or anchor within the regulated area must first obtain authorization from the COTP or Event PATCOM. The COTP or Event PATCOM can be contacted on marine band radio VHF-FM channel 16. Mariners are urged to schedule their transits on this waterway beyond the enforcement times. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Watersways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12266, 12268.

***MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – WILLIAM P. LANE, JR. MEMORIAL BRIDGES – REGULATED AREA***

“**The Great Chesapeake Bay Swim**” is scheduled to occur on June 12, 2022. The 4.4-mile distance swim across the Chesapeake Bay will start at 1:30 p.m. and finish at 5:30 p.m. As described in Table 2 to Paragraph (ii)(2) in Title 33 CFR § 100.501, a regulated area is established for all navigable waters of the Chesapeake Bay between and adjacent to the spans of the William P. Lane Jr. Memorial Bridges from shoreline to shoreline, bounded to the north by a line drawn parallel and 500 yards north of the north bridge span that originates from the western shoreline at latitude 39°00′36.6″ N, longitude 076°23′55″ W, thence eastward to the eastern shoreline at latitude 38°59′14.2″ N, longitude 076°19′57.3″ W, and bounded to the south by a line drawn parallel and 500 yards south of the south bridge span that originates from the western shoreline at latitude 39°00′18.4″ N, longitude 076°24′28.2″ W, thence eastward to the eastern shoreline at latitude 38°58′39.2″ N, longitude 076°20′08.8″ W. The regulated area will be enforced from 12:30 p.m. to 6:30 p.m. on June 12, 2022. All coordinates reference Datum NAD 1983. The Captain of the Port may assign one or more official patrol vessels, as described in 33 CFR § 100.40. The patrol vessels and Event PATCOM can be contacted on Marine Band Radio, VHF-FM Channel 16. The Event PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. The Event PATCOM or Official Patrol may forbid and control the movement of all vessels and persons in the regulated area. When hailed or signaled by an Official Patrol vessel, the person or vessel being hailed must immediately comply with all directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The operator of a vessel in the regulated area must stop the vessel immediately when directed to do so by an Official Patrol and then proceed only as directed. A person or vessel must comply with all instructions of the Event PATCOM or Official Patrol. A vessel operator may request permission to enter and transit through the regulated area by contacting the Event PATCOM or Official Patrol on VHF-FM Channel 16. When authorized to transit through the regulated area, the vessel must proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the event area. The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event date and time. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Watersways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12263, 12270.
MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATAS

Annual sailing regattas sponsored by the Annapolis Yacht Club (AYC) are scheduled to occur on the Severn River and the Chesapeake Bay near the mouth of the Severn River, during 2022. Unless otherwise indicated, the events will occur between 10 a.m. and 4 p.m. Twenty-five individual AYC events are scheduled on the following dates: (1) April 27-August 31 (Wednesday Night Races - 90 participants, 22-50 feet in length, from 6 p.m. to 7:30 p.m.); (2) April 30 (Spring One Design - 25 participants, 22-31 feet in length) (3) May 7 (Spring Harbor Regatta - 25 participants, 20-28 feet in length); (4) May 7 (Spring Race to Oxford - 30 participants, 30-50 feet in length, from 9 a.m. to 4 p.m.); (5) May 13-15 (NOOD Regatta - 200 participants, 22-40 feet in length) (6) June 4 (Don Bucke Memorial CRAB - 6 participants, 22 feet in length); (7) June 11-12 (Star NA Tune-Up - 25 participants, 23 feet in length) (8) June 15-18 (Star North Americans – 50 participants, 23 feet in length); (9) July 6 - (Junior Annual Regatta - 100 participants, 8-15 feet in length); (10) July 23-24 (Annual Regatta - 45 participants, 24-50 feet in length); (11) July 31 (Two Bridge Fiasco - 75 participants, 22-60 feet in length, from 10 a.m. to 5 p.m.); (12) August 27-28 (Cornishian Cup - 4 participants, 22 feet in length); (13) September 9-11 ((Harbor 20 North Americans – 20 participants, 20 feet in length); (14) September 23-25 (Annapolis YC 3-2-1 Invitational - 12 participants, 20-30 feet in length) (15) September 24 (Fall Race to Solomons - 45 participants, 30-50 feet in length) (16) October 1-2 (Fall Series 1 - 30 participants, 22-34 feet in length) (17) October 1-2 (Doublehanded Distance Race - 20 participants, 29-50 feet in length, overnight from 12 p.m. to 12 p.m. the following day); (18) October 3-5 (Warrior Sailing Project - 8 participants, 22 feet in length) (19) October 8 (Fall Series River Course - 25 participants, 20-28 feet in length) (20) October 8-9 (Fall Series 2-30 participants, 30-50 feet in length) (21) October 15-16 (Eschells - Lippincott - 30 participants, 23 & 30 feet in length) (22) October 21-23 (33 North Americans – 10 participants, 35 feet in length) (23) October 22-23 (J/105 East Coasts - 25 participants, 35 feet in length) (24) October 29-30 (Halloween Howl) - 50 participants, 8 feet in length; and (25) November 6-December 11 (Frostbite Series - 1st Half - 80 participants, 22-45 feet in length, from 12 p.m. to 4 p.m.).

Additional information on these events can be obtained at website https://www.annapolisyc.com/. The AYC Race Committee can be contacted via marine band radio VHF-FM channels 09, 13, 16, 68, 69, 70, 71 and 72. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

Charts 12270, 12267, 12283.

MD – CHESAPEAKE BAY – SEVERN RIVER - REGULATED AREA

Mariners are advised that an intercollegiate rowing competition is scheduled to occur on the Severn River on Saturday, April 23, 2022 from 6:30 a.m. to 10 a.m. The 2,000-meter rowing course is located from the entrance to College Creek, upriver to Severn River Light 2 (LLN-19945); two alternate courses are located as follows: Secondary “A” course from Severn River Light 2 (LLN-19945), upriver to the entrance to Chase Creek, and Secondary “B” course from the Severn River (US-50) Bridge, upriver past the entrance to Salthworks Creek. As described in 33 CFR Sec. 100.501, a regulated area is established for all waters of the Severn River from shoreline to shoreline, bounded to the northwest by a line drawn from the south shoreline at latitude 39°00′38″ N, longitude 076°31′32″ W thence to the north shoreline at latitude 39°01′11″ N, longitude 076°31′10″ W. The regulated area is bounded to the southeast by a line drawn from the U.S. Naval Academy Light at latitude 38°58′58″ N, longitude 076°28′46″ W thence easterly to Carr Point, MD at latitude 38°58′58″ N, longitude 076°27′41″ W. The regulated area will be enforced from 6 a.m. through 10:30 a.m. on April 23, 2022. The effect will be to restrict vessel traffic on certain waters of the Severn River. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The marine event patrol and Patrol Commander may be contacted on marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Charts 12282, 12263.

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATTA

A sailing regatta is scheduled to occur in the Chesapeake Bay between Sandy Point, MD and Bloody Point, MD on April 23, 2022, between 9 a.m. and 4 p.m. Approximately 25 auxiliary sailboats (20-66 feet in length) of various classes will compete along designated race courses located between Chesapeake Channel Lighted Buoy 95 (LLNR 7970) and Chesapeake Channel Lighted Buoy 86 (LLNR 7755). Race starts will occur near the mouth of the Severn River at 10 a.m. Information on this “NASS Race to the Lighthouses” event is available at website http://nassregattas.com/. Interested mariners can contact the Naval Academy Sailing Squadron Race Committee via marine band radio VHF-FM channels 16 and 78. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Charts 12270, 12267.

***MD – CHESAPEAKE BAY – MAGOTHY RIVER – SAILING REGATTA***

Mariners are advised that an annual sailboat race is scheduled to occur in the Chesapeake Bay on April 30, 2022 from 9 a.m. to 5 p.m. Up to 25 sailboats (20-45 feet in length) will compete along a designated, triangular racecourse located in the Chesapeake Bay between the mouth of the Magothy River, the mouth of the Patapsco River and Swann Point. Information on the event can be found at http://www.magothysailing.org/spring-fling. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12282.

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – NORTHWEST HARBOR – SAILING REGATTA WEEKLY SERIES

Mariners are advised that an annual sailboat racing weekly series is scheduled to continue in Baltimore Harbor each Thursday evening from April 07, 2022 through September 29, 2022, between 6 p.m. and 8:30 p.m. Up to 15 sailboats (22-23 feet in length) will compete along a designated race course located in one of four areas in Northwest Harbor: Course A: Northwest Harbor, north and west of Tide Point and east of Harbor View Tower, in the vicinity of Baltimore Inner Harbor Buoy 4 (LLNR 21363.1); B: Northwest Harbor in vicinity of West Channel, between Fells Point and Northwest Harbor Channel Junction Lighted Buoy NH (LLNR 21360); Course C: Patapsco River North of Fort McHenry (Canton Turning Basin); Course D: Patapsco River, east of Ft McHenry and north of Ferry Bar Channel, in vicinity of Fort McHenry Angle Junction Lighted Buoy FM (LLNR 8315). Participants will be supported by sponsor-provided motorized launches. Interested mariners may contact the Downtown Sailing Center’s Race Committee on marine band radio VHF-FM Channels 16 and 71. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12281.
***MD - CHESAPEAKE BAY – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – FIREWORKS DISPLAY***

An aerial fireworks display is scheduled to occur on the Susquehanna River at Havre de Grace, MD on May 7, 2022 (rain date of May 8, 2022) at approximately 9:00 p.m. Mariners are urged to use caution when transiting the area, reminded to heed the directions of patrolling law enforcement and public safety officials present, and absent specific guidance, should remain 420 feet from the fireworks barge located approximately 690 feet southeast of Concord Point, in approximate position latitude 39°32'19.0" N, longitude 076°04'58.3" W. Comments or questions should be directed to Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

Chart 12274.

DC – UPPER POTOMAC RIVER – GEORGETOWN CHANNEL – ROWING REGATTA

Mariners are advised that an annual inter-scholastic rowing competition is scheduled to occur in the Upper Potomac River on April 30, 2022, between 7 a.m. and 3 p.m. The event consists of 700 total participants competing in 8-person rowing shells along a designated marked course located between the Georgetown waterfront and the Theodore Roosevelt (I-66/US-50) Bridge in Washington, DC. Additional information on the Charlie Butt Regatta can be obtained from the website http://www.vasra.org/. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12289.

***DC – UPPER POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – GEORGETOWN CHANNEL – REGULATED AREA***

Mariners are advised that the 2022 DC Dragon Boat Festival is scheduled to occur in the Upper Potomac River on May 21, 2022, from 8:30 a.m. to 5:30 p.m. The rowing regatta consists of six boats (40 feet in length) racing per heat, along marked designated 200-meter and 500-meter courses located between the Kennedy Center and Thompson’s Boat Center. Regatta course set up is scheduled to occur between 6 a.m. and 7 a.m. As described in 33 CFR Sec. 100.501, a regulated area is established for all waters of Upper Potomac River, Washington, DC, from shoreline to shoreline, bounded upstream by the Francis Scott Key (US-29) Bridge and downstream by the Theodore Roosevelt (I-66/US-50) Bridge, located at Georgetown, Washington, DC. The regulated area will be enforced from 8 a.m. to 6 p.m. on May 21, 2022. The Coast Guard Patrol Commander (PATCOM) or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol, a vessel in the regulated area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The operator of any vessel in the regulated area shall: (i) stop the vessel immediately when directed to do so by any Official Patrol and then proceed only as directed; (ii) all persons and vessels shall comply with the instructions of the Official Patrol; (iii) vessel operators may request permission to enter and transit through a regulated area by contacting the PATCOM on VHF-FM channel 16. When authorized to transit through the regulated area, vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course or marine event area. The marine event patrol and PATCOM may be contacted on VHF-FM Channel 16. The PATCOM may terminate the event, or the operation of any vessel participating in the marine event, at any time if deemed necessary for the protection of life or property. Only designated marine event participants and their vessels and official patrol vessels are authorized to enter the regulated area. The COTP Maryland-National Capital Region can be contacted at telephone number 410-576-2674 or on marine band radio VHF-FM channel 16. The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event date and times. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12289.

VA – CAPE HENERY TO THIMBLE SHOAL LIGHT - BBBS LITTLE CREEK RACERS WEDNESDAY NIGHT SERIES

The Broad Bay Sailing Association is sponsoring the Little Creek Racers Wednesday Night Series on April 6th running until September 21, 2022 in Southern Chesapeake Bay, off the shores of Norfolk and Virginia Beach, VA. The sailboats will begin transiting to the racing area at 4:30 p.m. Mariners are requested to use caution when transiting the area.

Chart 12254.

VA – HAMPTON ROADS - WILLOUGHBY BAY - BBBS WILLUGHBY RACER WEEKLY SERIES

The Broad Bay Sailing Association is sponsoring the BBBS Willoughby Racer weekly series in Willoughby Bay, Norfolk, VA. The weekly sailboat races will begin on April 6th and run every Thursday until September 21, 2022 with vessels racing between at 5:30 p.m. and 9:00 p.m. Mariners are requested to use caution when transiting the area.

Chart 12245.

VA – NORFOLK HARBOR & ELIZABETH RIVER – EASTERN BRANCH RIVER - NORFOLK TIDES BASEBALL POST-GAME FIREWORKS

Norfolk Tide Baseball is sponsoring the post-game fireworks launching from land at the conclusion of each game on the following dates: April 9, 23; May 14; June 4, 18; July 2, 3, 16; August 6, 20; September 3, 10, 17, 2022. Vessels will be asked to avoid the northern shore line of the Eastern Branch Elizabeth River in the Vicinity of Harbor Park when provided notice by the on water patrol craft in order to maintain public safety around a fireworks fallout zone. Mariners are requested to use caution when transiting the area on these dates.

Chart 12253.

VA – DEEP CREAK VIA DISMAL SWAMP CANAL - 2022 PADDLE FOR THE BORDER

The City of Chesapeake Parks and Recreation is sponsoring the 2022 Paddle for the Border in Dismal Swamp Canal. The paddle boat regatta will begin on May 7, 2022 at 7:30 a.m. and end at 2:30 p.m. Mariners are requested to use caution when transiting the area.

Chart 12206.

VA – LAKE ANNA - RUMPUS IN BUMPASS TRIATHLON 2022

KINETIK ENDEAVORS LLC is sponsoring the Rumpus in Bumpass Triathlon 2022 on Lake Anna, VA. The Triathlon will begin on April 23rd at 9:00 a.m. and end at 11:00 a.m. Mariners are requested to use caution when transiting the area.
NEW OR UPDATED INFORMATION
New, updated or very important information in this enclosure will be highlighted in yellow.

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 two survey areas and will begin on October 9, 2021 and continue to approximately July 31, 2022.

Operating area #1:
The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:
NE Corner: 39° 40' 22"N / 73° 56' 11"W
SE Corner: 39° 15' 43"N / 73° 56' 34"W
S Corner: 39° 08' 40"N / 74° 05' 50"W
SW Corner: 39° 16' 31"N / 74° 14' 55"W
NW Corner: 39° 35' 14"N / 74° 02' 59"W

Operating area #2:
The survey corridor is located about 2 to 20 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:
NW extent: 40° 12' 27"N / 73° 59' 38"W
NE extent: 40° 12' 38"N / 73° 57' 53"W
NW midpoint: 40° 12' 27"N / 73° 52' 08"W
NE midpoint: 40° 12' 27"N / 73° 49' 53"W
SW midpoint: 39° 55' 34"N / 73° 55' 43"W
SE midpoint: 39° 55' 34"N / 73° 52' 49"W
SW extent: 39° 28' 38"N / 73° 55' 59"W
SE extent: 39° 28' 38"N / 73° 54' 37"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.

Charts 12323, 12318

NJ - OFFSHORE VICINITY OF GREAT HARBOR AND GREAT EGG HARBOR WIND FARM SURVEY ACTIVITY
Ocean Wind 01 and Ocean Wind 02 are offshore wind farms planned for federal waters off the coast of New Jersey. The Ocean Wind wind farms will consist of wind turbines, offshore substations, and a subsea transmission system to shore. Marine survey activities are currently ongoing and will continue through approximately the end of April 2022. Mariners transiting or fishing in the survey area are requested to provide a wide berth to survey vessels, as these survey vessels will be limited in their ability to maneuver, and may deploy various equipment while actively surveying. For more information, see the twice-weekly Skipjack Wind Farm Mariners Briefing at Offshore Wind Farm Information for Mariners | Ørsted (orsted.com) (click on “Mid-Atlantic”), or contact Edward LeBlanc, Orsted Head of Marine Affairs at 978-447-2737.

See Figure 5-1 (Page 4 of ENC 5)
Charts 12318, 12214

DE - MD– OFFSHORE VICINITY OF ENTRANCE TO DELAWARE BAY– SKIPJACK WIND FARM SURVEY ACTIVITY
The Skipjack Wind Farm is an offshore wind farm planned for federal waters off the coast of Delaware and Maryland. The Skipjack Wind Farm will consist of wind turbines, an offshore substation, and a subsea transmission system to shore. Marine survey activities are currently ongoing and will continue through approximately the end of April 2022. Mariners transiting or fishing in the survey area are requested to provide a wide berth to survey vessels, as these survey vessels will be limited in their ability to maneuver, and may deploy various equipment while actively surveying. For more information, see the twice-weekly Skipjack Wind Farm Mariners Briefing at Offshore Wind Farm Information for Mariners | Ørsted (orsted.com) (click on “Mid-Atlantic”), or contact Edward LeBlanc, Orsted Head of Marine Affairs at 978-447-2737

See Figure 5-2
Chart 12214.
MD – DE SEACOAST – OFFSHORE MARINE SURVEYING OPERATIONS

The Research Vessel WESTERLY (Call Sign: WDF7918) will conduct high resolution geophysical survey operations in the near shore environment off the Atlantic coast of Delaware from **March 28, 2022** to approximately **May 15, 2022**. The survey area is bounded by the following approximate positions:

- 38°41.5' N 075°04.3' W
- 38°32.5' N 075°03.2' W
- 38°27.0' N 074°59.1' W
- 38°27.0' N 074°45.2' W
- 38°39.7' N 074°57.7' W

The R/V WESTERLY is requesting a 250 yard closest point of approach from passing vessels, will monitor VHF-FM channels 13 and 16, and can be contacted on these frequencies for safe passing arrangements. The vessel OCEAN CITY GIRL will operate in close proximity to the R/V WESTERLY and host trained Protected Species Observers and an Offshore Fisheries Liaison aboard to support survey activities.

The Offshore Fisheries Liaison can be reached at **OFL6@Offshorewfs.com**.

Further information can be found on the US Wind website: [https://uswindinc.com/mariners/](https://uswindinc.com/mariners/).

See Figure 5-3.

Charts: 12200, 12211
MD – DE SEACOAST – OFFSHORE MARINE SURVEYING OPERATIONS

The PSV REGULUS (Call Sign: WDG8927) will be conducting geotechnical survey operations within the US Wind Lease area, using mobilized marine drill rig and seabed frame, beginning on December 15, 2021 and continuing to approximately April 29, 2022. The survey area is bounded by the following approximate positions:

- 38°28.5' N 074°51.7' W
- 38°18.9' N 074°51.7' W
- 38°14.5' N 074°48.5' W
- 38°14.5' N 074°35.5' W
- 38°28.5' N 074°35.5' W
- 38°28.5' N 074°46.0' W

PSV REGULUS will be restricted in its ability to maneuver and is requesting mariners operating in or transiting the area to give a 1/2 NM closest point of approach. The vessel will be monitoring VHF channels 13 and 16 and can be contacted on these frequencies for safe passing arrangements. The vessel may also be contacted via email at Regulus_bridge@tdw.com.

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

See Figure 5-3.

Charts: 12200, 12211

---

**Legend**

- SLA 3-mile Jurisdiction
- Corridor Being Surveyed
- Lease Area

**Figure 5-3**

Not to be used for Navigation
ATTENTION ALL BOATERS:

SLOW DOWN TO 10 KNOTS OR LESS FOR RIGHT WHALES

Not to be used for navigation.

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.
**RESEARCH EQUIPMENT IN WATER**

North Atlantic – Gulf Stream
Dec 5th, 2021 to June 30th, 2022

SAILDRONE, INC. will operate three Unmanned Surface Vehicles called Saildrones, to study the Gulf Stream and its interactions with the atmosphere. The vehicles will be deployed from Newport, RI and transit out to the continental shelf between **December 5th-20th 2021**. They will operate continuously for the following six months.

More information on the project can be found online at:

---

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

---

Saildrones are wind powered Unmanned Surface Vehicles that carry important oceanographic and fisheries acoustics research instrumentation and are controlled from shore through satellite communications.

- **Color:** Orange
- **Light:** white all-round light
- **Radar Reflector:** Yes
- **Notation:** “Saildrone”
- **Length:** 23 ft & **Width:** 2 ft
- **Height:** 16 ft above water line
- **Draft:** 6 ft, **Avg. speed:** 3 kts
- **GPS / AIS:** Yes

---

**SAILDRONE MISSION CONTROL**
(510) 722-6070
[missioncontrol@saildrone.com](mailto:missioncontrol@saildrone.com)

**SCIENCE CONTACTS**
Jaime Palter (URI) (401) 572-7258
[jpalter@uri.edu](mailto:jpalter@uri.edu)
Sarah Nickford (URI) (518) 487-0658
[sarah_nickford@uri.edu](mailto:sarah_nickford@uri.edu)
Phil Browne (ECMWF) +44 11899499168
[p.browne@ecmwf.int](mailto:p.browne@ecmwf.int)
****NC – NEARSHORE/OFFSHORE WATERS – CAPE LOOKOUT – HYDROGRAPHIC SURVEY OPERATIONS****

Geodynamics, LLC will be obtaining high resolution geophysical (HRG) data running shore parallel track lines in the general area of 3 to 9 miles offshore along Onslow Bay, between Bear Island and Cape Lookout to support sand investigation studies on behalf of Carteret County, N.C. The survey work will be conducted from ~March 15, 2022 to May 15, 2022 (inclusive of weather/sea delays) via the R/V Chinook, a 34’ Armstrong Marine Catamaran Vessel at acquisition speeds of ~3 – 5 knots. The survey vessel will have limited maneuverability during operations and mariners are advised to use due caution when transiting in the area. R/V Chinook will monitor VHF 16 or can be contacted at 252-725-9247.

Chart 11543

<table>
<thead>
<tr>
<th>Reference Point</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>34° 36' 56&quot; N</td>
<td>077° 09' 54&quot; W</td>
</tr>
<tr>
<td>B</td>
<td>34° 29' 12&quot; N</td>
<td>077° 05' 13&quot; W</td>
</tr>
<tr>
<td>C</td>
<td>34° 32' 40&quot; N</td>
<td>076° 43' 27&quot; W</td>
</tr>
<tr>
<td>D</td>
<td>34° 29' 24&quot; N</td>
<td>076° 34' 54&quot; W</td>
</tr>
<tr>
<td>E</td>
<td>34° 29' 51&quot; N</td>
<td>076° 29' 12&quot; W</td>
</tr>
<tr>
<td>F</td>
<td>34° 37' 10&quot; N</td>
<td>076° 37' 03&quot; W</td>
</tr>
</tbody>
</table>