LOCAL NOTICE TO MARINERS

District: 5
Week: 19/22

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
ABBREVIATIONS

A through H  I through O  P through Z
ADRIFT - Buoy Adrift  I - Interrupted  PRIV - Private Aid
AICW - Atlantic Intracoastal Waterway  ICW - Intracoastal Waterway  Q - Quick
AI - Alternating  IMCH - Improper Characteristic  R - Red
B - Buoy  INL - Inlet  RACON - Radar Transponder Beacon
BKW - Breakwater  INOP - Not Operating  Ra ref - Radar reflector
bl - Blast  INT - Integrity  RBN - Radio Beacon
BNM - Broadcast Notice to Mariner  ISL - Islet  REBUILT - Aid Rebuilt
bu - Blue  Iso - Isophase  RECOVERED - Aid Recovered
C - Canadian  kHz - Kilohertz  RED - Red Buoy
CHAN - Channel  LAT - Latitude  REFL - Reflective
CGD - Coast Guard District  LB - Lighted Buoy  RRL - Range Rear Light
C/O - Cut Off  LBB - Lighted Bell Buoy  RELIGHTED - Aid Relit
CONT - Contour  LHBr - Lighted Horn Buoy  RELOC - Relocated
CRK - Creek  LGB - Lighted Gong Buoy  RESET ON STATION - Aid Reset on Station
CONST - Construction  LT - Light  RRASS - Remote Radio Activated Sound Signal
DAYMK/Daymk - Daymark  LT CONT - Light Continuous  RIV - River
DBN/Dbn - Daybeacon  LHBr - Lighted Horn Buoy  S - seconds
DBD/DAYBD - Dayboard  LWB - Lighted Whistle Buoy  SEC - Section
DEFAC - Defaced  LWP - Left Watching Properly  SHL - Shoaling
DEST - Destroyed  Mhz - Megahertz  SI - silent
DISCON - Discontinued  MISS/MSNG - Missing  SIG - Signal
DMGD/DAMGD - Damaged  Mo - Morse Code  SND - Sound
ec - eclipse  MISS/MSNG - Missing  SPM - Single Point Mooring Buoy
EST - Established Aid  Mrass - Marine Radio Activated Sound Signal  SS - Sound Signal
ev - every  MSLD - Misleading  STA - Station
EVAL - Evaluation  N/C - Not Charted  STRUCT - Structure
EXT - Extinguished  NGA - National Geospatial-Intelligence Agency  St M - Statute Mile
F - Fixed  NO/NUM - Number  TEMP - Temporary Aid Change
fl - flash  NOS - National Ocean Service  TMK - Topmark
Fl - Flashing  NW - Notice Writer  TRLB - Temporarily Replaced by Lighted Buoy
G - Green  OAS - Ocean Area Signal  TRLB - Temporarily Replaced by Lighted Buoy
GIWW - Gulf Intracoastal Waterway  OBSCU - Obscured  TRLB - Temporarily Replaced by Lighted Buoy
HAX - Hazard to Navigation  OBST - Obstruction  TRLB - Temporarily Replaced by Lighted Buoy
HBR - Harbor  OBSTR - Obstruction  USACE - Army Corps of Engineers
HR - Horizontal Clearance  Oc - Occulting  W - White
HT - Height  ODAS - Anchored Oceanographic Data Buoy  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  LNM: 45/21

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Coast Guard District  5  10 May 2022
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 imprecision 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)

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

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

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 (LNM)s
Current URLs: https://www.navcen.uscg.gov/?pageName=lnmMain
Replacement: https://www.navcen.uscg.gov/local-notices-to-mariners-by-cg-district
Light Lists Annual Publication
Current URLs: https://navigcen.uscg.gov/?pageName=lightLists
Replacement: https://www.navcen.uscg.gov/light-list-annual-publication
Light List - Weekly
Current URLs: https://navigcen.uscg.gov/?pageName=lightListWeeklyUpdates
Replacement: https://www.navcen.uscg.gov/weekly-light-lists
Light List - Corrections
Current URLs: https://navigcen.uscg.gov/?pageName=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: 703-313-5900, webmaster@navcen.uscg.mil or https://www.navcen.uscg.gov.

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

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

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

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

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 - 090, 091, 092, 093, 097, 098, 099, 100-22.
### SECTION II - DISCREPANCIES

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

**DISCREPANCIES (FEDERAL AIDS)**

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<th>LNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
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<td>LNM: 19/22</td>
<td>10 May 2022</td>
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St. Michaels Harbor Entrance Light 2SM
Daymark/Struct Damaged
Lt Ext
12270  135MD  17/22

Sassafras River Light 2SR
Daymark Missing
Lt Ext
12274  138MD  17/22

Sassafras River Light 3A
Lt Ext
12274  139MD  17/22

Sassafras River Light 7
Daymark Missing
Lt Ext
12274  140MD  17/22

Sassafras River Light 10
Lt Ext/Daymark Missing
12274  141MD  17/22

Sassafras River Daybeacon 12
Struct Damaged
12274  142MD  17/22

Aberdeen Proving Ground Channel Buoy 6
Missing
12274  137MD  17/22

Oregon Inlet Jetty Light
Daymark Missing
Lt Ext
12204  166NC  19/21

Oregon Inlet Buoy 7
Missing
12204  147NC  19/22

Oregon Inlet Lighted Buoy 19
Off Sta
12204  146NC  19/22

Oregon Inlet Channel Buoy 21
Off Sta
12204  146NC  19/22

Hatteras Inlet Lighted Buoy 6
Missing
Struct Dest/Trub
11555  066NC  09/17

Hatteras Inlet Lighted Buoy 7
Missing
11555  Nonenc  37/19

Hatteras Inlet Lighted Buoy 8
Missing
11555  Nonenc  37/19

Barney Slough Channel Lighted Buoy 6
Trlb
11555  353NC  45/21

Barney Slough Channel Lighted Buoy 10
Trlb
11555  362NC  38/20

Hatteras Inlet Lighted Channel 25
Struct Dest/Trlb
11555  232NC  29/21

Rollinson Channel Light 33
Struct Dest/Trlb
11555  292NC  37/21

Ocracoke Inlet Lighted Buoy 1
Lt Ext
11550  Nonenc  18/22

Ocracoke Inlet Lighted Buoy 2
Buoy Damg/Lt Ext
11550  Nonenc  18/22

Ocracoke Inlet Lighted Buoy 6
Missing
11550  101NC  12/21

Ocracoke Inlet Buoy 7
Missing
11550  102NC  12/21

Ocracoke Inlet Lighted Buoy 10
Missing
11550  103NC  12/21

Big Foot Slough Channel Buoy 10C
Off Sta
11550  121NC  15/22

Lookout Bight Lighted Buoy 4
Lt Ext
11545  399NC  51/21

Lookout Bight Lighted Buoy 4
Msld Sig
11545  064NC  07/21

Barden Inlet Warning Buoy AA
Missing
11545  136NC  18/22

Barden Inlet Daybeacon 20
Struct Dest/Trub
11545  051NC  04/22

Harkers Island Staits Light 15
Daymark Missing/Struct Damaged
11545  Nonenc  16/22

New River Inlet Buoy 9
Missing
11541  074NC  08/22

New River Channel Light 12
Struct Dest/Trlb
11541  494NC  31/20

New River Channel Light 13
Struct Damgd/Trlb
11541  078NC  11/19

Banks Slough Channel Buoy 2BS
Missing
11541  Nonenc  46/21

Banks Slough Channel Buoy 3
Missing
11541  380NC  49/21

Big Island Lower South Range Front Light
Reduced Int
11537  109NC  13/22

Cape Fear River Channel Lighted Buoy 61
Sinking/Trub
11537  250NC  31/21

Cape Fear River Turning Basin Light B
Struct Dest/Trlb
11537  024NC  16/20

Northeast Cape Fear River Light 4
Struct Dest/Trlb
11537  098NC  11/21

Northeast Cape Fear River Light 6
Struct Dest/Trlb
11537  097NC  11/21

Lockwoods Folly Inlet Lighted Buoy 2
Reduced Int
11534  Nonenc  10/22

Currituck Sound Research Platform C
Struct Damgd
12205  019NC  05/18

Durant Island Daybeacon 1D
Struct Damgd
12204  390NC  39/21

Albemarle Sound Daybeacon 4AS
Daymark Missing
12205  124NC  10/22

Albemarle Sound Light 5AS
Daymark Missing
11553  Nonenc  38/19

Stumpy Point Harbor Lighted Wreck Buoy WR1SP
Lt Ext/Trub
12204  075NC  08/22

Long Shoal Lighted Wreck Buoy WR2
Missing
11555  057NC  06/21
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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

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**TEMPORARY CHANGES CORRECTED**

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<td>19/22</td>
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<td>19/22</td>
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**PLATFORM TEMPORARY CHANGES**

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**PLATFORM TEMPORARY CHANGES CORRECTED**

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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.

<table>
<thead>
<tr>
<th>Chart Number</th>
<th>Chart Edition</th>
<th>Last Local Notice to Mariners</th>
<th>Horizontal Datum Reference</th>
<th>Source of Correction</th>
<th>Current Local Notice to Mariners</th>
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<tr>
<td>11548</td>
<td>43rd Ed.</td>
<td>01-FEB-20</td>
<td>NAD 83</td>
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<td>19/22</td>
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<tr>
<td>Chart Title</td>
<td>Pamlico Sound Western Part</td>
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<td></td>
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<td>Corrective Action</td>
<td>Green can</td>
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<td>Position</td>
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(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.

11550        | 33rd Ed.     | 01-OCT-19                     | NAD 83                    |                      | 19/22                            |
| Chart Title  | Ocracoke Inlet and Part of Core Sound |                      |                           |                      |                                  |
| Main Panel   | 514          | OCRAKOCE INLET & PART OF CORE SOUND |                            |                      |                                  |
| (Temp)       | ADD          | NATIONAL DOCK CHANNEL BUOY 3  | at 40-41-09.001N 074-02-48.001W |                      |                                  |
| Corrective Action | Green can |                      |                           |                      |                                  |
| Position     |              |                               |                           |                      |                                  |

11552        | 22nd Ed.     | 01-FEB-18                     | NAD 83                    |                      | 19/22                            |
| Chart Title  | Neuse River and Upper Part of Bay River |                      |                           |                      |                                  |
| Main Panel   | 515          | NEUSE RIVER AND UPPER PART OF BAY RIVER |                            |                      |                                  |
| (Temp)       | ADD          | NATIONAL DOCK CHANNEL BUOY 3  | at 40-41-09.001N 074-02-48.001W |                      |                                  |
| Corrective Action | Green can |                      |                           |                      |                                  |
| Position     |              |                               |                           |                      |                                  |

11554        | 17th Ed.     | 01-JAN-12                     | NAD 83                    |                      | 19/22                            |
| Chart Title  | Pamlico River |                      |                           |                      |                                  |
| Main Panel   | 524          | PAMLICO RIVER. Page/Side: N/A |                            |                      |                                  |
| (Temp)       | ADD          | NATIONAL DOCK CHANNEL BUOY 3  | at 40-41-09.001N 074-02-48.001W |                      |                                  |
| Corrective Action | Green can |                      |                           |                      |                                  |
| Position     |              |                               |                           |                      |                                  |

11555        | 43rd Ed.     | 01-SEP-18                     | NAD 83                    |                      | 19/22                            |
| Chart Title  | Cape Hatteras-Wimble Shoals to Ocracoke Inlet |                      |                           |                      |                                  |
| Main Panel   | 525          | CAPE HATTERAS WIMBLE SHOALS TO OCRACOKE INLET |                            |                      |                                  |
| (Temp)       | ADD          | NATIONAL DOCK CHANNEL BUOY 3  | at 40-41-09.001N 074-02-48.001W |                      |                                  |
| Corrective Action | Green can |                      |                           |                      |                                  |
| Position     |              |                               |                           |                      |                                  |
**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

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<th>Approved Project(s)</th>
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12205 35th Ed. 01-FEB-17 Last LNM: 47/21 NAD 83

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

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

**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.

12216 31st Ed. 01-NOV-18 Last LNM: 52/21 NAD 83

**ChartTitle:** Cape Henlopen to Indian River Inlet; Breakwater Harbor

**CHART DE-CAPE HENLOPEN TO INDIAN RIVER INLET.** Page/Side: N/A

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<td>075-05-47.753W</td>
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Advance Notice(s)

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 (LLNR 35355) 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 (LLNR 35540) to NJICW Buoy 131 (LLNR 35540) Green Can with yellow square ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 131A (LLNR 35540.1) to NJICW Buoy 131A (LLNR 35540.1) Green Can with yellow square ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 168 (LLNR 35560) to NJICW Buoy 168 (35560) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Light 179 (LLNR 35500) to NJICW Lighted Buoy 179 (LLNR 35500) Flashing Quick Green Light, Green Can with yellow square ICW mark. Removed when endangered by Ice.

Change NJICW Light 182 (LLNR 35475) to NJICW Lighted Buoy 182 (LLNR 35475) Flashing Quick Red, Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Change NJICW Daybeacon 222 (LLNR 35580) to NJICW Buoy 222 (35580) Red Nun with yellow triangle ICW mark. Removed when endangered by Ice.

Charts: 12316 12324 LNM: 16/22

NJ – INTRACOASTAL WATERWAY – CHANGE BUOYS TO FIXED AIDS

On or about July 2022 the Coast Guard will make 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, reduce discrepancies due to ice and decrease the work load on servicing units.

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 33 (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 35195) 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.

Charts: 12316 12324 LNM: 18/22

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 LNM: 14/22

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 10DR (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 LNM: 11/22

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

Starting on May 12, 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 22285) 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 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 LNM: 13/22

****VA – CHESPEAKE BAY – LYNNHAVEN INLET – AID TO NAVIGATION CHANGE****

On or about May 16, 2022 the Coast Guard will relocate as listed below. Relocate: Lynnhaven Inlet Light 1L (LLNR 10130) to approximate position: 36 55 05.813N-76 05 22.957W, with a quick flashing green light and SG dayboards on pile.

Charts: 12222 12245 LNM: 19/22

NC – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – CHANGE DAYBEACON 20 TO BUOY 20

On or about 27 June 2022, due to shoaling and water depth in Barden Inlet, Barden Inlet Daybeacon 20 (LLNR 29230) will be converted to Barden Inlet Buoy 20 (LLNR 29230) to allow servicing and maintenance.

Chart 11545 LNM: 18/22

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 38 (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 LNM: 13/22

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 Inlet 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 LNM: 13/22

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<table>
<thead>
<tr>
<th>Proposed Project(s)</th>
<th>Closing</th>
<th>Docket No.</th>
<th>Ref. LNM</th>
</tr>
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<tbody>
<tr>
<td>None</td>
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Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

The Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users may provide feedback on the Fifth Coast Guard District Waterway Proposals Data/Feedback Form: https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard District with a request for comments as indicated.
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/lrms/D05_Proposal_Feedback_Form.pdf
 All comments will be carefully considered and are requested prior to May 23, 2022 to be considered in the analysis. Refer to project number 05-22-030(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: 12261 12285 12286

VA – LYNNHAVEN INLET TURNING BASIN – BROAD BAY/LONG CREEK CHANNEL – AIDS TO NAVIGATION CHANGE PROPOSAL
Due to the deteriorating condition of the existing Lynnhaven Inlet Light 1L structure the Coast Guard is proposing to rebuild and relocate as listed below.
Relocate: Lynnhaven Inlet Light 1L (LLNR 10130) to approximate position: 36 55 05.813N-76 05 22.957W, with a quick flashing green light and SG dayboards on pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: https://www.navcen.uscg.gov/pdf/lrms/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 05-22-000(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704
Charts: 12222 12254

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/lrms/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
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704
Charts: 12222 12254

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
Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored

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

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

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

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

Each field are as follow:

The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for

**VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES**

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

Charts: 12210 12211

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

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

Charts: 12222 12254

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

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

- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white and the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

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

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots.

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

Charts: 12200 12205 12221 12222 12245 12254

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

A Danger zone has been established in an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37° 17’ 33.10”N, 076° 36’ 19.06” W; then northeast to a point on the York River at 37° 18’ 36.650”N, 076° 34’ 39.010”W, thence north, southeast to 37° 17’ 59.57”N, 076° 34’ 13.65”W, then southwest to a point on the shore located at 37° 17’ 26.75”N, 076° 36’ 14.890”W. Vessels may transit this area at anytime; however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed.

Chart 12241

LNM: 37/20

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

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

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

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

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

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

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

Chart 12200
DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

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

NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones. Program is currently in effect in the following areas:

- **CURRENTLY NO ACTIVE VOLUNTARY VESSEL SPEED RESTRICTION ZONES IN DISTRICT 5**

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:


See ENC 6.

**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 northeast of Hampton 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.

**NJ – INTRACOASTAL WATERWAY–LITTLE EGG HARBOR TO CAPE MAY–ATLANTIC CITY-INSIDE THOROFARE – BRIDGE TEMPORARY DEVIATION**

Mariners are advised that the highway drawbridge—US40-322 (N Albany Ave) bridge, over New Jersey Intracoastal Waterway (NJICW), Inside Thoroughfare, at mile 70.0, in Atlantic City, NJ, will be maintained in the closed-to-navigation position to facilitate the Rock 'N Roll Atlantic City 5K and Half Marathon. The bridge will remain in the closed position from 7 a.m. through 11 a.m. on Saturday, May 14, 2022, and from 7 a.m. through 1 p.m. on Sunday, May 15, 2022. The bridge will be open to emergencies, if at least 10 minutes prior notice is given. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(n). Mariners should adjust their transits accordingly and should use caution when transiting the area.

**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.

**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.

**DE - NJ – DELAWARE RIVER – NEW CASTLE RANGE - DREDGING OPERATIONS**

The Dredge CHARLESTON will commence dredging operations in the New Castle Range of the Delaware River on or about May 25, 2022. The project will continue until approximately July 10, 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. Operators of vessels of all types should be aware that the dredge and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge.

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Charts 13003  LNM: 46/21

14/21

18/22

42/21

45/21

19/22
DE - NJ – DELAWARE RIVER – NEW CASTLE RANGE - DREDGING OPERATIONS
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.
FOR FURTHER INFORMATION CONTACT: Norfolk Dredging Company, Post Office Box 1706, Chesapeake, Virginia  23327, TEL:  757-547-9391.
Chart 12311
LNM:  18/22

DE - DELAWARE BAY - MISPILLION RIVER - EMERGENCY BRIDGE CLOSURE
Mariners are advised that the highway drawbridge – Route 1/Rehoboth Blvd. Bridge across Mispillion River, mile 11.0, at Milford, DE has sustained a causality and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area.
Chart 12304
LNM:  10/22

DE - CAPE HENLOPEN TO INDIAN RIVER INLET; BREAKWATER HARBOR
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
LNM:  09/22

DE - MD – VA – SEACOAST – CAPE MAY TO CAPE HATTERAS
Mariners are advised that the Coast Guard and partner agencies will be conducting search and rescue training exercises on between sunrise and sunset on Tuesday May 17, 2022 and Thursday May 19, 2022 between Cape Henlopen, DE and Chincoteague Inlet, VA and areas offshore up to 10-20 Nautical Miles. Approximate exercise area is between: 38-44.616N 074-17.667W, 38-46.107N 074-47.272W, 38-04.156N 075-09.260W, and 37-58.814N 074-50.735W. Exercises will include recovery of in-water objects, low-flying aircraft, helicopter hoists, use of flares, and mass rescue operations. Mariners should use extreme caution when transiting the area during the proposed event dates. Participating safety vessels may be contacted on VHF-FM Channel 16.
Chart 12200
LNM:  17/22

MD – CHESAPEAKE BAY – CHOPTANK RIVER – BILL BURTON FISHING PIER – WARNING TO WATERCRAFT OPERATORS
Due to safety concerns at the Bill Burton Fishing Pier, 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
LNM:  46/21

*****MD – ANNAPOLIS HARBOR - BRIDGE INSPECTION*****
Mariners are advised that an engineering firm, on behalf of Maryland State Highway Administration, will be performing an inspection on the MD181 (6th Street) Bridge over Spa Creek, mile 0.4, in Annapolis, MD. The inspection will be on Friday, May 20, 2022, from 9 a.m. to 3 p.m. During this inspection, one work vessel and a snoper truck will be located in and around the navigation channel. Inspection personnel, equipment and the vessel will relocate from the navigable channel, if at least a 10 minute notice is given. Vessels able to safely pass through the bridge in the closed position may do so, after receiving confirmation from the bridge tender that it is safe to transit through the bridge. Work vessel and bridge tender may be reached on VHF-FM channel 13. The project manager may be reached at (410) 935-9280. Mariners should use caution navigating through the area.
Chart 12283
LNM:  19/22

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – ANNAPOLIS HARBOR – TEMPORARY ACCESS CHANNEL
In support of the annual U. S. Naval Academy Blue Angels Air Show practice and performance demonstrations over the Severn River at Annapolis, MD during May 24-25, 2022, a marked channel will be temporarily established in the Severn River near Horn Point. The floating markers will be set on or about noon on Monday, May 23, 2022 and removed immediately after the event on Wednesday, May 25, 2022. Located between Spa Creek Entrance Buoy 1SC (LLNR 19905) and Annapolis Harbor Channel LB 5 (LLNR 19730), this channel is intended to allow vessels to transit into and out of Annapolis Harbor during the air show event. Vessels operating in this area do so at their own discretion. The temporary access channel will include eight unlit red floating markers and seven unlit green floating markers, located in the following approximate positions:

 ****FOR MARKER LOCATIONS, SEE ENCLOSURE 9****
At no time while the regulated area is being enforced will event spectators be permitted to obstruct either the temporary access channel, or the federal navigation channel outside of the regulated area. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2674, or email D05-DG-SectorMD-NCR-MarineEvents@uscg.mil.
Charts: 12282  12283
LNM:  17/22

MD - CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – BRIDGE INSPECTION
Bridge safety inspections are scheduled to occur at the US 50 bridge over the Severn River in Annapolis, MD. This work will potentially occur from April 25, 2022 through April 29, 2022 from 9 p.m. to 5 a.m. and from May 09, 2022 through May 11, 2022 from 9 a.m. to 5 p.m. The work will include the use of a bridge snoper and small work vessel. Interested mariners can contact the on scene work vessel SUZZANE K. CASEY via marine band radio VHF-FM channels 13 and 16, or project manager at telephone number 410-935-9280.
Chart 12282
LNM:  17/22

MD- CHESAPEAKE BAY-SEVERN AND MAGOTHY RIVERS-SEVERN RIVER - BRIDGE INSPECTION
Mariners are advised that an engineering firm, on behalf of Maryland State Highway Administration, will be performing maintenance on the US 50/US

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Coast Guard District

Marine equipment on-scene within the location described. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways.

"bridge work—danger—stay AWAY" sign facing the northern and southern approaches of the navigation channel will be posted on the sides of 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 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 service vessel and a marine construction barge will be oriented to the river and may not be visible.

The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by the COTP or the COTP's designated representative. The U.S. Coast Guard will issue a Broadcast Notices to Mariners via VHF-FM marine band radio about the status of the safety zone. Under the general safety zone regulations in subpart C of 33 CFR part 165, except for marine equipment operated by Skanska-Corman-McLean, Joint Venture, or its subcontractors, you may not enter the safety zone described unless authorized by the Captain of the Port Maryland-National Capital Region (COTP) or the COTP's designated representative. 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. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2674 or (410) 576-2693.

Charts: 12287 12288

LNM: 19/22

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

To facilitate the setting of bridge pier protection fender ring precast segments adjacent to the federal navigation channel at the new Gov. Harry W. Nice/Sen. Thomas "Mac" Middleton Memorial (US-301) Bridge, located between Charles County, MD and King George County, VA, the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River from 7 a.m. on May 16, 2022 through 8 p.m. on June 18, 2022. The safety zone will cover all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21′15.00″ N, 076°59′30.00″ W, thence north to 38°21′43.08″ N, 076°59′20.55″ W, thence west to 38°21′41.00″ N, 076°59′34.90″ W, thence north to 38°21′40.69″ N, 076°59′36.80″ W, and east back to the beginning point, located between Charles County, MD and King George County, VA. These coordinates are based on datum NAD 83. At times during the period, from 7 a.m. on May 16, 2022 through 8 p.m. on June 18, 2022, the safety zone may be enforced when the large crane barge and its associated anchoring equipment are 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 large crane barge and its equipment, however, are not expected to be within the federal navigation channel continuously from May 16, 2022 through June 18, 2022. The Coast Guard will issue a Broadcast Notices to Mariners via VHF-FM marine band radio about the status of the safety zone. Under the general safety zone regulations in subpart C of 33 CFR part 165, except for marine equipment operated by Skanska-Corman-McLean, Joint Venture, or its subcontractors, you may not enter the safety zone described unless authorized by the Captain of the Port Maryland-National Capital Region (COTP) or the COTP's designated representative. 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. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2674 or (410) 576-2693.
Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be constructing new approach bridges to replace the I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges, across Hampton Roads, at mile 0.0, between Norfolk, VA and Hampton, VA, commonly referred to as the Hampton Roads Bridge-Tunnel (HRBT). Construction activities will begin March 15, 2021, and are expected to continue through November, 2025. Marine construction activity will take place 24-hours per day, seven days a week. The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations. Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light. Hampton Flats Mooring Area – As charted. 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
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 modifying the existing bridge I-64-US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through December, 2023. Marine construction activity will take place 24-hours per day, seven days a week. The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge spans or located within the specific Mooring/Safe Harbor area.

Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on out from the North and South shorelines. Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted entry or mooring within the exclusion zone throughout the duration of the project. Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536-9863 and/or email MarineOps@hrpjv.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.

Chart: 12222 12245

VA – SOUTH BRANCH OF ELIZABETH RIVER – MILITARY EXERCISE

A harbor security exercise for Norfolk Naval Shipyard Harbor Patrol Unit utilizing blank ammunition fire will be conducted on the Elizabeth River near the Jordan Bridge in approximate position 36-826, 76-292W on 24 May 2022, during the hours of 12:00 pm to 3:00 pm. Vessels from Norfolk Naval Shipyard Harbor Patrol Unit will take part in the exercise. Non-involved vessels are urged to stay clear of the exercise area. VHF-FM channels 78 and 79 will be monitored on scene and you may contact Erik Wagner at 757-407-4528 for questions or concerns.

Chart: 12253

VA – CHESAPEAKE BAY – RAPPAHANNOCK 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 on 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

NC – SEACOAST – BEACH NOURISHMENT DREDGING OPERATION

Starting approximately May 15, 2022, equipment and pipeline will be mobilized to a staging area located in the vicinity of Oregon Inlet, Dare County, NC. The staging area will be bound by the following approximate positions: 35°46'38.88"N, 75°31'40.99"W - 35°46'9.05"N, 75°31'58.85"W - 35°46'3.09"N, 75°31'43.53"W - 35°46'30.64"N, 75°31'30.15"W. Dredged material will be transported by the hopper dredge(s) to a pump-out station, to be pumped to the beach placement site(s) through a combination of floating and submerged pipeline. Pipeline corridor at Kill Devil Hills, Kitty Hawk and Southern Shores will be bound by the following approximate positions: 36°01'17.83"N, 75°39'44.63"W - 36°01'41.19"N, 75°38'44.13"W - 36°09'30.30"N, 75°43'17.85"W - 36°09'06.50"N, 75°44'26.54"W. Pipeline corridor at Duck Beach will be bound by the following approximate positions: 36°12'29.51"N, 75°45'45.54"W - 36°11'10.93"N, 75°45'10.44"W - 36°11'29.12"N, 75°45'59.50"W - 36°12'50.00"N, 75°44'35.02"W. Starting approximately 1 June 2022 and continuing until approximately November 22, 2022, Hopper Dredge(s) B.E. Lindholm and R.N. Weeks will be operating in the offshore borrow area located just southwest of Kill Devil Hills shoreline. Work limits will be bound by the following approximate positions: 36° 3'17.94"N, 75°33'35.75"W - 36° 3'21.95"N, 75°32'31.25"W - 36° 0'14.33"N, 75°32'34.10"W - 36° 0'12.77"N, 75°33'46.62"W

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

Chart: 12200

****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 28003) and Oregon Inlet Buoy 7 (LLNR 28005). Mariners should follow the aids to navigation closely and stay clear of demolition work areas.

Charts: 12222 12245

LNM: 17/22
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-foot 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/bonnerbridgeremove/.

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

Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through this area. Vessel traffic in the construction area will be monitored by a vessel of opportunity. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (703) 865-1041 or (703) 231-8589.

**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 316.23 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.

**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.

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

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

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of 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 identify the possible hazards associated when Boating in this area. This area will not be patrolled by Military Personnel or vessels.

Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

**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.

**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-26th. 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.

**NC-ATLANTIC INTRACOASTAL WATERWAY-MOREHEAD CITY HARBOR-BOGUE SOUND - BRIDGE MAINTENANCE****

Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 1184 (Atlantic Beach Bridge) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 206.7, between Morehead City, NC and Atlantic Beach, NC. The maintenance, which began September 2020, will continue to be conducted from 9 a.m. through 3 p.m., and 6 p.m. through 7 a.m.; 7 days a week; through May 20, 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 contacted at (703) 865-1041 or (703) 231-8589. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through this area.
NC-ATLANTIC INTRACOASTAL WATERWAY-MOREHEAD CITY HARBOR-BOGUE SOUND - BRIDGE MAINTENANCE

through the area.
Chart 11547
LNM: 17/22

NC-ATLANTIC INTRACOASTAL WATERWAY-NEUSE RIVER TO MYRTLE GROVE SOUND-BOGUE SOUND

Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 58 (Emerald Drive) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 266, at Emerald Isle, NC. The maintenance, which began September 2020, will continue to be conducted from 9 a.m. through 3 p.m., and 6 p.m. through 7 a.m.; 7 days a week; through May 20, 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 (703) 865-1041 or (703) 231-8589. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.
Chart 11547
LNM: 17/22

****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.

4A. Signs are located along the stone bay, grey point and Farnell Bay sectors of the New River. Marine Corps Base Camp Lejeune is working to replace these signs.

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

Charts: 11541 11542 11543
LNM: 10/22

NC – 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 – 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°15'11.88"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 – (985) 237-9667, denelson@weeksmarine.com or PM, David McNeil – (985) 237-5069, dcmcnell@weeksmarine.com.

Chart 11534
LNM: 16/22

Page 28 of 30
Coast Guard District 5
10 May 2022
# SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
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SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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ENCLOSURES

Enclosures
1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
6. Right Whale Slow Zone.
7. SAILDRONE - Offshore Ocean Survey.
8. Offshore NC Survey.
9. Annapolis Harbor - Blue Angles Air Show
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 3 (LLNR 915) and 4 (LLNR 925) and between 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 383 (LLNR 36420) Daybeacon 399 (LLNR 36470),
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel,
Between NJICWW Light 449 (LLNR 36625) and Daybeacon 457 (LLNR 36655) Grassly Sound. Ref LNM 24/17
NJICWW Light 465 (LLNR 36675) to Buoy 473 (LLNR 37070).
Chart 12316, 12324

NJ – LITTLE EGG INLET – SHOALING
Shoaling has been observed between Little Egg Inlet Lighted Buoy 10 (LLNR 1131) and Little Egg Inlet Lighted Buoy 8 (LLNR 1129). Shoaling has encroached channel ward in between the aids. Little Egg Inlet Buoy 8 (1129) is no longer marking best water.
Chart 12318

NJ–NEW JERSEY INTRACOASTAL WATERWAY- LITTLE EGG HARBOR TO CAPE MAY – SHOALING
The shoal running from New Jersey Intracoastal Waterway Daybeacon 439 (LLNR 36585) to New Jersey Intracoastal Waterway Light 431 (LLNR 36560) has encroached approx 50 to 100 yds into the channel. Depths of 1-2’ at MLW. Shoaling to less than 2’ MLW has been observed on the red side of the channel between New Jersey Intracoastal Waterway Light 436 (LLNR 36575) and New Jersey Intracoastal Waterway Daybeacon 434 (LLNR 36570).
Chart 12316
NJ – SALEM RIVER – SHOALING
Shoaling was reported in the Salem River, in Salem, NJ. The shoaling was reported between Salem River Entrance Channel Light 5 (LLNR 2670), Light 6 (LLNR 2675) and Light 7 (LLNR 2680), Light 8 (LLNR 2685) on the east side of the channel. The depth was reported at 10 feet shortly after high tide. Chart 12311

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

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

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

DE – INDIAN RIVER BAY – SHOALING
There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy M4 (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 Channe 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-HONGA RIVER – SHOALING
Shoaling has been reported in the Honga River extending out at 500yd 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 5 Ft at MHW. BNM MD 376-19
Chart 12263

MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING
The ACOE Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Warning Light A (LL 16760) to 500 feet up the channel of St. George Creek West Channel Warning Daybeacon B (LL 16765), with a least depth of 3.1 feet MLLW.
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 PINKEY POINT - ST. JEROME CREEK - SHOALING
Shoaling has been reported in St. Jerome Creek to a depth of 3 feet at MLW between St Jerome Creek DBN 3 (18805) and St. Jerome Creek Light 4 (LLNR 18810) and extending to St. Jerome Creek Buoy 5 (LLNR 18812) and St. Jerome Creek Buoy 6 (LLNR 18815). The channel width in the area of Deep Point is reduced to approximately 20 feet.
Chart 12233

MD - VA - POTOMAC RIVER - PINKEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance (1) off the northeastern tip of St. Catherine Island extending channel ward between 38-14-17.586N, 076-47-15.562W and 38-14-32.841N, 076-47-14.761W, (2) IVO St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, 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 148-21
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 3-4' in between tide cycles. Shoaling to 5' MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17
Chart 12224, 12226

MD - CHESAPEAKE BAY - HONGA, CHESAPEAKE AND WICOMICO RIVERS – FISHING BAY - TAR BAY
A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Warning Daybeacon E (LLNR 24595) and Tar Bay Channel Warning Daybeacon K (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4' at high tide. Sec MD-NCR BNM 044-17
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, 3.9 ft centerline of channel, and 2.8 feet on the green side of channel. Ref LNM 16/18.
MD – CHESTER RIVER – KENT ISLAND NARROWS NORTH APPROACH – SHOALING
Hazard to navigation- A USACE survey conducted on May 4, 2021 has identified shoaling to a depth of four feet in the Kent Island Narrows North Approach within the channel boundaries between Kent Island Narrows North Approach Light 2KN (LLNR 26415) and Kent Island Narrows North Approach Light 8 (LLNR 26435). Mariners are urged to use caution when transiting the area. SEC MD-NCR BNM 065-21.
Chart 12272

MD - CHESAPEAKE BAY - CHESTER RIVER - QUEENSTOWN CREEK
Hazard to navigation- A USACE survey conducted on July 12, 2021 has identified shoaling northwest of Queenstown Creek Buoy 3 (LLNR 26593) to south of Queenstown Creek Buoy 5 (LLNR 26595). Reported depths of less than four feet centerline and less than three feet closer to the channel boundaries. Least depths are located closer to the red side of the channel near Queenstown Creek Buoy 5 (LLNR 26595) to depths of less than two feet at mean low water.SEC MD-NCR BNM 182-21
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 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 6.8 feet. Additional shoaling has been located between Lynnhaven Inlet Light 4 (LLNR 10138) and Lynnhaven Inlet Daybeacon 6 (LLNR 10145) on the western side of the channel extending into the Channel with a minimum depth of 2 feet. Navigation in these areas requires extreme caution. SEC VA BNM 022-22
Chart 12222, 12221, 12254, 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 5A (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution. SEC VA BNM 114-20
Chart 12254
VA – LITTLE CREEK HARBOR – SHOALING
Shoaling has encroached approximately 20ft in to the channel from the shoreline to approximate position 36-55.48N 076 10.56W. 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 MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245

VA – PAGEN RIVER – SHOALING
Shoaling has been located on the approach to Jones Creek outside of the Pagan River Channel between Pagan River Channel Light 13 (LLNR 11415) and Jones Creek Daybeacon 2 (LLNR 11420). Depths observed 4ft at approximately 3 hours before MLW. HR BNM 254-20. Significant shoaling has been identified in the Pagan 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 12246

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

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

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

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

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

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST
Shoaling to a depth of 2 Feet at low tide has been identified from 400 yards northeast of Milford Haven East Buoy 7 (LLNR 14593.5) extending to the south 600 yards. Shoaling extends to the west 250 yard and impedes the width of the channel both inbound and out bound. Shoaling to a depth of 3 feet has been identified in various locations west of Buoy 7 (LLNR 14593.5) To Buoy 18 (LLNR 14625).
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 Tobys Point extending along the eastern side of Tobys Point to North Bend. HR BNM 051-17, LNM 08/17
Chart 12237

VA – RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING
An ACOE Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLLW, across the channel from approximately 250 feet North-Northeast of Greenvale Channel Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16
Charts 12237

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Enclosure (1)
LNM: 19/22
10 May 2022
VA – EASTERN SHORE - CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING
Shoaling has been located in Mattawoman Creek, VA. Lowest depth found 3’ at high tide from Mattawoman Creek Light 1MC (LLNR 21580) to west of Mattawoman Creek Light 3 (LLNR 21590). VA BNM 006-20
Chart 12225

VA – CHESAPEAKE BAY – TANGIER SOUND - TANGIER ISLAND EAST CHANNEL – SHOALING
There has been a report of shoaling in the Tangier Island East Channel within the channel boundaries between Tangier Island East Daybeacon 6 (LLNR 22276) 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 RIVER - SHOALING
There has been a report of shoaling in the Yeocomico River within channel boundaries, located SE of South Yeocomico River Daybeacon 2 (LLNR 16830) to a depth of less than ten feet at mean low water. MD-NCR BNM 408-16, Ref LNM 50/16
Chart 12233

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

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
Shoaling in Oregon Inlet Channel was found on most recent USACE survey. Shoaling exists in the vicinity of Oregon Inlet Lighted Buoy 6 (LLNR 28003) 35-47-41.619n, 075-31-56.110w and Oregon Inlet Buoy 7 (LLNR 28005) 35-47-41.136N, 075-31-49.183W. Depths reported of 6ft MLW IAW most recent USACE survey. SEC NC BNM 141-22.
Charts 12204

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 1A (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 in 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 Teaches Hole Channel Lighted Buoy 19 (LLNR 28953) and Teaches Hole Channel Lighted Buoy 24 (LLNR 28962). Reported depths less than 4 feet
MLW. NC BNM 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 Straights. Depths as low as 4ft MLW were found between Harkers Island Straits Light 14 (LLNR 29382) and Harkers Island Straits Light 15 (LLNR 29384). NC BNM 085-20
Chart 11545

NC – BOGUE INLET – SHOALING
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 113-22.
Shoaling has been identified from Bogue Inlet Buoy 9 (LLNR 29600) and Bogue Inlet Buoy 12 (LLNR 29615). Depths of 3-4ft at MLW have been observed. Shoaling currently extends across entire width of the marked channel. SEC NC BNM 031-22.
Chart 11541

NC – 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 – LENOXVILLE POINT – TAYLOR CREEK – SHOALING
Shoaling exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760). NC BNM 294-18.
Chart 11546

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

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CORE CREEK – SHOALING
Shoaling exists in the AICW north of Morehead City between Core Creek Light 29 (LLNR 38435) and Core Creek Daybeacon 31 (LLNR 38485), to a depth of less than 5ft at MLW. Mariners are advised to use extreme caution while navigating this area.
Chart 11541
NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – CAUSEWAY CHANNEL – SHOALING
Shoaling has been reported IAW the most recent ACOE survey dated 26 OCT 2020 IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736). Reported depths of 4 feet MLW encroaching from east side of channel. NC BNM 415-20
Chart 11541

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

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

NC - 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 – LOCKWOODS FOLLY INLET – SHOALING
Significant shoaling has occurred in Lockwoods Folly Inlet between Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31015) and Lockwoods Folly Inlet Buoy 5 (LLNR 31027) spanning the width of the channel depths of 4’ MLW have been reported. BNM SEC NC 367-21.
Chart 11534
SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION
IN THE FIFTH COAST GUARD DISTRICT

Enclosure (2)

Updated May 10, 2022

(Year indicates new item)

CURRENT PROJECTS

Permits:

SECTOR DELAWARE BAY

- Delaware
  Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
  Broadkill River – Bridge 3-155 N&S (SR 1/SR 14/Coastal Highway) – Permit (2-21-5) signed October 14, 2021, for a fixed bridge across Broadkill River, mile 8.08, near Milton, Sussex County, DE with a horizontal clearance of 50 feet and a vertical clearance of 16.5 feet above mean high water. (MT)

- New Jersey (Central & Southern)
  Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
  Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)

- Glimmer Glass - W9 (Brielle Road) Drawbridge – Fixed bridge replacement and drawbridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on October 22, 2019. A fixed bridge replacement will provide a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water and a drawbridge replacement will provide a vertical clearance of 9 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 31.9 feet. (MS)

Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB/HP)

- 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 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)
  Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)
  Willoughby Bay – Permit (140b-68-5) signed December 22, 2020, for I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - fixed bridge modification: vertical clearance of 25 feet above mean high water, horizontal clearance of 50 feet, and width of 168.84 feet (MT)
  Blackwater River - Permit (4-20-5) signed July 29, 2020, for a fixed bridge replacement providing a vertical clearance of 35 feet above mean high water and a horizontal clearance of 60 feet. (MS)
  Cat Creek - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on May 11, 2021; vertical clearance of 12.8 feet above mean high water and a horizontal clearance of 60 feet. (MS)

SECTOR NORTH CAROLINA

- North Carolina
  Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)
The Straits – Harkers Island Bridge – Fixed replacement bridge - Permit (2-20-5) dated September 30, 2020, vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)

Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the Chicamaucico 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) –
  New Jersey Intracoastal Waterway (NJICW), Inside Thoroughfare - US40:322 (N Albany Ave) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate the Rock N’ Roll Atlantic City 5K and Half Marathon. The bridge will remain in the closed position from 7 a.m. through 11 a.m. on Saturday, May 14, 2022, and from 7 a.m. through 1 p.m. on Sunday, May 15, 2022. The bridge will be able to open for emergencies, if at least 10 minutes prior notice is given. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(h). Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)
- 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, 2023. To facilitate maintenance, a work skiff and a 70ft X 70ft work barge will be operating outside the navigable channel, secured to the bridge piers and will not impact navigation. Mariners are urged to use caution while transiting the area. (MS)
  - Broadkill River - Bridge 3-155 N&S (SR 1/SR 14/Coastal Highway) Bridge – Modification activities, which began October 2021, are expected to be finished 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 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 five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)
  - Mispillion River - Route 1/Rehoboth Blvd. Bridge – Bridge sustained a causality and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)
Indian River Inlet - State Route 1 (Charles W. Cullen) Bridge – Bridge 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 snooker truck to gain access to the under-side of the bridge from April 25, 2022, to April 29, 2022. The snooker 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 snooker 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 extend the full length of the bridge, as described below.

Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48-hour notice is given to Eric.Dovak@Skanska.com.

Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the 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) 860-2939. Mariners are advised to exercise caution when transiting the area. (HP)

New Jersey Intracoastal Waterway (NJICW), Barnegat Bay - SR 37 (J. Stanley Tunney) (fixed) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from October 25, 2021, through December 23, 2023. A 54-foot crane barge, a 40-foot material barge, a 24-foot work barge with push boat, float stages and divers will be located around the vicinity of the bridge. Vessels may safely transit through the navigational channel of the bridge unrestricted at all times. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 941-9677 or (609) 331-2096. Mariners should use caution navigating through the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - Route 30 (Absecon Boulevard) Bridge - To facilitate work, the bridge will be maintained in the closed position from 8 a.m. on November 1, 2020, through 5 p.m. on May 28, 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 8:30 a.m. to 5:30 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 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) 289-2335. Mariners should use extreme caution navigating through the area. (MT)

Delaware River – US 322 (Commodore Barry) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from April 4, 2022, through May 5, 2022. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (856) 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 navigable 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. A vertical clearance of 135 feet above mean high water and horizontal clearance of 250 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (KB)

Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge – To facilitate the setting of structural steel across the federal navigation channel at the new bridge the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River, during January 21, 2022 – February 4, 2022. At all times during this period, a large crane barge is required to be positioned within the federal navigation channel. The critical heavy lift operations will impede vessels requiring the use of the channel in this area. The safety zone will cover all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21′50.96″ N, 76°59′34.00″ W, thence south to 38°21′43.08″ N, 76°59′22.04″ W, thence east to 38°21′50.96″ N, 76°59′34.00″ W, thence south to 38°21′43.08″ N, 76°59′22.04″ W, thence west 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 persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2674 or (410) 576-2693. (KB/RH)

Spa Creek - MD181 (6th Street) Bridge – Bridge inspection will be on Friday, May 20, 2022, from 9 a.m. to 3 p.m. During this inspection, one work vessel and a snorker truck will be located in and around the navigation channel. Inspection personnel, equipment and the vessel will relocate from the navigable channel, if at least a 10-minute notice is given. Vessels able to safely pass through the bridge in the closed position may do so, after receiving confirmation from the bridge tender that it is safe to transit through the bridge. Work vessel and bridge tender may be reached on VHF-FM channel 13. The project manager may be reached at (410) 935-9280. Mariners should use caution navigating through the area. (MT)

Severn River - US 50/US 301/SR 2 (John Hanson Highway/Severn River) Bridge – Bridge inspection will be conducted from 9 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 adjacent alternative navigation span will request permission to pass through this area. The crane barge and work barge will be located in and around the vicinity of the bridge to provide work outside these hours. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (404) 798-3224. Mariners should use caution navigating through the area. (MT)

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 west and/or east of the Federal Channel. Floating turbidity curtain and buoys are positioned around the old piers being demolished and supported by lit temporary piles. To support active demolition construction operations, a vessel/barge may be intermittently positioned within the east navigable channel. During these periods, the federal navigation channel to the west of the original center pier, approximately 150 feet wide, will be available to navigation. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 18 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 7:30 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' 00" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.

Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestle, 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 utilizing, mariners should keep clear of the area.

Willoughby Bay Mooring and Safe Harbor Area – As charted. This area contains a straight row of mooring piling for the exclusive use of vessels involved in the HRBT Expansion project. The two end piling 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 a scene manager, contact Shannon Gresham 757-685-3392 or Kareen Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373-4799 and/or email MarineOps@hrcppiv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)

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

Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines.

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536-9863 and/or email MarineOps@hrcppiv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)

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 Bridge – S165 (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 capability. 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 unable 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)

SECTOR NORTH CAROLINA

- North Carolina
- Oregon Inlet – Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by April 30, 2022. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bridge bents) and bridge bents 20 and 21 (span 21) on the new bridge. The approximate limiting navigation clearances are 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 (approximate) 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 pile lines are just below the surface of the water near construction activities. (HP)

The Straits - Harkers Island Bridge (SR 1332) - Bridge will remain in the closed-to-navigation position to facilitate bridge repairs due to damage caused by Hurricane Florence. The repairs require the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area. (MB)(HP)

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 snoper truck will be located in and around the vicinity of the bridge. During work hours, the snoper truck will be located in and around the navigational channel of the bridge. The snoper 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 (751) 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 snoper truck will be located in and around the vicinity of the bridge. During work hours, the snoper truck will be located in and around the navigational channel of the bridge. The snoper 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 (751) 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 snoper truck will be located in and around the navigation channel. During work hours, the snoper 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 (751) 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 - S822 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 in September 2023. Work will be on-going from 7 a.m. through 6 p.m.; Monday through Saturday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. A material barge, support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridge. Temporary work trestles will also be constructed adjacent to the existing and new bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Civil Works Contracting barge and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (910) 620-9829 and Civil Works Contracting may be contacted at (252) 240-9967 or (910) 279-4321. (MT)

Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge – Temporary work platforms will be installed on either side of the AIWW, 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)

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

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)
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 – 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. 856-789-8244.

New Mexico

PA – SCHUYKILL 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.

Pennsylvania

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°25’6.8”N; 74°59’54.2”W to 40°1’31.7”N; 74°59’55.4”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 Kilchook 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. 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.
DE - NJ – DELAWARE RIVER – NEW CASTLE RANGE – DREDGING OPERATIONS

The Dredge CHARLESTON will commence dredging operations in the New Castle Range of the Delaware River on or about May 25, 2022. The project will continue until approximately July 10, 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 stand by 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, crabports 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, crabports and structures in the general area must be removed prior to the commencement of the work.

FOR FURTHER INFORMATION CONTACT: Norfolk Dredging Company, Post Office Box 1706, Chesapeake, Virginia 23327, TEL: 757-547-9391.
Chart 12311.

Maryland

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, 2021 at Seagirt Berth 3, in the vicinity of 39°14'11" 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, adondero@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.C. SHEVLIN, 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. Mariner's 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 Solers 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°12'46.8737" N, 076°32'14.0536 W; (2) 39°12'58.5470 W; (3) 39°13'31.7886 N, 076°31'38.7851 W; (4) 39°13'26.6084 N, 076°31'21.9825 W; and (5) 39°13'39.4271 N, 076°31'05.1787 W. McLean Contracting Company marine equipment spudded on site will include: (1) a sectional barge (120'x120'x7') with Manitowoc Crane, (2) the Whirley Crane Baltimore barge (140'x70'x12') (2); 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.

VA – POTOMAC RIVER – ALEXANDRIA CHANNEL – CONSTRUCTION
River Renew will begin building a turidity curtain on October 25, 2021 in approximate position 38.8096919°N, 77.038250912°W. Once turidity curtain is complete, a permeam 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). All dredging will be performed by the hopper dredge “Stuyvesant”. All dredged material will be transport 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). A Tug (John Parish) and barge will be bed leveling in the area as well in support of the Stuyvesant.
Dredging is scheduled to start on or about December 14, 2021 and completed on or about May 30, 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 minimize wake and 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, 36.9741369°N, 76.1172310°W, point C, 36.9534965°N, 76.0243938°W, point D, 36.9500990°N, 76.0257621°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 I, 36.7744462°N, 75.9049262°W, Point J, 36.8128998°N, 75.9049260°W, Point K, 36.8128974°N, 75.8878462°W, Point L, 36.7744449°N, 75.8878549°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 18th, 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 GLDD Waterside Staging Area located next to Craney Island. The rafts of pipeline will be assembled at this staging area location between Point M; 36.9534958°N, 76.3614177°W, Point N; 36.9534958°N, 76.3614177°W, Point O; 36.9534958°N, 76.3614177°W, Point P; 36.9534958°N, 76.3614177°W, Point Q; 36.9534958°N, 76.3614177°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 18th, 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 GLDD Waterside Staging Area located next to Craney Island. The rafts of pipeline will be assembled at this staging area location between Point M; 36.9297360°N, 76.3792001°W, Point N; 36.9294586°N, 76.3614177°W, Point O; 36.9250782°N, 76.3613845°W, Point P; 36.9254286°N, 76.3795746°W. Equipment will be anchored and lighted within the staging area, boaters 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 extended northeast 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°53’36.92”N, 76°06’38.73”W
36°58’31.05”N, 76°06’17.10”W
36°58’12.83”N, 76°06’24.32”W
36°58’19.19”N, 76°06’46.66”W

Limits for “hydraulic uploading area” and “pipeline corridor” will be bound by the following approximate positions:
36°55’7.65”N, 76°21’15.22”W
36°55’12.31”N, 76°20’29.89”W
36°54’37.60”N, 76°20’23.22”W
36°54’32.80”N, 76°21’8.47”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 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.
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° 1'35.24"N, 76°15'57.82"W
36°59'11.10"N, 76° 6'41.27"W
36°57'37.50"N, 76° 7'8.25"W
36°59'53.72"N, 76°16'36.67"W

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

36°51'41.07"N, 75°55'41.74"W
36°51'45.15"N, 75°51'16.40"W
36°45'47.19"N, 75°50'54.07"W
36°45'45.72"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), dmcneill@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 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 – 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 worded “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 Shipyard along the Eastern Branch of the Elizabeth River, approx. position 36-50-28’N, 076-16-04’W. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction. Barge(s) & vessel(s), will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined, to the barges with crew boats working in the vicinity. The entire channel, will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500’ of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.

Chart 12253.

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”N and 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-FM Channels 13 & 16. For more information or questions, contact Olga Mileiko at 757-397-1131.

Chart 12253.

VA – ICW – ELIZABETH RIVER SOUTHERN BRANCH – DREDGING

H & H Enterprises will be dredging Paradise Creek off the southern branch of the Elizabeth River. The start date of the project is August 23, 2021 and the estimated finish date is September 1, 2022. H & H Enterprises will be dredging the creek and placing deposits on deck barges. The barges will be in transit from Paradise Creek to Bainbridge Recycling, near Elizabeth River Southern Branch Daybeacon 31 (LLNR 37075), on the southern branch of the Elizabeth River. The “Miss Jennifer” will be monitoring VHF channels 13 and 16, while in transit with dredge spoils. The point of contact for the project will be Scott Hodges, at 757-435-9667.

Chart 12206.
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. Load scows will be towed from the Shipyard to the Unloader barge located at the Craney Island Dredged Material Management Area. The unloader barge will be staged north of the Craney Island Rehandling Basin, on the West side of the Elizabeth River and outside the channel in the vicinity of the Craney Island Reach. A 16”-18” submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility.

The Dredge KOKO V will be dredging with the assistance of a tender tug, towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue daily until the estimated completion date of January 01, 2023. For more information, contact Adam Donder, (443) 695-3788, adondero@kokos.com
Charts 12273, 12274, 12280.

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 2 (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 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 12248.

VA - JAMES RIVER - NEWPORT NEW TO JAMESTOWN ISLAND – BREAKWATER CONSTRUCTION
Chart 12248.

VA - JAMES RIVER - NEWPORT NEW TO JAMESTOWN ISLAND – BREAKWATER CONSTRUCTION
Chart 12248.

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 Rudef Inlet Maintenance Dredging. Operations will be conducted between Outer Sand Deposition area to Owl Creek, Lake Wesley, Lake Rudef 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 – SEACOAST – BEACH NOURISHMENT DREDGING OPERATION

Starting approximately May 15, 2022, equipment and pipeline will be mobilized to a staging area located in the vicinity of Oregon Inlet, Dare County, NC. The staging area will be bound by the following approximate positions:

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

Dredged material will be transported by the hopper dredge(s) to a pump-out station, to be pumped to the beach placement site(s) through a combination of floating and submerged pipeline. Pipeline corridor at Kill Devil Hills, Kitty Hawk and Southern Shores will be bound by the following approximate positions:

36°01'17.83"N, 75°39'44.63"W - 36°01'41.19"N, 75°38'44.13"W - 36°09'30.30"N, 75°43'17.85"W - 36°09'06.50"N, 75°44'26.54"W.

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

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

Starting approximately 1 June 2022 and continuing until approximately November 22, 2022, Hopper Dredge(s) B.E. Lindholm and R.N. Weeks will be operating in the offshore borrow area located just southwest of Kill Devil Hills shoreline. Work limits will be bound by the following approximate positions:

36°31'7.94"N, 75°33'35.75"W
36°32'1.95"N, 75°32'31.25"W
36°01'33.70"N, 75°32'34.10"W
36°01'12.77"N, 75°33'46.62"W

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

Chart 12200.

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 11546.

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
Carolina Beach Landing 34.0446N 077.8860W
Booster Pump # 1 34.0393N 077.8797W
Booster Pump # 2 34.0280N 077.8897W

Staging 34.1914N 077.8152W
Area 34.1935N 077.8130W
077.8123W
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
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°42'44.3745", 078°01'22.6315", 33°42'44.7997", 078°02'14.7023", 33°41'55.3494", 078°02'15.2760", 33°41'54.9244", 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 Entrance 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.

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°20'4.08"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, dmcneill@weeks marine.com. Chart 11534.
NEW OR UPDATED INFORMATION

New, updated or very important information in this enclosure will be highlighted in yellow.

****NJ – MANASQUAN INLET TO ATLANTIC OCEAN – POINT PLEASANT BEACH – POINT PLEASANT OFFSHORE GRAND PRIX - REGULATED AREA****

The Point Pleasant Offshore Grand Prix powerboat races will occur on the waters of the Atlantic Ocean near Point Pleasant Beach, NJ on June 12, 2022, from 10:30 a.m. to 5 p.m. A special local regulation for the boat races will be enforced for the duration of the event restricting access to the area.

As described in eCFR - 33 CFR 100,501 – Special Local Regulations, Marine Events Within the Fifth Coast Guard District, the regulated enforcement area includes the following:

- All navigable waters of the Atlantic Ocean in the vicinity of Point Pleasant Beach, NJ bounded by a line connecting the following points: Latitude 40°06′00″ N, longitude 74°01′51″ W, thence east to latitude 40°05′56″ N, longitude 74°01′16″ W, thence southwest to latitude 40°03′34″ N, longitude 74°01′53″ W, thence west to latitude 40°03′39″ N, longitude 74°02′37″ W, thence north parallel to the shoreline to the point of origin.

- 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 this 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 VHF – FM Channel 16.

- Spectator area. Non-participants are only allowed inside the regulated area if they remain within a designated spectator area or have authorization from the Event PATCOM or official patrol vessel to transit through the area. A non-participant vessel must be stationary or operate at a safe speed while within the designated spectator area. On scene official patrol vessels or the Event PATCOM will direct non-participant vessels to the spectator area. A non-participant must contact the Event PATCOM or official patrol vessel to request permission to pass through the regulated area. If permission is granted, the non-participant must pass directly through the regulated area at minimum speed necessary to maintain a safe course that minimizes wake and without loitering.

- For any comments or questions contact Coast Guard Sector Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12324

****NJ – WILDWOOD CREST INTRACOASTAL – SUNSET LAKE – SWIM EVENT****

The Crest Best Swim Fest is scheduled for May 28, 2022 from 7:30 a.m. to 10:00 a.m. on Sunset Lake in Wildwood Crest, NJ. The swim event will involve approximately 500 swimmers on either a 1 mile or 1/4 mile course beginning at the Lakeview Docks continuing within Sunset Lake and finishing on the southern end of Sunset Lake Park. Sponsor provided safety boats, personal watercraft, and paddleboards will be supporting the event. Mariners are urged to use caution and remain alert when transiting the surrounding areas, proceed at the minimum speed necessary to maintain a safe course that minimizes wake while operating near the race courses. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12316

****NJ – DELAWARE BAY – LOWER TOWNSHIP – SWIM EVENT – REGULATED AREA****

The Annual Escape the Cape Triathlon and Open Water Classic is scheduled to occur on the Delaware Bay near Villas and North Cape May, NJ on June 12, 2022. Approximately 2000 participants will swim one of the following courses: a .35-mile sprint, a 1-mile Olympic swim, or a 3-mile open water swim. All courses will begin from a Cape May-Lewes Ferry off-shore within the Delaware Bay, proceed adjacent to the shoreline, and finish on the beach north of the Cape May Canal West End Jetty. A regulated area has been established on the above date from 7:30 a.m. to 11:00 a.m. for the following location:

- All navigable waters of the Delaware Bay, Lower Township, NJ bounded by a line drawn from: Latitude 39°0′57″ N, longitude 74°56′56″ W in Villas, NJ, thence west to latitude 39°0′59″ N, longitude 74°57′15″ W, thence south to latitude 38°58′08″ N, longitude 74°58′11″ W, thence east to latitude 38°58′04″ N, longitude 74°57′52″ W in North Cape May, NJ, thence north along the shoreline to the point of origin.

- The COTP Delaware Bay or a designated representative may forbid and control 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. The designated representative and official patrol vessels enforcing this regulated area can be contacted on marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12304

***PANJ – DELAWARE RIVER – PHILADELPHIA – DELAWARE RIVER WATERFRONT CORPORATION FIREWORKS - SAFETY ZONE***

An aerial fireworks display is scheduled to occur on the Delaware River adjacent to Penn’s Landing in Philadelphia, PA, on May 28, 2022, between approximately 8:30 p.m. and 9:00 p.m. A safety zone will be in effect for the duration of the display to include all navigable waters with a 500 yard radius of the fireworks barge located at approximate position latitude 39°56′52″N., longitude 75°08′39″W. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Captain of the Port or official on-scene patrol. Mariners may contact official patrol on-scene via marine band radio VHF-FM channel 16. For any comments or questions contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.

Chart 12312

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, 76°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. Malkus, Jr. Memorial (US-50) Bridge, and finishes at the beach of the Dorchester County Visitors Center at Cambridge, MD. Swimmers will be supported by sponsor-provided 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°06′28.3″ 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, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Charts 12266, 12268.

MD – CHESAPEAKE BAY – CHOPTANK RIVER – REGULATED AREA
Mariners are advised that the annual “Chesapeake Classic Power Boat Regatta” is scheduled to occur in the Choptank River during May 21-22, 2022, from 9:30 a.m. to 5:30 p.m. on both days. As described in 33 CFR 100.501, the Coast Guard will establish a regulated enforcement area for all waters within of Hambrooks Bay and Choptank River bounded by a line connecting the following coordinates: Commencing at the shoreline at Long Wharf Park, Cambridge, MD, at position latitude 38°34′30″ N, longitude 076°04′16″ W; thence east to latitude 38°34′20″ N, longitude 076°02′52″ W; thence west along the shoreline to latitude 38°35′38″ N, longitude 076°03′09″ W; thence north and west along the shoreline to latitude 38°36′42″ N, longitude 076°04′15″ W; thence southwest across the Choptank River to latitude 38°35′31″ N, longitude 076°04′57″ W; thence west along the Hambrooks Bay breakwall to latitude 38°35′33″ N, longitude 076°05′17″ W; thence south and east along the shoreline to and terminating at the point of origin. Within the regulated area are the following described areas. Race area: Located within the navigable waters of Hambrooks Bay and Choptank River, between Hambrooks Bar and Great Marsh Point, MD. Buffer area: All navigable waters within Hambrooks Bay and Choptank River (with the exception of the Race Area designated by the marine event sponsor) bounded to the north by the breakwall and continuing along a line drawn from the east end of breakwall located at latitude 38°35′27.6″ N, longitude 076°04′50.1″ W, thence W. southeast to latitude 38°35′17.7″ N longitude 076°04′29″ W, thence south to latitude 38°35′01″ N longitude 076°04′29″ W, thence west to the shoreline at latitude 38°35′01″ N, longitude 076°04′43.3″ W. Spectator area: All navigable waters of the Choptank River, eastward and outside of Hambrooks Bay breakwall, thence bounded by a line that commences at latitude 38°35′26″ N, longitude 076°04′50″ W; thence northeast to latitude 38°35′30″ N, longitude 076°04′47″ W; thence southeast to latitude 38°35′23″ N, longitude 076°04′29″ W; thence southwest to latitude 38°35′19″ N, longitude 076°04′31″ W; thence northwest to and terminating at the point of origin. The regulated area will be enforced from 9 a.m. through 6 p.m. both days on May 21, 2022 and May 22, 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 vessel, a vessel in this 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, and (iii) when authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the race course. The marine event patrol and PATCOM may be contacted on VHF-FM Channel 16. The Coast Guard PATCOM may terminate the event, or any portion of the event, if necessary for safety reasons or to protect the marine environment. All vessels designated marine event participants and their vessels and official patrol vessels are authorized to enter the race area. Spectators are only allowed inside the regulated area if they remain within a designated spectator area. Spectators may contact the Coast Guard PATCOM to request permission to either enter the Spectator Area or pass through the regulated area. If permission is granted, spectators may enter the Spectator Area or must pass directly through the regulated area as instructed by PATCOM at safe speed and without loitering. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693.

Charts 12266, 12268.

***MD – CHESAPEAKE BAY – EASTERN BAY AND SOUTH RIVER – RHODE RIVER – SAIL AND PADDLE RACES***
A series of three sail and human-powered watercraft racing events are scheduled to occur in portions of the Rhode River, Chesapeake Bay, and Rockhold Creek on May 28, 2022, between 8 a.m. and 5 p.m. Up to 62 total vessels and standup paddleboard watercraft (8-25 feet in length) will participate. The races will take place as follows: Race 1 - A long distance open water 20-mile course in the Chesapeake Bay, along the western shore of the Chesapeake Bay, between Rhode River (Edgewater, MD) and Rockhold Creek (Deale, MD), and return, from 9 a.m. to 5 p.m.; Race 2 - An intermediate-level 3-mile course in the Rhode River, up to Rhode River Light 7 (LLNR 19545), and return, from 8 a.m. to 10 a.m.; Race 3 - An advanced-intermediate level 6-mile course in the Rhode River, up to the entrances of Sellman Creek and Muddy Creek, and return, from 8 a.m. to 10 a.m. All races will start and finish in the same area off Camp Wabanna. Orange tetrahedron course markers will be established for the races. Sponsor-provided safety boats will be located at the start and along the 3-mile and 6-mile race courses. More information on the “Big Little Boat Festival” can be obtained at website [https://www.clcboats.com/boatbuilding_classes/741.html](https://www.clcboats.com/boatbuilding_classes/741.html). The Chesapeake Light Craft event coordinator can be contacted via VHF-FM marine band radio 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.

Chart 12270.
***MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – REGULATED AREA***

The U.S. Naval Academy will host its Blue Angels Air Show over the Severn River at Annapolis, MD on Wednesday, May 25, 2022 at 2 p.m. High-speed, low-flying fixed-wing aircraft will operate between the Severn River (US-50) Bridge and Greenbury Point, MD. The event also includes a arrival and 11 a.m. and a practice demonstration at 2 p.m. on Tuesday, May 24, 2022. As described in 33 Code of Federal Regulations (CFR) § 100.501, a regulated area is established for all waters of the Severn River, from shoreline to shoreline, bounded to the north by a line drawn along the Severn River (US-50/301) Bridge. The regulated area is bounded to the southeast by a line drawn from the U.S. Naval Academy Light at 38°58'39.5" N, 076°28'49.0" W, thence southeast to a point 1500 yards east of Chinks Point, MD at 39°57'41" N, 076°27'36" W, thence northeast to Greenbury Point at 38°58'27.7" N, 076°27'16.4" W. The event will be to restrict vessel traffic on the Severn River and College Creek. All coordinates reference Datum NAD 1983. The regulated area will be enforced from 9:30 a.m. to 5 p.m. on May 24, 2022, and from 9:30 a.m. to 5 p.m. on May 25, 2022. Mariners are urged to schedule their transits on these waterways beyond the enforcement times on both days. 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 instructions of the Event PATCOM or Official Patrol. 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. A temporary access channel (marked with red buoys and green buoys) will be established near Horn Point, to allow vessels to transit into and out of Annapolis Harbor during the event; vessels operating in this area will do so at their own discretion. At no time will spectators be permitted to obstruct either the temporary access channel or the federal navigation channel outside the regulated area. A "Commercial Vessel Spectator Zone" (marked with yellow buoys) is located immediately adjacent to the temporary access channel, bounded by a line commencing at 38°58'36.2" N, 076°27'56.9" W, thence southeast to 38°58'24.9" N, 076°27'47.6" W, thence west to 38°58'22.3" N, 076°27'54.5" W, thence northwest to 38°58'28.3" N, 076°28'11" W, thence east to point of origin. This designated spectator area lies generally in the center portion of Middle Ground Anchorage, Severn River, MD, and is restricted to commercial small passenger vessels pre-approved by the Captain of the Port Maryland-National Capital Region for spectator area access, as described in Paragraph (h)(1) of 33 CFR § 100.501. Mariners should expect the presence of a single U.S. Navy Yard Patrol craft positioned in the middle of the Severn River during May 24-25, 2022, used to mark the centerline of the air show aerobatics box. In addition, on May 24, 2022 and on May 25, 2022, orange inflatable buoys will be placed along the north and southern boundaries of the air show aerobatics box. All persons and vessels shall remain outside the designated air show aerobatics box. 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 at (410) 576-2674 or (410) 576-2693. During the events, the Coast Guard Station Annapolis Officer-of-the-Day can be contacted at (410) 267-8108. For any comments or questions regarding this article, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674, or email D5-DG-SectorMD-NCR-MarineEvents@uscg.mil.

Charts 12822, 12283.

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**MD – CHESAPEAKE BAY – SEVERN RIVER – SAILING REGATTA (WEEKLY SERIES)**

An annual sailboat racing weekly series is scheduled to occur in the Severn River each Thursday evening during May 5, 2022–August 25, 2022, between 6 p.m. and 9 p.m. Up to 80 participants (small keel sailboats, 19-24 feet in length) will race in heats within two courses located between the mouth of the Severn River and the Severn River Middle Ground Anchorage. Mariners are urged to use caution and remain alert for other watercraft when transiting the area, proceed at the minimum speed necessary to maintain a safe course that minimizes wake while operating near the race courses. Race committee support vessels will be on scene. Event information is available at website http://worldannapolis.com/annapolis-sailing-courses/racing/thursday-night-racing. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2674 or (410) 576-2693.

Charts 12822, 12283.

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**MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – SAILING REGATTA SERIES**

An annual sail racing series is scheduled to occur in the Severn River each Friday evening during May 20, 2022 - August 13, 2022, between 5 p.m. and 8:30 p.m. Excluded dates include May 27th, July 1st, and August 5th. Up to 40 auxiliary sail boats (20 to 45 feet in length) of various classes will compete in sail races along a designated course located in the Severn River, between the mouth of the Severn River and the entrance to Spa Creek at Annapolis, MD. First race start will occur at approximately 6:15 p.m. Additional information can be obtained at the website: https://www.eastportyfc.org/beer-cans. Interested mariners can contact the Eastport Yacht Club Race Committee on “EYC Friday Night Signal Boat” via marine band radio VHF-FM channel 08, 13, 16 or 73. 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 12822, 12283.

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**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 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 (i)(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′35.5″ 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

Page 3 of 6
Enclosure (4)
LNM: 19/22
Coast Guard District 5
May 25, 2022
The Occoquan River Maritime Association's annual "Blessing of the Fleet" event is scheduled to occur in the Occoquan River on May 21, 2022 (rain date May 22, 2022), from 11 a.m. to 1 p.m. Approximately 160 recreational vessels of various types and sizes will pass alongside the fuel dock at Belmont Bay Harbor Marina at their leisure to receive a blessing from the blessing boat. Participating Fire Boats and First Responder Boats will follow a designated route from Belmont Bay Harbor Marina, up river to Occoquan Wharf, and back down river to the fuel dock. Mariners are urged to use caution when transiting the area, and reduce vessel speed to that necessary to maintain safe course while operating near participating vessels. Official patrol personnel on scene can 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 telephone number (410) 576-2674 or (410) 576-2693.

Chart 12289.
A short-duration aerial fireworks display is scheduled to occur on the Potomac River at National Harbor, MD on May 21, 2022 at 9 p.m. The fireworks will be launched from a barge located approximately 250 feet from the grounds of the Gaylord National Resort & Conference Center, in approximate position latitude 38° 46’ 54.22” N, longitude 077° 01’ 14.75” W. Mariners are urged to use caution when transiting the area, and heed the directions of patrolling law enforcement and public safety officials. Absent specific guidance, mariners should remain 150 feet from the fireworks barge. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 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 410-576-2525, 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 – MD – DC – POTOMAC RIVER - MATTAWOMAN CREEK TO GEORGETOWN – UPPER POTOMAC RIVER – ELECTRICALLY PROPELLED WATERCRAFT COMPETITION

A watercraft competition is scheduled to occur in Pohick Bay on May 26, 2022, between 9 a.m. and 1 p.m. Up to 17 electrically-propelled watercraft (5 to 14 feet in length) will operate along a designated course approximately 1/2-mile in length, located between approximate position latitude 38°40’48.89” N, longitude 077°09’55.61” W, and approximate position latitude 38°40’56.05” N, longitude 077°10’27.62” W. A sponsor-provided safety boat will be located on the course. Mariners are urged to use caution when transiting the area, remain alert for participants and their support craft, and to operate vessels at a safe speed that minimizes wake while operating near the event area. More information on the “Promoting Electric Propulsion (PEP) Competition” can be obtained at website https://www.navalengineers.org/Education/Promoting-Electric-Propulsion-PEP. 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 – BBSA 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 - BBSA WILLOUGHBY RACER WEEKLY SERIES

The Broad Bay Sailing Association is sponsoring the BBSA 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 Tides 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

A private organization is sponsoring the Worrell 1000 Sailboat Race up the Atlantic Coast from Florida, with more than a dozen small craft reaching Virginia waters and pulling ashore between 10th and 30th streets on the Virginia Beach ocean front sometime after 10 a.m. on May 21, 2022.
Chart 12207

VA – CHESAPEAKE BAY - CAPE HENRY CUP REGATTA
The Broad Bay Sailing Association is sponsoring the Cape Henry Cup Regatta Sailboat Race in the Lower Chesapeake Bay, VA on May 21, 2022. The sailboat races will begin at 9:00 a.m. and end at 6:00 p.m. and begins about a mile off the coast of Buckroe Beach, Hampton. Then head out to the middle grounds (out the north CBBT and back in the south) and ends near Point comfort, Hampton. Alternate course begins and ends at the same places but doesn’t cross over any tunnels they just loop around off the coast of Hampton. Mariners are requested to use caution and bare steerage when transiting the area.
Chart 12245

NC – NEWPORT RIVER – CHIMNEY ISLAND SLOUGH - BEAUFORT
Mariners are advised that U.S. Coast Guard will enforce a safety zone for the Crystal Coast Triathlon on May 14, 2022 from 7 AM to 10 AM on the waters of Gallants Channel in Beaufort, NC. This event will include approximately 400 swimmers. All waters between the Route 70 Bridge in Beaufort, NC north-west to Russell Slough Channel Day-Beacon 10 will be restricted to vessel traffic. No vessel traffic will be allowed to transit without prior authorization. Mariners are advised to plan their voyage accordingly.
Chart 11545
SUMMARY OF OFFSHORE RENEWABLE ENERGY INSTALLATIONS (OREI) 
AND OPERATIONS IN SUPPORT OF OREI IN THE FIFTH COAST GUARD DISTRICT 
ENCLOSURE (5)

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

NJ – SEACOAST – 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:

<table>
<thead>
<tr>
<th>Corner</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE Corner</td>
<td>39° 40' 22&quot;N</td>
<td>73° 56' 11&quot;W</td>
</tr>
<tr>
<td>SE Corner</td>
<td>39° 15' 43&quot;N</td>
<td>73° 56' 34&quot;W</td>
</tr>
<tr>
<td>S Corner</td>
<td>39° 08' 40&quot;N</td>
<td>74° 05' 50&quot;W</td>
</tr>
<tr>
<td>SW Corner</td>
<td>39° 16' 31&quot;N</td>
<td>74° 14' 55&quot;W</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Extent</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW extent</td>
<td>40° 12' 27&quot;N</td>
<td>73° 52' 08&quot;W</td>
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<tr>
<td>NE extent</td>
<td>40° 12' 38&quot;N</td>
<td>73° 55' 43&quot;W</td>
</tr>
<tr>
<td>NW midpoint</td>
<td>39° 55' 34&quot;N</td>
<td>73° 55' 43&quot;W</td>
</tr>
<tr>
<td>NE midpoint</td>
<td>39° 55' 34&quot;N</td>
<td>73° 52' 49&quot;W</td>
</tr>
<tr>
<td>SW extent</td>
<td>39° 28' 36&quot;N</td>
<td>73° 55' 59&quot;W</td>
</tr>
<tr>
<td>SE extent</td>
<td>39° 28' 38&quot;N</td>
<td>73° 54' 37&quot;W</td>
</tr>
</tbody>
</table>

The M/V Fugro Enterprise will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The M/V Fugro Enterprise will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.

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 SEA COAST AND INLAND BAYS – 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 in daylight hours only from March 28, 2022 to approximately May 23, 2022. The survey area is bounded by the following approximate positions:

38°41.0’ N  75°04.2’ W
38°32.4’ N  75°03.3’ W
38°32.4’ N  74°59.4’ W
38°41.0’ N  75°00.3’ 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/.

See Figure 5-3,
Charts: 12200, 12211

****DE – INDIAN RIVER – MARINE SURVEYING OPERATIONS****
The Research Vessels YETI, ALMAR, and WAM-V will conduct geophysical survey operations in Indian River Bay, Delaware, during daylight hours only, from May 9, 2022 to June 20, 2022. The vessels may tow survey equipment up to 100 feet behind the vessels. Mariners are advised to use caution when transiting near the survey vessels and are requested to give a wide berth and slow bell. The vessel captains will monitor channels 13 and 16 VHF-FM for passing arrangements. The survey area is bounded by the following approximate positions:

38°36'14.5"N 75°06'21.0"W
38°35'41.7"N 75°03'58.1"W
38°34'07.5"N 75°11'34.3"W
38°35'28.1"N 75°14'29.2"W

Further information can be found on the US Wind website: https://uswindinc.com/mariners/.
Chart: 12216
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

Jaime Palter (URI) (401) 572-7258
jpalter@uri.edu

SCIENCE CONTACTS
Sarah Nickford (URI) (518) 487-0658
sarah_nickford@uri.edu

Phil Browne (ECMWF) +44 11899499168
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>
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<tbody>
<tr>
<td>A</td>
<td>34°36’56” N</td>
<td>077°09’54” W</td>
</tr>
<tr>
<td>B</td>
<td>34°29’12” N</td>
<td>077°05’13” W</td>
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<tr>
<td>C</td>
<td>34°32’40” N</td>
<td>076°43’27” W</td>
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<td>D</td>
<td>34°29’24” N</td>
<td>076°34’54” W</td>
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<tr>
<td>E</td>
<td>34°29’51” N</td>
<td>076°29’12” W</td>
</tr>
<tr>
<td>F</td>
<td>34°37’10” N</td>
<td>076°37’03” W</td>
</tr>
</tbody>
</table>
ANNAPOLIS HARBOR - U. S. NAVAL ACADEMY BLUE ANGELS AIR SHOW
Enclosure 9

****MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS– SEVERN RIVER – ANNAPOLIS HARBOR – TEMPORARY ACCESS CHANNEL****

In support of the annual U. S. Naval Academy Blue Angels Air Show practice and performance demonstrations over the Severn River at Annapolis, MD during May 24-25, 2022, a marked channel will be temporarily established in the Severn River near Horn Point. The floating markers will be set on or about noon on Monday, May 23, 2022 and removed immediately after the event on Wednesday, May 25, 2022. Located between Spa Creek Entrance Buoy 1SC (LLNR 19905) and Annapolis Harbor Channel LB 5 (LLNR 19730), this channel is intended to allow vessels to transit into and out of Annapolis Harbor during the air show event. Vessels operating in this area do so at their own discretion. The temporary access channel will include eight unlit red floating markers and seven unlit green floating markers, located in the following approximate positions:

<table>
<thead>
<tr>
<th>Marker</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>green</td>
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<td>076°27'46.32&quot; W</td>
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<tr>
<td>green</td>
<td>38°58'18.48&quot; N</td>
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</tr>
<tr>
<td>green</td>
<td>38°58'20.64&quot; N</td>
<td>076°27'57.06&quot; W</td>
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<td></td>
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<tr>
<td>Horn Point Light HP (LLNR 19745)</td>
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<tr>
<td>green</td>
<td>38°58'25.44&quot; N</td>
<td>076°28'11.16&quot; W</td>
</tr>
<tr>
<td>green</td>
<td>38°58'27.54&quot; N</td>
<td>076°28'17.28&quot; W</td>
</tr>
<tr>
<td>green</td>
<td>38°58'29.16&quot; N</td>
<td>076°28'22.62&quot; W</td>
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<tr>
<td>green</td>
<td>38°58'31.80&quot; N</td>
<td>076°28'31.32&quot; W</td>
</tr>
<tr>
<td>red</td>
<td>38°58'19.92&quot; N</td>
<td>076°27'48.72&quot; W</td>
</tr>
<tr>
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<td>38°58'22.14&quot; N</td>
<td>076°27'53.64&quot; W</td>
</tr>
<tr>
<td>red</td>
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<td>red</td>
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<tr>
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<td>38°58'29.70&quot; N</td>
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</tr>
<tr>
<td>red</td>
<td>38°58'31.86&quot; N</td>
<td>076°28'22.26&quot; W</td>
</tr>
<tr>
<td>red</td>
<td>38°58'34.86&quot; N</td>
<td>076°28'30.30&quot; W</td>
</tr>
</tbody>
</table>

At no time while the regulated area is being enforced will event spectators be permitted to obstruct either the temporary access channel, or the federal navigation channel outside of the regulated area. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region at (410) 576-2674, or email D05-DG-SectorMD-NCR-MarineEvents@uscg.mil.
Charts 12282, 12283.