LOCAL NOTICE TO MARINERS

District: 5       Week: 28/22

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 CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

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

REFERENCES

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

<table>
<thead>
<tr>
<th><strong>A through H</strong></th>
<th><strong>I through O</strong></th>
<th><strong>P through Z</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>ADRIFT - Buoy Adrift</td>
<td>I - Interrupted</td>
<td>PRIV - Private Aid</td>
</tr>
<tr>
<td>AICW - Atlantic Intracoastal Waterway</td>
<td>ICW - Intracoastal Waterway</td>
<td>Q - Quick</td>
</tr>
<tr>
<td>AI - Alternating</td>
<td>IMCH - Improper Characteristic</td>
<td>R - Red</td>
</tr>
<tr>
<td>B - Buoy</td>
<td>INL - Inlet</td>
<td>RACON - Radar Transponder Beacon</td>
</tr>
<tr>
<td>BKW - Breakwater</td>
<td>INOP - Not Operating</td>
<td>Ra ref - Radar reflector</td>
</tr>
<tr>
<td>bl - Blast</td>
<td>INT - Intensity</td>
<td>RELIGHTED - Aid Rebuilt</td>
</tr>
<tr>
<td>BNM - Broadcast Notice to Mariner</td>
<td>ISL - Islet</td>
<td>RELOC - Relocated</td>
</tr>
<tr>
<td>bu - Blue</td>
<td>Iso - Isophase</td>
<td>RESET ON STATION - Aid Reset on Station</td>
</tr>
<tr>
<td>C - Canadian</td>
<td>kHz - Kilohertz</td>
<td>RRASS - Remote Radio Activated Sound Signal</td>
</tr>
<tr>
<td>CHAN - Channel</td>
<td>LAT - Latitude</td>
<td>RFL - River</td>
</tr>
<tr>
<td>CGD - Coast Guard District</td>
<td>LB - Lighted Buoy</td>
<td>LWP - Left Watching Properly</td>
</tr>
<tr>
<td>C/O - Cut Off</td>
<td>LBB - Lighted Bell Buoy</td>
<td>MRASS - Marine Radio Activated Sound Signal</td>
</tr>
<tr>
<td>CONT - Contour</td>
<td>LHb - Lighted Horn Buoy</td>
<td>MSLD - Misleading</td>
</tr>
<tr>
<td>CRK - Creek</td>
<td>LGB - Lighted Gong Buoy</td>
<td>N - Number</td>
</tr>
<tr>
<td>CONST - Construction</td>
<td>LONG - Longitude</td>
<td>NL - Notice Writer</td>
</tr>
<tr>
<td>DAYMK/Daymk - Daymark</td>
<td>LNM - Local Notice to Mariners</td>
<td>NO - Notice</td>
</tr>
<tr>
<td>DBN/Dbn - Daybeacon</td>
<td>LT - Light</td>
<td>NO/NUM - Number</td>
</tr>
<tr>
<td>DBD/DAYBD - Dayboard</td>
<td>LT CONT - Light Continuous</td>
<td>NSS - Notice of Sounding</td>
</tr>
<tr>
<td>DEFC - Defaced</td>
<td>LTR - Letter</td>
<td>NWS - National Weather Service</td>
</tr>
<tr>
<td>DEST - Destroyed</td>
<td>LWB - Lighted Whistle Buoy</td>
<td>OBS - Obstruction</td>
</tr>
<tr>
<td>DISCON - Discontinued</td>
<td>LWP - Left Watching Properly</td>
<td>OBSO - Obscured</td>
</tr>
<tr>
<td>DMGD/DAMGD - Damaged</td>
<td>MHz - Megahertz</td>
<td>OBST - Obstruction</td>
</tr>
<tr>
<td>ec - eclipse</td>
<td>MISS/MSNG - Missing</td>
<td>OBT - Obstacle</td>
</tr>
<tr>
<td>EST - Established Aid</td>
<td>Mo - Morse Code</td>
<td>OBF - Obstructed</td>
</tr>
<tr>
<td>ev - every</td>
<td>MRASS - Marine Radio Activated Sound Signal</td>
<td>OCM - Occulting</td>
</tr>
<tr>
<td>EVAL - Evaluation</td>
<td>MSLD - Misleading</td>
<td>OAS - Offshore Aid Station</td>
</tr>
<tr>
<td>EXT - Extinguished</td>
<td>N/C - Not Charted</td>
<td>OBCU - Obscured</td>
</tr>
<tr>
<td>F - Fixed</td>
<td>NGA - National Geospatial-Intelligence Agency</td>
<td>OBSERVER</td>
</tr>
<tr>
<td>fl - flash</td>
<td>NO - Notice</td>
<td>OBSERV - Observing</td>
</tr>
<tr>
<td>Fl - Flashing</td>
<td>NO/NUM - Number</td>
<td>OBS/S - Obscured and Section</td>
</tr>
<tr>
<td>G - Green</td>
<td>NOS - National Ocean Service</td>
<td>OBS/SM - Obscured and Station</td>
</tr>
<tr>
<td>GIWW - Gulf Intracoastal Waterway</td>
<td>NW - Notice Writer</td>
<td>OBST/S - Obstructed and Section</td>
</tr>
<tr>
<td>HAZ - Hazard to Navigation</td>
<td>OBSH - Obscured</td>
<td>OBU - Obstructed and Buoy</td>
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<tr>
<td>HBR - Harbor</td>
<td>OBST - Obstruction</td>
<td>OBR - Obstructed Buoy</td>
</tr>
<tr>
<td>HOR - Horizontal Clearance</td>
<td>Oc - Occulting</td>
<td>OBRB - Obstructed Buoy</td>
</tr>
<tr>
<td>HT - Height</td>
<td>ODAS - Anchored Oceanographic Data Buoy</td>
<td>OBRG - Obstructed Buoy Group</td>
</tr>
</tbody>
</table>

### Additional Abbreviations Specific to this LNM Edition:

- **AIS** - Automatic Identification System
- **AtoN** - Aids to Navigation
- **LIB** - Lighted Ice Buoy
- **LLNR** - Light List Number
- **MD-OOR** - 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 ****

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

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

For Private Aids to Navigation (PATON) applicants requesting Coast Guard permits to provide navigational markings on offshore structures in Fifth Coast Guard District waters, the following structure identification, lighting, sound signal, and Automated Identification System (AIS) capabilities are strongly recommended. Applicants should plan to apply for one Private Aid Permit per structure (to include all label, light(s), sound signals and AIS signals). Private AtoN Permit applications should submitted no sooner than 60 days prior to the need to act.

Additional specific recommendations include:

**Tower Identification:**
- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible
- Letters and numbers labelled to as near to 3 meters high as possible
- Visible above any servicing platforms
- Visible throughout a 360-degree arc from the water’s surface
- Visible at night through use of retro-reflective paint and lettering/numbering materials
- If feasible, also labelled below the servicing platform

**Lighting:**
- Located on all structures, preferably on the servicing platform, visible throughout a 360-degree arc from the water’s surface

12 July 2022
CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

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) 343-3220.

Automated Information System (AIS) Transponder Signals:

- Should be approved at the Coast Guard Headquarters level (CG-HQ)
- Should be capable of transmitting signals to mark all locations of all structures throughout an established field
- Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation
- PATON Application can be requested through email to: CGD5Waterways@uscg.mil

Please forward questions or feedback in an e-mail to:

Matthew.K.Creelman2@uscg.mil

Sound Signals:

- Should be located on all structures located at corners/SPSs
- Sound every 30 seconds (4s Blast, 26s off)
- Set to project at a range of 2NM
- Should not exceed 3NM spacing between perimeter structures
- Must be Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds
- Timed to energize for 45 minutes from last VHF activation

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INTERFERENCE WITH AIDS TO NAVIGATION

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

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

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

http://www.cgaux.org/boatinged/class_finder/index.php

WESTERN ATLANTIC AND U.S. COASTAL WATERS - NORTH CAROLINA – SUNKEN MILITARY CRAFT ACT (SMCA)

–PROHIBITION ON DISTURBING, REMOVING ARTIFACTS OR DAMAGING SUNKEN CRAFT

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

The U.S. Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS and DGPS. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar (NANU). These notices can also be obtained via e-mail subscription through the USCG Navigation Center website (https://www.navcen.uscg.gov/gps/status/default.htm). In addition, the NIS investigates all reports of degradation or loss of GPS and DGPS service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: 703-313-5900, webmaster@navcen.uscg.mil or https://www.navcen.uscg.gov.

CANCELLATION OF NOAA PAPER AND RASTER NAUTICAL CHARTS

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

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

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

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

LNM: 09/21

12 July 2022
**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)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
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</thead>
<tbody>
<tr>
<td>168</td>
<td>NOAA Lighted Data Buoy 44009 (ODAS)</td>
<td>BUOY DMGD/LT EXT</td>
<td>12214</td>
<td>171DB</td>
<td>35/20</td>
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<tr>
<td>570</td>
<td>Navy Air Combat Maneuvering Range Tower Light A</td>
<td>LT EXT</td>
<td>12200</td>
<td>413NC</td>
<td>32/16</td>
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<td>585</td>
<td>Navy Air Combat Maneuvering Range Tower Light G</td>
<td>LT EXT</td>
<td>12200</td>
<td>0110NC</td>
<td>27/12</td>
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<td>615</td>
<td>Oregon Inlet Jetty Light</td>
<td>DAYMK MISSING</td>
<td>12204</td>
<td>166NC</td>
<td>19/21</td>
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<td>637</td>
<td>NOAA Lighted Data Buoy 41025 (ODAS)</td>
<td>MISSING</td>
<td>11555</td>
<td>165D5</td>
<td>12/21</td>
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<td>815</td>
<td>NOAA Lighted Data Buoy 41013 (ODAS)</td>
<td>LT EXT</td>
<td>11536</td>
<td>332NC</td>
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<td>1065</td>
<td>Barneget Inlet Buoy 33</td>
<td>MISSING</td>
<td>12324</td>
<td>138DB</td>
<td>26/22</td>
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<td>1090</td>
<td>Oyster Creek Channel Buoy 38</td>
<td>ADRIFT</td>
<td>12324</td>
<td>116DB</td>
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<td>1100</td>
<td>Little Egg Inlet Lighted Buoy 1</td>
<td>LT EXT</td>
<td>12316</td>
<td>143DB</td>
<td>29/21</td>
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<tr>
<td>1530</td>
<td>Harbor of Refuge Light</td>
<td>SS INOP</td>
<td>12216</td>
<td>080DB</td>
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<tr>
<td>1535</td>
<td>Brown Shoal Light</td>
<td>LT EXT/RAC INOP</td>
<td>12214</td>
<td>102DB</td>
<td>23/21</td>
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<td>1555</td>
<td>Brandywine Shoal Light</td>
<td>LT EXT</td>
<td>12214</td>
<td>135DB</td>
<td>26/22</td>
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<tr>
<td>1600</td>
<td>Elbow of Cross Ledge Light</td>
<td>LT EXT</td>
<td>12304</td>
<td>341DB</td>
<td>26/22</td>
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<td>1620</td>
<td>Delaware Bay Main Channel Light 32</td>
<td>REDUCED INT</td>
<td>12304</td>
<td>0068DB</td>
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<td>1675</td>
<td>Cape May Canal West Entrance North Jetty Light 11</td>
<td>STRUCT DEST/REDUCED INT/SS</td>
<td>12316</td>
<td>155DB</td>
<td>32/20</td>
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<td>1725</td>
<td>Maurice River Channel Lighted Buoy 8</td>
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<td>134DB</td>
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<td>2055</td>
<td>Delaware Bay East Icebreaker Light 2</td>
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<td>203DB</td>
<td>35/20</td>
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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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Page 16 of 30  
Coast Guard District  5  
LNM: 28/22  
12 July 2022
### SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. 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>Edition Date</th>
<th>Last Local Notice Date</th>
<th>Horizontal Datum Reference</th>
<th>Source of Correction</th>
<th>Current Local Notice Date</th>
<th>Chart Title</th>
<th>Main Panel</th>
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<tr>
<td>11548</td>
<td>43rd Ed. 01-FEB-20 Last LNM: 46/17 NAD 83</td>
<td>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 <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</td>
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<td>11550</td>
<td>33rd Ed. 01-OCT-19 Last LNM: 46/17 NAD 83</td>
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<td>11552</td>
<td>22nd Ed. 01-FEB-18 Last LNM: 47/17 NAD 83</td>
<td>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 <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</td>
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<td>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 <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</td>
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<td>11555</td>
<td>43rd Ed. 01-SEP-18 Last LNM: 18/19 NAD 83</td>
<td>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 <a href="https://www.charts.noaa.gov/MCD/Dole.shtml">https://www.charts.noaa.gov/MCD/Dole.shtml</a>.</td>
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No new editions of chart 12231 will be published. It will be canceled on 16-Nov-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.

39th Ed.  01-JUN-18  Last LNM: 26/22  NAD 83  28/22

ChartTitle: Currituck Beach Light to Wimble Shoals
Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS  - -  Page/Side: - -

LAST EDITION  No new editions of chart 12204 will be published. It will be canceled on 16-Nov-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.

35th Ed.  01-FEB-17  Last LNM: 26/22  NAD 83  28/22

ChartTitle: Cape Henry to Pamlico Sound, Including Albemarle Snd.; Rudee Heights
Main Panel 528 CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC.  - -  Page/Side: - -

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.

31st Ed.  01-NOV-18  Last LNM: 52/21  NAD 83  28/22

ChartTitle: Cape Henlopen to Indian River Inlet; Breakwater Harbor
Main Panel 555 CAPE HENLOPEN TO INDIAN RIVER INLET - -  Page/Side: - -

LAST EDITION  No new editions of chart 12216 will be published. It will be canceled on 16-Nov-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.

28th Ed.  01-DEC-18  Last LNM: 45/17  NAD 83  28/22

ChartTitle: Chesapeake Bay Cape Charles to Wolf Trap
Main Panel 562 CHESAPEAKE BAY CAPE CHARLES TO WOLF TRAP - -  Page/Side: - -

LAST EDITION  No new editions of chart 12224 will be published. It will be canceled on 16-Nov-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.

20th Ed.  01-NOV-20  Last LNM: 45/17  NAD 83  28/22

ChartTitle: Chesapeake Bay Wolf Trap to Pungoteague Creek
Main Panel 564 CHESAPEAKE BAY WOLF TRAP TO PUNGOTEAGUE CREEK - -  Page/Side: - -

LAST EDITION  No new editions of chart 12226 will be published. It will be canceled on 16-Nov-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.

36th Ed.  01-JUL-20  Last LNM: 41/17  NAD 83  28/22

ChartTitle: Chesapeake Bay Pocomoke and Tangier Sounds
Main Panel 566 CHESAPEAKE BAY POCOMOKE AND TANGIER SOUNDS - -  Page/Side: - -

LAST EDITION  No new editions of chart 12228 will be published. It will be canceled on 16-Nov-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.

32nd Ed.  01-JUN-19  Last LNM: 24/17  NAD 83  28/22

ChartTitle: Chesapeake Bay Tangier Sound Northern Part
Main Panel 569 TANGIER SOUND - NORTHERN PART - -  Page/Side: - -

LAST EDITION  No new editions of chart 12231 will be published. It will be canceled on 16-Nov-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.

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(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.

12233 39th Ed. 01-SEP-17 Last LNM: 40/17 NAD 83 28/22
ChartTitle: Potomac River Chesapeake Bay to Piney Point
Main Panel 570 POTOMAC RIVER-CHESAPEAKE BAY TO PINNEY POINT - NOS
LAST EDITION No new editions of chart 12233 will be published. It will be canceled on 16-Nov-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.

12235 36th Ed. 01-DEC-17 Last LNM: 43/17 NAD 83 28/22
ChartTitle: Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers
Main Panel 571 RAPPAHANNOCK RIVER ENTRANCE PIANKATANK-GREAT WICOMICO RIVERS - NOS
LAST EDITION No new editions of chart 12235 will be published. It will be canceled on 16-Nov-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.

12251 24th Ed. 01-AUG-13 Last LNM: 18/19 NAD 83 28/22
ChartTitle: James River Jordan Island to Jordan Point
Main Panel 589 JAMES RIVER JAMESTOWN ISLAND TO JORDAN POINT. - N/A
LAST EDITION No new editions of chart 12251 will be published. It will be canceled on 16-Nov-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.

12252 25th Ed. 01-JAN-13 Last LNM: 24/17 NAD 83 28/22
ChartTitle: James River Jordan Point to Richmond
Main Panel 590 JAMES RIVER JORDAN POINT TO RICHMOND. - N/A
LAST EDITION No new editions of chart 12252 will be published. It will be canceled on 16-Nov-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.

12261 31st Ed. 01-JAN-17 Last LNM: 52/21 NAD 83 28/22
ChartTitle: Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay
Main Panel 598 HONGA NANTICOKE WICOMICO RIVERS AND FISHING BAY. - A
LAST EDITION No new editions of chart 12261 will be published. It will be canceled on 16-Nov-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.

12268 12th Ed. 01-DEC-15 Last LNM: 15/17 NAD 83 28/22
ChartTitle: Choptank River Cambridge to Greensboro
Main Panel 615 CHOPTANK RIVER- CAMBRIDGE TO GREENSBORO. - A
LAST EDITION No new editions of chart 12268 will be published. It will be canceled on 16-Nov-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.

12272 33rd Ed. 01-JAN-17 Last LNM: 20/19 NAD 83 28/22
ChartTitle: Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek
Main Panel 622 CHESAPEAKE BAY - MARYLAND CHESTER RIVER. - A
LAST EDITION No new editions of chart 12272 will be published. It will be canceled on 16-Nov-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.
Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.

12273 | 61st Ed. | 01-AUG-20 | Last LNM: 15/19 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Chesapeake Bay Sandy Point to Susquehanna River
Main Panel 625 | **CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER -** | Page/Side: -
**CHANGE** | Shad Battery Shoal Range Front Light | Height to 33 | CGD05 | at 39-20-18.360N | 076-11-26.403W

12274 | 39th Ed. | 01-SEP-20 | Last LNM: 39/19 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Head of Chesapeake Bay
CHART MD- HEAD OF CHESAPEAKE BAY. | Page/Side: N/A
**CHANGE** | Shad Battery Shoal Range Front Light | Height to 33 | CGD05 | at 39-20-18.360N | 076-11-26.403W

12280 | 12th Ed. | 01-SEP-20 | Last LNM: 39/19 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Chesapeake Bay
CHART MD - VA - CHESAPEAKE BAY. | Page/Side: N/A
**CHANGE** | Shad Battery Shoal Range Front Light | Height to 33 | CGD05 | at 39-20-18.360N | 076-11-26.403W

12284 | 17th Ed. | 01-SEP-14 | Last LNM: 44/17 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Patuxent River Solomons Island and Vicinity
Main Panel 643 | **PATUXENT RIVER SOLOMONS IS AND VICINITY.** | Page/Side: A
LAST EDITION | No new editions of chart 12284 will be published. It will be canceled on 16-Nov-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. | NOS | -- | --

12285 | 43rd Ed. | 01-APR-19 | Last LNM: 41/17 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Potomac River; District of Columbia
Main Panel 644 | **POTOMAC RIVER SMITH POINT VA TO BRETON BAY MD -** | Page/Side: -
LAST EDITION | No new editions of chart 12285 will be published. It will be canceled on 16-Nov-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. | NOS | -- | --

12286 | 33rd Ed. | 01-AUG-17 | Last LNM: 34/17 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Potomac River Piney Point to Lower Cedar Point
Main Panel 661 | **POTOMAC RIVER PINEY POINT TO LOWER CEDAR POINT -** | Page/Side: -
LAST EDITION | No new editions of chart 12286 will be published. It will be canceled on 16-Nov-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. | NOS | -- | --

12287 | 19th Ed. | 01-SEP-14 | Last LNM: 45/14 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Potomac River Dahlgren and Vicinity
Main Panel 662 | **POTOMAC RIVER DAHLGREN AND VICINITY.** | Page/Side: A
LAST EDITION | No new editions of chart 12287 will be published. It will be canceled on 16-Nov-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. | NOS | -- | --

12288 | 21st Ed. | 01-SEP-13 | Last LNM: 25/17 | NAD 83 | 28/22
---|---|---|---|---|---
**ChartTitle:** Potomac River Lower Cedar Point to Mattawoman Creek
Main Panel 663 | **POTOMAC RIVER LOWER CEDAR POINT TO MATTAWOMAN CREEK.** | Page/Side: N/A
LAST EDITION | No new editions of chart 12288 will be published. It will be canceled on 16-Nov-22. Comparable or larger scale Electronic Navigational Chart | NOS | -- | --
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**

<table>
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<tr>
<th>Approved Project(s)</th>
<th>Project Date</th>
<th>Ref. LNM</th>
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**Advance Notice(s)**

**DE – CAPE HENLOPEN TO INDIAN RIVER INLET – REHOBOTH BEACH**

On or about 23 July 2022 the Coast Guard will establish a Coast Guard Mooring Buoy in approximate position 38-44-22.800N, 075-04-27.600W, white buoy with a blue band, showing a flashing 4 second white light.

Chart 12216  

LNM: 26/22

**----MD – EASTERN BAY AND SOUTH RIVER – WYE RIVER – AIDS TO NAVIGATION CHANGE----**

On or about August 1, 2022 the Coast Guard will add the word “Entrance” to the three federal aids to navigation marking the Wye River.

Rename Wye River:

Light 1W (LLNR 26110) to Entrance Light 1W.

Daybeacon 3 (LLNR 26115) to Entrance Daybeacon 3.

Light 4 (LLNR 26120) to Entrance Light 4.

Chart 12270  

LNM: 28/22

**VA – HAMPTON ROADS – ELIZABETH RIVER – AID TO NAVIGATION CHANGE**

On or about August 15, 2022 the Coast Guard Fifth District will make the following changes to the aids to navigation marking the Elizabeth River Channel. All of the Elizabeth River aids will be positioned approximately 75’ outside the channel limits.

Elizabeth River:

"Buoys located 75’ outside channel limit”

Relocate: Lighted Buoy 1 ER (LLNR 9450) to approximate position 36 59 16.160N—76 18 40.587W.

Relocate: Lighted Bell Buoy 3 (LLNR 9465) to approximate position 36 58 25.628N—76 19 43.896W, remove bell and rename to Elizabeth River Lighted Buoy 3.

Relocate: Lighted Gong Buoy 5 (LLNR 9470) to approximate position 36 58 00.230N—76 19 59.792W, remove gong and rename to Elizabeth River Lighted Buoy 5.

Relocate: Lighted Buoy 7 (LLNR 9475) to approximate position 36 57 44.481N—76 20 01.087W and change the flash characteristic to flashing 2.5 second light.

Relocate: Lighted Buoy 8 (LLNR 9500) to approximate position 36 57 01.598N—76 20 21.879W. Relocate: Lighted Buoy 9 (LLNR 9515) to
Proposed Change Notice(s)

None

**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/lnmms/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.

LNM: 04/20

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

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**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 May 11th, 2022 and October 30th, 2022. The survey will be conducted by four (4) Unmanned Surface Vehicles (USVs), called saildrones, each 23ft in length, 16ft tall, orange in color with a white all-round light and marked "SAILDRONE". The saildrones will deploy from Newport, RI to conduct offshore surveys along the Gulf Stream to meet research objectives. All drones are uncrewed and wind and solar powered and will have limited maneuverability during survey operations. Mariners are requested to transit areas with caution and to remain greater than 500 meters away from the research equipment.

Enclosure (6) of this Local Notice to Mariners provides a photo and a description of the Saildrone.

Questions regarding saildrone operations should be directed to Saildrone Mission Control, missioncontrol@saildrone.com or (510) 722-6670.

LNM: 20/22

FL – GA – SC – NC - OFF SHORE OCEAN RESEARCH EQUIPMENT – HURRICANE MONITORING OPERATIONS
SAILDRONE, INC. is conducting hurricane monitoring in collaboration with the NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION and UNIVERSITY OF WASHINGTON in the Atlantic Ocean along the Florida, Georgia, South Carolina, North Carolina coastline and offshore between July 5th 2022 and December 15th 2022. The survey will be conducted by two (2) Uncrewed Surface Vehicles (USVs), called "Saildrones", each 23 ft in length, 9.5 ft tall, orange in color with a white all-round light on the mast and marked "SAILDRONE". Two (2) Saildrones will be deployed from Jacksonville, FL on or about July 5th 2022. All vehicles are uncrewed and wind and solar powered and will have limited maneuverability during hurricane monitoring operations. Mariners are requested to transit areas with caution and to remain greater than 500 meters away from the research equipment. Enclosure (7) of this Local Notice to Mariners provides a photo and a description of the Saildrone.

Questions regarding saildrone operations should be directed to Saildrone Mission Control, missioncontrol@saildrone.com or (510) 722-6670.

LNM: 26/22

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 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°43'42N, 70°29'14W; 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 76-02-40W, 36-55-30N 76-08-37W, 36-57-16N 76-08-15W, 36-57-16N 76-08-14W, 36-56-58N 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 - WILLOUGBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS
Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:
- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

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

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

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250 foot radius around the helicopter 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 beyond the visible portion of the towed device. 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 easterly 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 within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37° 17’ 33.10”N, 76° 36’ 19.06”W; then northeast to a point on the York River at 37° 18’ 36.650”N, 76° 34’ 39.010”W, thence south, southeast to 37° 17’ 59.37”N, 76° 34’ 13.65”W; then southwest to a point on the shore located at 37° 17’ 26.750”N, 76° 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

Page 23 of 30
Coast Guard District 5

LNM: 28/22
12 July 2022
VA – POTOMAC RIVER – NAVAL SURFACE WARFARE CENTER DAHLGREN – TEST RANGE/EXPLOSIVES EXPERIMENTAL AREA

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

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

Chart 12288
LNM: 20/22

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

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

AREA A: 37°-09′-00″-075-31.0W, 37°-09′-00″-075-34.7W, 37°-12′-00″-075-31.0W, 37°-12′-00″-075-34.7W.
AREA B: 36°-29′-00″-075-31.8W, 36°-29′-00″-075-35.5W, 36°-26′-00″-075-35.5W, 36°-26′-00″-075-31.8W.
AREA C: 36°-29′-00″-075-20.8W, 36°-29′-00″-075-24.5W, 36°-26′-00″-075-24.5W, 36°-29′-00″-075-20.8W.
AREA D: 36°-46′-50″-075-47.8W, 36°-46′-50″-075-46.5W, 36°-47′-50″-075-46.5W, 36°-47′-50″-075-47.8W.

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

Chart 12200

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

The Camp Pendleton State Military Reservation Live Fire Small Arms Range described as “all of the waters seaward of the mean high water shore line within a sector between radial lines extending 13,500 yards seaward and bearing 090 degrees true and 150 degrees true, respectively, from a point on shore at 36° 49′ 09″ N, 075° 58′ 45″ W”. All vessel operators are reminded to review Navigation Regulations as described in paragraph 334.380 of Chapter 2, of U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (42nd) Edition when operating south of the entrance to the Chesapeake Bay. Firing will take place only during daylight hours and red flags will be displayed at conspicuous locations on the beach. Vessels shall proceed through the area with caution and shall remain in the area no longer than necessary for transit.

Charts: 12205 12207 12221

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

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

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

Chart 12324
LNM: 14/21

NJ – NEW JERSEY INTRACOSTAL WATERWAY-LITTLE EGG HARBOR TO CAPE MAY-ATLANTIC CITY-CAPE MAY CANAL - BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of the New Jersey Department of Transportation, will be painting the SR 109, across NJICW, Cape May Canal, at mile 114.3, in Cape May, NJ. The painting will be conducted from 7 a.m. to 3 p.m.; Monday-Friday; through December 31, 2022. There will be no equipment in the water but a temporary shielding system will reduce the vertical clearance by 5 feet. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed.

Chart 12316
LNM: 26/22

***NJ – NEW JERSEY INTRACOSTAL WATERWAY-LITTLE EGG HARBOR TO CAPE MAY-ATLANTIC CITY-CAPE MAY CANAL***

Mariners are advised that an engineering firm, on behalf of the New Jersey Department of Transportation, will be performing maintenance at SR 162 (CR 626/Seashore Road) Bridge, across NJICW, Cape May Canal, at mile 115.5, in Cape May, NJ. The maintenance that began June 20, 2022, will continue to be conducted from 7 a.m. to 3 p.m.; Monday-Friday; through December 31, 2022. The vertical clearance of the bridge will be reduced to approximately 50 feet high above mean water level due to a temporary safe span platform. Vessels that can safely transit through the bridge with a reduced vertical clearance may do so at any time. The project foreman can be reached at (267) 935-2194. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed.

Chart 12316
LNM: 26/22

NJ-DELWARE RIVER-PHILADELPHIA TO TRENTON-RANCOCAS CREEK - BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of the New Jersey Department of Transportation, will be performing maintenance on the I-295 Bridge across Rancocas Creek, mile 8.0, between Mount Laurel Township and Westampton, Burlington County, NJ. The maintenance will be conducted from 7 a.m. to 3 p.m.; Monday-Friday; from June 20, 2022, through December 31, 2022. A work platform will be located under the bridge during the maintenance period the work platform will located under the bridge reducing the vertical clearance of the bridge approximately 17 feet at mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any
NJ-DELAWARE RIVER-PHILADELPHIA TO TRENTON-RANCOCAS CREEK - BRIDGE MAINTENANCE

The project foreman may be reached on VHF-FM channel 13 and 16, and (267) 935-2194. Mariners should use extreme caution navigating through the area.

Chart 12314  LNM: 26/22

PA – SCHUYLKILL RIVER – CSX RAILROAD BRIDGE DEVIATION

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

Chart 12313  LNM: 42/21

PA – SCHUYLKILL RIVER – DREDGING

Dredgelt will begin dredge operations on the Schuykill River, between Spring Garden Street Bridge and Vine St. Bridge starting on July 18, 2022 to October 21, 2022. Dredge Northstar Girls along with 2 spud Barges (NS85- 85’x26’ and Weeks 231), and 3 hopper barges all 150’ x 37’ (Weeks 79, Weeks 81, Weeks 83) will be in the vicinity of the work area and will monitor VHF-FM 16. For more information, contact Eric Wells, Project Supervisor, (502) 593-4368.

Chart 12313  LNM: 27/22

PA – NJ – PHILADELPHIA TO TRENTON – UPPER DELAWARE RIVER – KINKORA RANGE – SUBMERGED OBJECT

A submerged object has been reported within Kinkora Range near the centerline of the channel at approximate position 40 7.51 north latitude, 074 46.52 west longitude. Water depth in the area may be reduced to approximately 36 feet at mean low low water. Mariners are advised to proceed with extreme caution when transiting the area and avoid this location if possible.

Chart 12314  LNM: 23/22

PA - NJ – UPPER DELAWARE RIVER - DREDGING OPERATIONS

Dredge Lexington will be conducting Dredging Operations in the Delaware River between Philadelphia, PA and Trenton, NJ near Newbold Island from July 1st through December 31st, 24 hours a day 7 days a week. Dredging will start on the Delaware River from the south end of Roebling Range through Kinkora Range, Fairless Turning basin ending with Newbold Range. Dredging operations will be in between upper Delaware River channel lighted buoy #60 and upper Delaware River buoy #83.

All mariners are requested to stay clear of the dredge, pipelines, derricks and operating wires about the dredge. Submerged pipeline is clearly marked by lighted floated buoys.

Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredging plant and to strictly comply with inland rules of the road when approaching the Dredge. The dredge Lexington will be monitoring VHF channels 13 and 16. Mariners are advised to contact the Dredge via VHF prior to approaching and/or passing the vessel and the equipment. Mariners are advised to pass the Dredge at a slow NO WAKE speed.

Chart 12314  LNM: 25/22

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

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

Chart 12311  LNM: 45/21

DE – NJ – DELAWARE RIVER – DREDGING OPERATIONS****

The Dredge ILLINOIS will be dredging along the Delaware River from July 15, 2022 – September 30, 2022. The contract work consists of placing approximately 850,000 cubic yards of dredged material into the former US Army Corps of Engineers (USACE) Confined Disposal Facility (CDF) 3 located on Artificial Island, NJ. The material will be dredged from The New Jersey Wind Port Channel. The material for this contract will be dug and hydraulically pumped by the dredge ILLINOIS through floating and submerged pipelines. The Dredge ILLINOIS will be monitoring Marine VHF Channels 13 & 16 24 hours a day/7 days a week during operations.

Mariners transiting the work area are urged to exercise extreme caution, travel at the slowest safe speed to minimize wake, and proceed with caution after passing arrangements have been made.

Chart 12311  LNM: 28/22

DE – NJ – DELAWARE RIVER – REEDY ISLAND, BAKER AND LISTON RANGE – DREDGING

The Dredge CHARLESTON, along with support equipment, will commence dredging operations on or around 06/23/2022 until approximately 850,000 cubic yards of dredged material into the former US Army Corps of Engineers (USACE) Confined Disposal Facility (CDF) 3 located on Artificial Island, NJ. Material will be pumped to upland disposal areas on Artificial Island. Although, the dredging operations will occur in and around the channel a submerged pipeline will be placed from the federal channel to Artificial Island. Submerged pipeline will be marked with buoys and appropriate signs and lights placed at pipeline entry and exit points. The pipeline length will extend several thousand feet from the Artificial Island to the channel and extend along channel.

The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For any emergencies the dredge operator can be reached at 757-508-2326.

Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredging plant. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendee equipment will be navigating. Dredging operations will be conducted 24/7 all fishnets, crab pots and structures in the general area must be removed prior to commencement of work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 12311  LNM: 26/22

DE – NJ - Delaware River- New Castle Range – DREDGING

The Dredge ESSEX, along with support equipment, will move from Deepwater Range and commence dredging operations on the green side of New Castle Range or about Saturday 06/25/2022 until approximately 7/15/2022. A pipeline will run from the dredging area to the Kilcohook Disposal Area in New Jersey.
DE – NJ - Delaware River- New Castle Range – DREDGING

The submerged pipeline will be marked with buoys and appropriate signs and lights placed at pipeline entry and exit points. The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For any emergencies the dredge operator can be reached at 757-353-0455.

Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredging plant. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendee equipment will be navigating. Dredging operations will be conducted 24/7 all fishnets, crab pots and structures in the general area must be removed prior to commencement of work. All vessels are requested to contact the dredge prior to passing.

Chart 12311  LNM: 26/22

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

MD – SEACOAST - OCEAN CITY INLET – DREDGING OPERATIONS

USACE dredge Murden will conduct dredging operations in Ocean City, MD, between 30 June and 9 July 2022. Dredging operations will cease from around 09 July to around 15 July 2022. Dredging operations will resume on/about 15 July 2022 to approximately 22 July 2022. The work will be conducted within the federal navigation channel and at ebb/flood shoal at the confluence of the Ocean City Inlet and Atlantic Ocean. Interested mariners may contact the U.S. Army Corps of Engineers dredge via marine band radio VHF-FM channels 13 and 16.

Chart 12211  LNM: 26/22

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

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

Chart 12266  LNM: 46/21

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

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

Chart 12266  LNM: 27/22

MD - CHESAPEAKE BAY – SANDY POINT TO SUSQUEHANNA RIVER - UPPER CHESAPEAKE

Hazard to navigation - a USACE survey conducted on April 05, 2022 has identified shoaling to a depth of 33 feet at mean low water in the Upper Chesapeake Channel within the channel boundaries between Upper Chesapeake Channel Lighted Buoy 38 LLNR 8640 and Upper Chesapeake Channel Lighted Buoy 38A LLNR 8770.

Chart 12273  LNM: 20/22

VA – MD – POTOMAC RIVER – CHESAPEAKE BAY TO PINEY POINT - ST. MARYS RIVER – PIER CONSTRUCTION

Pier construction operations are scheduled to occur along the eastern shoreline of the St. Marys River, at the Coppage Pier in Drayden, MD from June 24, 2022 to July 24, 2022. The work will be conducted Mondays through Saturdays, from 7 a.m. to 5 p.m. The project consists of the construction of a 550’ x 6’ timber pier, 10’ x 6’ “L” platform, 3’ x 15’ stairwell and the installation of two boat lifts, two PWC lifts and four mooring piles in approximate position 38°09’30.03” N, 076°27’08.10” W. During that period, a 30’ x 80’ construction barge and a 25’ workboat will be on scene. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use caution when transiting the area, and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the on scene work vessels via marine band radio VHF-FM channels 16 and 13.

Chart 12233  LNM: 23/22

*****MD - HEAD OF CHESAPEAKE BAY - ABERDEEN PROVING GROUND CHANNEL*****

The U.S. Army Aberdeen Proving Ground will be conducting live fire exercises and operational testing of various watercraft from on or about July 11, 2022 through August 25, 2022. The live fire exercises and watercraft testing will occur within the restricted area as defined in 33 CFR 334.140 between Black Point and Stony Point across the Aberdeen Proving Ground Channel and south of Speasutie Island. The watercraft will be accompanied by patrol boats during these exercises. All commercial fishing, including placement of crab pots, in this area will be prohibited.

Chart 12274  LNM: 28/22

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

Pier protection/fender construction and bridge deck construction operations are scheduled to continue over and adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas “Mac” Middleton (US 301) Bridge on the Potomac River in Newburg, MD through September 30, 2022. This work will potentially occur 24 hours per day, 7 days per week. Federal navigation channel closures or restrictions will be required periodically. Such actions will be minimized to the extent possible and will not be required every day, but could be needed any day, pending weather, equipment,
and other factors.

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

(1) Bridge deck construction over the channel though end of September.

(2) Concrete closure pours between the segments will continue through September.

(3) Fendering on the inside of the pier protection rings through the end of September.

B. During the work period described, interested mariners can contact either Mr. Mike Baker at (443) 286-1780 or Mr. Fernando Goudie at 757-270-4707. The on scene working tug Gale can be contacted via marine band radio VHF-FM channels 16 and 13.

C. When a federal navigation channel restriction is required, in addition to establishing a temporary safety zone in the area, the Coast Guard Captain of the Port Maryland-National Capital Region will issue a broadcast notice to mariners to announce its action to the affected segments of the public.

Charts: 12287 12288

LNM: 25/22

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

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

Charts: 12287 12288

LNM: 18/21

VA – MD – DC - POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN- WOODROW WILSON MEMORIAL

Mariners are advised that the I-95/I-495 (Woodrow Wilson Memorial Bridge) across the Potomac River, at mile 103.8 Between Alexandria, VA, and Oxon Hill, MD at this time does not have a bridge tender. A 12 hour advanced notice will be required for any openings for Marine traffic. Any Mariners requesting transit should contact 443-997-5957.

Mariners should use extreme caution when transiting the areas.

Charts: 12285 12289

LNM: 05/22

VA – LYNNHAVEN INLET INLET – DREDGING OPERATIONS

USACE dredge Murden will conduct dredging operations in Lynnhaven Inlet, stating July 9, 2022 for approximately 3 day. Dredge Murden will work 24 hours a day. Interested mariners may contact the U.S. Army Corps of Engineers dredge via marine band radio VHF-FM channels 13 and 16.

Chart 12254

LNM: 27/22

VA – CHESAPEAKE BAY – CAPE HENRY – MILITARY EXERCISE

United States Transportation Command will be conducting a military exercise starting July 31, 2022 to August 11, 2022. Naval and Army watercraft will be conducting ship to shore movement of equipment offloaded from a Military Vessel anchored approximately 1.5 - 2 miles off of Cape Henry/Fort Story beaches in Navy anchorage A, 36 57 N, 76 04 W. Army and Navy watercraft will transport cargo from the anchored vessel to beach landing sites located at Fort Story and Joint Expeditionary Base Little Creek beaches. All vessels will be monitoring VHF-FM Channels 13 & 16.

Charts: 12208 12222

LNM: 27/22

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – FORT WOOL BIRD HABITAT

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

Charts: 12222 12224

LNM: 10/22

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

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

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

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

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

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

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

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

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

light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.

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

Charts: 12222 12245

VA – HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through December, 2023. Marine construction activity will take place 24-hours per day, seven days a week. The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

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

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

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

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

Charts: 12222 12245

VA – WILLOUGHBY BAY – NAVAL STATION NORFOLK - NAVY EXERCISE

On July 18 to July 22, 2022, from 0800-1600, Navy Region Mid Atlantic will be conducting small boat training including blank weapon fire in Willoughby Bay in vicinity of Naval Station Norfolk. During these operations, small boats will be operating throughout the area at high rates of speed, and simulate an attack on the installations. The small boat coxswain has been directed to exercise every effort to avoid surface vessels transiting within the channel. Mariners are advised to remain well clear of the Naval Station Norfolk piers, Willoughby Bay. For more information contact MACS BROOKS GREGORY, CNRMA, Cell: (757) 749-6086; Email: brooks.r.gregory.mil@us.navy.mil.

Chart 12245

VA - JAMES RIVER – JORDAN POINT TO RICHMOND: HOPEWELL, VA

Mariners are advised that an engineering firm, on behalf of the Virginia Department of Transportation, will be performing an inspection of the Benjamin Harrison Memorial Bridge over the James River, at mile marker 65.0, near Hopewell, VA. The inspection will be conducted from July 18, 2022, through July 22, 2022, from 9 a.m. to 3 p.m.; with alternate dates from July 25, 2022, through July 29, 2022, from 9 a.m. to 3 p.m. The bridge will be maintained in the closed-to-navigation position. The bridge will open on request or signal, if at least a 60-minute notice is given to the bridge tender. If an emergency occurs, the access equipment on the bridge will be removed and the bridge will open within 20 minutes. Vessels not requiring a lift may transit in the closed position; however, a 10-minute notification to the bridge tender is requested. Mariners should use extreme caution when transiting the area.

Chart 12252

VA – YORK RIVER – NAVAL WEAPONS STATION YORKTOWN - NAVY EXERCISE

On July 25 to July 29, 2022 from 0800-1600, Navy Region Mid Atlantic will be conducting small boat training including blank weapon fire in the York River in vicinity of the Cole Bridge and Pier R3, Naval Weapons Station Yorktown. During these operations, small boats will be operating throughout the area at high rates of speed, and simulate an attack on the installations. The small boat coxswain has been directed to exercise every effort to avoid surface vessels transiting within the channel. All mariners are requested to remain well clear of the Naval Weapons Station Yorktown pier, York River. For more information contact MACS BROOKS GREGORY, CNRMA, Cell: (757) 749-6086; Email: brooks.r.gregory.mil@us.navy.mil.

Chart 12243

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

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, 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 August 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

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

Mariners are advised that the Virginia Department of Transportation has requested a temporary deviation to complete a major rehabilitation of the mechanical and electrical systems to prevent imminent failure of the opening mechanism on the State Route 223 (Gwynn’s Island Bridge) across Milford Haven Inlet, Mile 0.1, at Hudgins, VA. The bridge will remain in the closed-to-navigation position from 2 a.m. on August 19, 2022, through 11 p.m. on March 15, 2023. During the closure period, the bridge will not be able to open for emergencies. Vessels able to pass through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 12 feet above mean high water.
VA – CHESAPEAKE BAY - RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN INLET, HILLS BAY

There is an underwater obstruction in the Cap mhz. Range Control can be reached by phone at 910 5. Range control boats, MCIE replace these signs.

4A. Signs are located along the stone bay, grey point and Farnell Bay sectors of the New River. Marine Corps Base Camp Leje
signs de without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. Thes

Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during

Chart: 12204 12205

pay be closed to navigation because of firing exercises during the following periods:

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:

East of the 77 (deg) 26 (min) longitude line.

Farnell Bay sector sunrise to sunset daily
Morgans Bay sector sunrise to sunset daily
Jacksonville sector sunrise to sunset daily

2. The target bombing area N1/BT-3 impact area in the Atlantic Ocean east of the new river inlet as shown on national ocean service chart 11543, may be closed to navigation because of firing exercises during the following periods:

3. Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor.

4. Mariners traveling on the western side of the new river between Stone bay and Farnell Bay should be aware that there are numerous sign poles without working lights and are leaning or submerged as a result of Hurricane Florence and present hazards to navigation. These poles once had signs denoting areas of caution around the Stone bay rifle range and Verona Loop firing ranges.

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

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

Charts: 11541 11542 11543

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

SECTION VIII - LIGHT LIST CORRECTIONS

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

Enclosures
1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
7. SAILDRONE - Offshore Hurricane Survey.
SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

ENCLOSURE (1)

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

NEW JERSEY SHOALING

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

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

NJ – BARNEGAT INLET - OYSTER CREEK CHANNEL – SHOALING
Hazard to navigation - There has been a report of shoaling in the NJICW in the vicinity of Oyster Creek Channel Buoy 39 (LLNR 1093), encroaching channel ward to an approximate water depth of two and a half feet. SEC DB BNM 226-21
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 Buoys 3 (LLNR 915) and 4 (LLNR 925) and between Barnegat Inlet Lighted Buoys 9 (LLNR 950) and 11 (LLNR 995). Mariners are advised to use extreme caution when transiting Barnegat Bay Inlet as some depths at mean low low water could be hazardous to navigation, especially during extreme weather events. If you have any questions, regarding the content of this message, please contact the waterways Management staff at (215) 271-4814 or the command center at (215) 271-4807. See SEC DB BNM 107-21.
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 NJICW due to shoaling. The following are some of the locations where the shoaling has been reported:
NJICWW Light 4 (LLNR 34995)
NJICWW Light 38 (LLNR 35115)
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167)
NJICWW Daybeacon 49 (LLNR 35108)
NJICWW Daybeacon 58 (LLNR 35215) to Buoy 75 (LLNR 35290)
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430)
North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530)
NJICWW Daybeacon 128 (LLNR 35525) to Light 132 (LLNR 35550)
NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side
Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field
IVO NJICWW Daybeacon 221 (LLNR 35867)
Between NJICWW Light 233 (LLNR 35905) and Buoy 246 (LLNR 35955) Broad Thorofare
Between NJICWW Light 260 (LLNR 36000) and Buoy 266 (LLNR 36020)
Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay
Between NJICWW Daybeacon 344 (LLNR 36285) to Daybeacon 354 (LLNR 36320)
Between NJICWW Light 393 (LLNR 36420) Daybeacon 399 (LLNR 36470)
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel
Between NJICWW Light 449 (LLNR 36625) and Daybeacon 457 (LLNR 36655) Grassy Sound. Ref LNM 24/17
NJICWW Light 465 (LLNR 36675) to Buoy 473 (LLNR 36705)
Chart 12316, 12324

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

NJ-NEW JERSEY INTRACOASTAL WATERWAY- LITTLE EGG HARBOR TO CAPE MAY – SHOALING
The shoal running from New Jersey Intracoastal Waterway Daybeacon 439 (LLNR 36585) to New Jersey Intracoastal Waterway Light 431 (LLNR 36560) has encroached approx 50 to 100 yds into the channel. Depths of 1-2’ at MLW. Shoaling to less than 2’ MLW has been observed on the red side of the channel between New Jersey Intracoastal Waterway Light 436 (LLNR 36575) and New Jersey Intracoastal Waterway 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
Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.354427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18
Chart 12312

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

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

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

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

DE – REHOBOOTH 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
There is shoaling in the Honga River extending out at 500yds radius from approximate position 38-18.38N 076-11.78W. Actual depth ranges from 5ft to 9ft at mean low water. SEC MD-NCR BNM 335-19
Chart 12261

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT - FLAG HARBOUR - SHOALING
Shoaling has been reported in the Entrance Channel to Flag Harbor Yacht Haven in Calvert County, MD. The shoaling is located just outside Flag Harbor Light 1 (LLNR 7671) and Flag Harbor Entrance Light 2 (LLNR 7672). Depth of water is less than 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 12226

MD - CHESAPEAKE BAY - CHESapeake BAY TO Piney Point - ST. JEROME CREEK - SHOALING
Shoaling has been reported in St. Jerome Creek to a depth of 3 feet at MLW between St Jerome Creek DBN 3 (18805) and St. Jerome Creek Light 4 (LLNR 23995) at the mouth of Nanticoke Harbor Entrance 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 - VA - POTOMAC RIVER - PINEY POINT TO LOWER CAEDAR 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 12226

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 - CHOPTANK RIVER AND HERRING BAY - KNAPPS NARROWS WEST CHANNEL - SHOALING
Shoaling has been observed in the Knapps Narrow West Channel within the channel boundaries between Knapps Narrow West Channel Daybeacon 3 (LLNR 25925) and Knapps Narrow West Channel Daybeacon 4 (LLNR 25931) to a depth of 1 foot at mean low water. See MD-NCR BNM 231-22.
Chart 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 12264, 12266

MD - CHESAPEAKE BAY - HONGA, NANTICOKE AND WICOMICO RIVERS - FISHING BAY - TAR BAY
A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Warning Daybeacon E (LLNR 24595) and Tar Bay Channel Warning Daybeacon K (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4’ at high tide. Sec MD-NCR BNM 044-17
Chart 12261
MD – FISHING BAY – FARM CREEK – SHOALING
Shoaling reported from channel entrance to Farm Creek Channel Daymarker 2 (LLNR 24430), least depth of 5 feet within the channel limits. From Farm Creek Channel Daymarker 2 (LLNR 24430) to Farm Creek Channel Daymarker 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 Daybeacon 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 - SANDY POINT TO SUSQUEHANNA RIVER - UPPER CHESAPEAKE CHANNEL
Hazard to navigation - A USACE Survey conducted on May 12, 2021 has identified shoaling to a depth of 28.6 feet at mean lower low water in the Upper Chesapeake Channel within the channel boundaries between Upper Chesapeake Channel Lighted Buoy 36 (LLNR 8640) and Upper Chesapeake Channel Lighted Buoy 38A (LLNR 8770). SEC MD-NCR 200-22 Chart 12273

MD - CHESAPEAKE BAY - HEAD OF CHESAPEAKE BAY - SASSAFRAS RIVER
Hazard to navigation: Shoaling has been reported in Sassafiras River extending from Sassafiras River Daybeacon 8 (LLNR 27495) to the southeast approximately 520 yards towards Sassafiras River Light 19 (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 12226

VIRGINIA SHOALING
VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING
Norfolk District Army Corps 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
ACOCE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 6A (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution. SEC VA BNM 114-20
Chart 12254

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

VA - GREAT BRIDGE TO ALBEMARLE SOUND - INTRACOASTAL WATERWAY – SHOALING
There has been a report of shoaling in the VA Intracoastal Waterway approximately 1.15 nm south of North Landing Bridge IVO positions 36-42.71N, 076-04.87W, and 36-42.75N, 076-05.00W, to a least depth of 0.5 feet.
Chart 12226

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 12248

VA – BENNET CREEK – POQUOSON RIVER – SHOALING
Shoaling was reported on the east side of channel in between Bennett Creek - Poquoson River Light 4 (LLNR 13270) and Bennett Creek - Poquoson River Light 6 (LLNR 13275). Depth of 3 feet at MLW. See SEC VA BNM 082-22.
Chart 12238

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

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

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

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

VA – GREAT WICOMICO RIVER – SHOALING
Shoaling has been identified in the vicinity of Great Wicomico River Light 9 (LLNR 16300) extending 30 yards north and north northeast of structure to a depth of less than 2 feet.
VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE – MILFORD HAVEN EAST
Shoaling to a depth of 2 Feet at low tide has been identified from 400 yards northeast of Milford Haven East Buoy 7 (LLNR 14593.5) extending to the south 600 yards. Shoaling extends to the west 250 yard and impedes the width of the channel both inbound and out bound. Shoaling to a depth of 3 feet has been identified in various locations west of Buoy 7 (LLNR 14593.5) To Buoy 18 (LLNR 14625).
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

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 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 222770) 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
A new navigational channel at Oregon Inlet has been established. The previous Oregon Inlet Channel on the west side of the Marc Basnight Bridge (NC-12), between spans 23 and 31, has been disestablished due to severe shoaling. Span 32, between bents 31 and 32, has been designated as the temporary navigation span for the Marc Basnight Bridge (NC-12) over Oregon Inlet, mile 0.5, between Rodanthe and Nags Head, Dare County, NC. Span 34 provides a vertical clearance of approximately 49 feet above mean high water and a horizontal clearance of approximately 120 feet. Mariners should transit this area with extreme caution and due regard for the reduced navigational clearances, lack of a bridge fender system, and shoaling in the waterway.
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.

Shoaling has been observed on ACOE survey in the vicinity of Hatteras Inlet Channel Lighted Buoy16 (LLNR 28750). Depths of 3 feet MLW reported in approximate position: 35-12-07.188N, 075-43-38.916W. NC BNM 268-22.
Chart 11555

NC – BARNEY SLOUGH – SHOALING
Shoaling exists North East of Barney Slough Channel Buoy 2A (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 028-22
Chart 11550

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

Chart 11542

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

Chart 11541

**NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING**
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 11545

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

Chart 11553

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

Chart 11541

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

Chart 11541

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

Chart 11541

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

Chart 11541

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

Chart 11534

**NC – NEW RIVER – CAPE FEAR RIVER – SHOALING**
The shoal that is adjacent to the red side of the channel between New River – Cape Fear River Daybeacon 170 (LLNR 39860) and New River - Cape Fear River Light 168 (LLNR 39897) has encroached to the edge of the channel. Depths of 4-5ft at MLW have been observed.

Chart 11537

**NC – LOCKWOODS FOLLY INLET – SHOALING**
Significant shoaling has occurred in Lockwoods Folly Inlet between Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31015) and Lockwoods Folly Inlet Buoy 5 (LLNR 31027) spanning the width of the channel depths of 4’ MLW have been reported. BNMC SEC NC 2021-21.

Chart 11534
SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION
IN THE FIFTH COAST GUARD DISTRICT

Updated July 12, 2022

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)

- Big Timber Creek – All interested parties are notified that an application dated April 19, 2022, has been received from the New Jersey Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new highway fixed bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Big Timber Creek, mile 0.8, between Camden and Gloucester Counties, NJ.

CHARACTER OF WORK: The proposed project is to provide a modernized and improved Bridge along with drainage improvements that reduces the majority of road closures due to flooding. The existing 5-span bridge will be removed in its entirety and replaced with a 3-span continuous bridge with similar roadway and bridge profile. The existing fixed bridge has a horizontal clearance of 58 feet and a vertical clearance of 14 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 60 feet and a vertical clearance of 14.73 feet above mean high water.

A copy of Public Notice D05PN-04-2022, which describes the proposal in detail, can be obtained by calling (757) 398-6587 or by viewing at https://www.navcen.uscg.gov/?pageName=pnBridges. Comments on this proposal should be forwarded to the address in the notice no later than June 24, 2022. (MS)

- Pennsylvania
  - Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MT)
  - 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. (MT)
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 Chincамatico 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) –
  Rancocas Creek - US Route 543 (Riverides-Delanco) Bridge Mariners are advised that a temporary deviation has been approved by the Coast Guard to test the seasonal operating regulation of the US Route 543 (Riverides-Delanco) Bridge across Rancocas Creek, mile 1.3, at Burlington County, NJ. The bridge will be maintained in the closed-to-navigation position from 7 a.m. to 3 p.m., and from 8 p.m. to 11 p.m., Monday through Friday, from 7 a.m. to 1 p.m., and from 8 p.m. to 11 p.m., Saturday and Sunday, and from 11 p.m. to 7 a.m., daily, from May 4, 2022, through October 15, 2022. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. This deviation will test whether a permanent change to the schedule is needed and to solicit comments from the public regarding these proposed changes. Comments will be received for the record identified by the docket number USCG-2022-0221 using Federal Decision Making Portal at http://www.regulations.gov; and must be submitted on or before August 1, 2022. At all other times the bridge will operate per 33 CFR 117.745 (b). (MS)
• Pennsylvania – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION
• Washington, DC & Virginia (Northern) – None
• Maryland – None

SECTOR VIRGINIA
• Virginia (Southern) - None

SECTOR NORTH CAROLINA
• North Carolina
Trent River - U.S. 70/Alfred C. Cunningham Bridge - To facilitate the 2022 July 4th Firework Display, the bridge will be maintained in the closed-to-navigation position from 9:15 p.m. to 10:30 p.m. on Monday, July 4, 2022, or from 9:15 p.m. to 10:30 p.m. on Tuesday, July 5, 2022 (rain date). The bridge shall open on signal for emergencies, if at least 5 minutes notice is given. The vertical clearance of the bridge in the closed position is 14 feet above mean high water. 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 regulations set out in Title 33 Code of Federal Regulations Part 117.843(a). Mariners should adjust their transits accordingly and should use caution when transiting the area. (KB/HP)

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 September 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 project. Vessels can transit through the bridge unrestricted, at all times. Mariners should navigate the waterway with extreme caution 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 working 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)

Mississippi 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)

C&D Canal - Reedy Point Bridge and Summit Bridge -Reedy Point, New Castle County DE and in Chesapeake City MD, respectively. To facilitate painting operations, equipment has been installed, reducing the available vertical clearance by two feet to approximately 133 feet, above mean high water. The northern half of the span’s clearance will be reduced to 133 feet above mean high water from May 16, 2022, to June 17, 2022, and the southern half will be reduced from June 20, 2022, to July 21, 2022. Mariners should check for future notices on this project and should use extreme caution when transiting the area. (MS)

New Jersey (Central & Southern) Schuylkill River - Grays Ferry Railroad Bridge – Modification activities which began June, 2018, have been suspended until an unspecified date. During the suspension, the eastern navigation span of the bridge will be reduced to approximately 60 feet of horizontal clearance. 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, and 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. 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 – Commodore Barry (fixed) Bridge – Repainting of the main (cantilever) truss span, signal gantries, steel barriers along the entire bridge, and water tower will continue through 2023. Work platforms will be installed, reducing the available vertical clearance by 3 feet, reducing the clearance from 190 feet to 187 feet above mean high water. Mariners should exercise caution when transiting the area. (KB)

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

Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (.154 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (.154 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be extended 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 200 feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.

A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor’s representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area. (HP)

New Jersey Intracoastal Waterway (NJICW), Barnegat Bay - SR 37 (J. Stanley Tunney) (fixed) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from October 25, 2021, through December 23, 2021. 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)

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

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

Wading River - Burlington Highway Bridge (CR 542) – Bridge maintenance will be performed from 7 a.m. to 3:30 p.m., Monday – Friday, from May 22, 2022, until November 30, 2022. To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on May 2, 2022, until repair of the counterweight struts is completed and from 7 a.m. to 3:30 p.m., Monday – Friday, until November 30, 2022. The bridge will not be open to emergency vessels until repair of the counterweight struts is completed. Once the counterweight struts are repaired, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.759. During work hours, the horizontal and vertical clearances of the bridge will be reduced to zero. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (CT)

Cape May Canal, New Jersey Intracoastal Waterway - SR 162 (CR 626/Seashore Road) Bridge – Bridge maintenance that began on June 20, 2022, will continue to be conducted from 7 a.m. to 3 p.m.; Monday–Friday, through December 31, 2022. The vertical clearance of the bridge will be reduced to approximately 50 feet above high mean water due to a temporary safe span platform. Vessels that can safely transit through the bridge with a reduced vertical clearance may do so at any time. The project foreman can be reached at (267) 935-2194. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed. (CT)

Cape May Canal, New Jersey Intracoastal Waterway - SR 109 Bridge – Bridge painting will be conducted from 7 a.m. to 3 p.m.; Monday–Friday; from June 20, 2022, through December 31, 2022. There will be no equipment in the water, but a temporary shielding system will reduce the vertical clearance by 5 feet. Mariners should use extreme caution navigating through the area and transit through the bridge at a safe speed.

(MS) Rancocas Creek – I 295 Bridge - Bridge maintenance will be conducted from 7 a.m. to 3 p.m.; Monday–Friday; from June 20, 2022, through December 31, 2022. A work platform will be located under the bridge. During the maintenance period the work platform will located under the bridge reducing the vertical clearance of the bridge approximately 17 feet at mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. The project foreman may be reached on VHF-FM channel 13 and 16, and (267) 935-2194. Mariners should use extreme caution navigating through the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Broad Thoroughfare - Route 152 Bridge (Longport Sommers Point Blvd Bridge) - Bridge maintenance which began in June 20, 2022, will continue to be conducted from 7 a.m. to 3 p.m.; Monday–Friday, through December 31, 2022. The vertical clearance will be reduced by 3 ft. The shielding system will remain in place for the duration of the project. Work vessels may be reached on VHF-FM channel 13.

Mariners should use extreme caution navigating through the area. (KB) Pennsylvania

Schuylkill River - Grays Ferry Railroad Bridge – Modification activities which began June, 2018, have been suspended until an unspecified date. During the suspension, the eastern navigation span of the bridge will be reduced to approximately 60 feet of horizontal clearance. 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, and 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. 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 emergency operations. To facilitate bridge construction, 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, broadcast notice to mariners and marine safety information bulletins. 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)

Lower Potomac River - Harry W. Nice/Thomas “Mac” Middleton (US 301) Bridge – To facilitate the setting of structural steel across the federal navigation channel at the new bridge the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River, during January 21, 2022 – February 4, 2022. At all times during this period, a large crane barge is required to be positioned within the federal navigation channel. The critical heavy lift operations will impede vessels requiring the use of the channel in this area. The safety zone will cover all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21′50.96″ N, 076°59′22.04″ W, thence south to 38°21′43.08″ N, 076°59′20.55″ W, thence west to 38°21′41.00″ N, 076°59′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-McLain, Joint Venture, or its subcontractors, you may not enter the safety zone described unless authorized by the Captain of the Port Maryland-National Capital Region (COTP) or the COTP’s designated representative. To seek permission to enter, contact the COTP or the COTP’s representative by telephone number 410-576-2693 or on Marine Band Radio VHF-FM channel 16. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP’s designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies. Vessel traffic not required to use this section of the federal navigation channel may be able to safely transit around the safety zone under the next bridge span to the east or the west of the federal navigation channel, but do so at their own discretion. A “bridge work—danger—stay AWAy” sign facing the northern and southern approaches of the navigation channel will be posted on the sides of the marine equipment on-scene within the location described. The Coast Guard will issue a Broadcast Notice to Mariners via VHF-FM marine band radio about the status of the safety zone. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2674 or (410) 576-2693. (KB/RH)

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

Spa Creek - MD181 (6th Street) Bridge – Bridge inspection will be conducted on Wednesday, June 1, 2022, from 9 a.m. to 3 p.m. During this inspection, one work vessel and a snopper 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 and 16. The project manager may be reached at (410) 935-9280. Mariners should use caution navigating through the area. (CT)

C&D Canal - Reedy Point Bridge and Summit Bridge -Reedy Point, New Castle County DE and in Chesapeake City MD, respectively. To facilitate painting operations, equipment has been installed, reducing the available vertical clearance by two feet to approximately 133 feet, above mean high water. The northern half of the span’s clearance will be reduced to 133 feet above mean high water from May 16, 2022, to June 17, 2022, and the southern half will be reduced from June 20, 2022, to July 22, 2022. Mariners should check for future notices on this project and should use extreme caution when transiting the area. (MS)

Susquehanna River - Conrail Bridge – Bridge inspection will be conducted from 6 a.m. to 6 p.m.; Saturday and Sunday; with primary work dates of Saturday June 18, 2022, and Sunday June 19, 2022, with alternative work dates of Saturday August 20, 2022, and Sunday August 21, 2022. Inspection personnel and a safety vessel will be located in and around the vicinity of the bridge. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (410) 652-0981. Mariners should use caution navigating through the area. (MT)

Kent Island Narrows - SR 18B (Kent Narrows) Bridge – To facilitate bridge inspection, the bridge will require a 45 minutes advanced notice from 7 a.m. on July 18, 2022, to 5 p.m. on July 22, 2022, to move an under-bridge inspection unit (snopper) truck and bucket boat from the moveable span. Vessels able to pass through the bridge in the closed position may do so if at least 15 minutes notice is given. The inspection crew may be reached on VHF/FM CH 13 or via cell phone at 443-975-4039. Mariners should adjust their transits accordingly and use caution when transiting the area. (MS)

Washington DC

Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues into 2022. The work is primarily being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night and Sunday work. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled “DANGER” mark the active and ongoing bridge work east and/or west of the Federal Channel. Floating turbidity curtain and buoys are positioned around the old piers being demolished and supported by lit temporary piles. To support active demolition construction operations, a vessel/barge may be intermittently positioned within the east navigable channel. During these periods, the federal navigation channel to the west of the original center pier, approximately 150 feet wide, will be available to navigation. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (CT)

Virginia (Northern) – None.

SECTOR VIRGINIA

Virginia (Southern)

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

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

Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.
Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.

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

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373-4799 and/or email MarineOps@hrcppjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8587. Project information may be found at https://hrbtexpansion.org.

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

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

Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted to moor 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@hrcppjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8587. Project information may be found at https://hrbtexpansion.org.

South Branch of the Elizabeth River – I-64 High Rise Bridge – Placement of structural steel over the navigation span of the bridge is scheduled from 6 a.m. to 6 p.m. on March 4, 2022. The waterway through the bridges (existing bascule drawbridge and fixed bridge under construction) will not be accessible during placement of the structural steel over the navigation span. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners, and marine safety information bulletin.

Mariners are urged to use caution when transiting the area. (KB)

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

Elizabeth River-Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridge – Bridge maintenance will be performed from 7 a.m. to 7 p.m. Monday – Friday until April 1, 2022. A work barge and tug will be located in and around the vicinity of the bridge. Maintenance personnel and vessels will relocate from the navigable channel, if given at least a 30-minute notice. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use extreme caution navigating through the area. (CT)

Elizabeth River-Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridges – Bridges will be maintained in the closed-to-navigation position to replace the electrical junction box for the south span from 7 a.m. on Wednesday, June 15, 2022, to 11:59 p.m., on Sunday, June 19, 2022. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed position of 48 feet above mean high water. Vessels able to pass through the bridges in the closed position may do so at anytime. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting through the area.

Milford Haven Inlet - State Route 223 (Gwynn’s Island Bridge) - To complete a major rehabilitation of the mechanical and electrical systems to prevent imminent failure of the opening mechanism, the bridge will remain in the closed-to-navigation position from 2 a.m. on August 19, 2022, through 11 p.m. on March 15, 2023. During the closure period, the bridge will not be able to open for emergencies. Vessels able to pass through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 12 feet above mean high water. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use caution when transiting the area. (CT)

Pamunkey River - US 30 (Ethan Allen Road) Bridge – Bridge operation will be on-scene from July 11, 2022, through July 15, 2022. The inspection will require the use of an under-bridge inspection vehicle/snooper truck on the roadway each day from 9 a.m. to 3 p.m. The inspection crew is requesting a 10 minutes advance notice for an opening to allow inspection personnel and equipment to relocate from the moveable span. The bridge tender may be reached on VHF/FM CH 13. Mariners should use caution when transiting the area. (MS)

SECTOR NORTH CAROLINA

• North Carolina

Page 6 of 7
Enclosure (2)
LNM: 28/22
Coast Guard District 5
12 July 2022
Oregon Inlet – Marc Basnight (Old Bonner) Bridge – The Coast Guard has designated span 32, between bents 31 and 32, as a temporary navigation span for the Marc Basnight Bridge (NC-12) over Oregon Inlet, mile 0.5, between Rodanthe and Nags Head, Dare County, NC. Span 32 provides a vertical clearance of approximately 49 feet above mean high water and a horizontal clearance of approximately 120 feet between the 180-degree red channel margin bridge lights. The approaches to span 32 have been marked with short-range aids-to-navigation. Bridge lighting will be installed in span 32 in July 2022. Vessels of 100 or greater gross tons should avoid transiting the bridge until further notice and shall not transit span 32 of the bridge. Mariners should transit span 32 of the bridge with extreme caution and due regard for the reduced navigable clearance, lack of a bridge fender system, and the prevailing conditions of the waterway associated with shoaling. (HP)

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

White Oak River - S882 Bridge (near Stella, NC) – Bridge construction will commence in October 2021, with completion estimated in January 2022. Work is scheduled from 6 a.m. to 6 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, temporary work trestle will be installed in the White Oak River between October 2021, and February 2022, and will remain in place until completion. Work trestles will be located immediately adjacent and upstream of the existing White Oak River railroad trestle. The temporary trestle vertical clearance of 10.5 feet above mean high water and horizontal clearance of 33 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (CT)

Smith Creek - SR 2812 (S117-133/Castle Hayne Road - Bridge construction activities will begin on December 1, 2021, and are expected to finish on April 2, 2023. Work will be on-going from 7 a.m. through 6 p.m.; Monday through Saturday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. A material barge, support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridge. Temporary work trestles will also be constructed adjacent to the existing and new bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Civil Works Contracting barge and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (910) 620-9829 and Civil Works Contracting may be contacted at (252) 240-9967 or (910) 279-4321. (MT)

Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge – Temporary work platforms will be installed on either side of the AICW, just north of the bridge. The platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge. Crane operators and the bridge tender may be reached on VHF-FM channel 13. Mariners should use caution when transiting the area. (CT)

Banks Channel - South Bank Channel Bridge – Bridge maintenance will be performed from 6 a.m. to 7 p.m., 7 days a week, from January 3, 2022, through August 17, 2022. During the repair period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 4 feet above mean high water. Vessel traffic will need use an alternate route. Work vessels may be reached on VHF-FM channel 13 and 16. (CT)

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

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Maryland
  Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. Will assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- Washington, DC – Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (KB)

- Virginia (Northern) – None

SECTOR VIRGINIA

- Virginia (Southern) – None

SECTOR NORTH CAROLINA

- Mid-Currituck Sound (fixed) Bridge – Proposed new fixed structure. (MS)
- Alligator River – US 64 (fixed) Bridge Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package. (HP)
- Cape Fear River – Wilmington bypass south (fixed) Bridge Proposed new fixed bridge structure in review of the design and environmental package. (MT)
SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS
CURRENTLY IN PROGRESS
Enclosure (3)

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

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

New Jersey
NJ – 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. Ellicott 370 floating dredge and "REP 9" #3406 tug boat will utilize 12” diameter HDPE fused dredge pipe supported by orange pipe floats to remove material. All vessels will be marked in accordance with CG regulations. REP 9 will monitor VHF-FM channel 10 and 11. Project is on hold and may resume early Summer 2022. For more information, contact R.E. Pierson Construction Co. Inc. 856-769-8244.
Chart 12312.

NJ – DELAWARE RIVER – DEMOLITION WORK AND ROCK/DEBRIS REMOVAL
Beginning July 5, 2022 through approximately August 31, 2022. Weeks Marine Crane Barge “Weeks 61” and hopper barges “Weeks 72 and 75” will begin demolition work, rock and debris removal in the vicinity of New Jersey Wind Port – Parcel A Terminal, Lower Alloway’s Creek Township, NJ. Limits of work is the area bounded by the following approximate positions: 39°28’35.41”N, 75°32’42.83”W 39°28’35.41”N, 75°32’36.64”W 39°28’14.28”N, 75°32’29.97”W 39°28’13.84”N, 75°32’39.83”W Operations will be conducted Monday through Saturday, 24 hours a day. Vessels and tugs will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Barges and equipment will have all required U.S. Coast Guard lighting for night operations.
Chart 12311

Pennsylvania
PA – SCHUYLKILL RIVER – DREDGING AND CONSTRUCTION
Dredging and Construction work will begin 07 February 2022 and continue through May 2025 on the Schuylkill River in Philadelphia, PA. The company PKF MARK III will be installing concrete piers and bridge decks along the banks of the Schuylkill River between the 34th street Bridge and the Schuylkill Arsenal Railroad Bridge. There will be deck barges and crane barges in the vicinity of the bridges, so mariners are advised to transit the area with caution. For more information regarding this operation contact the POC Jim Doyle at 484-680-8550.
Chart 12313

PA – SCHUYLKILL RIVER – DREDGING
Dredging will begin dredge operations on the Schuylkill River, between Spring Garden Street Bridge and Vine St. Bridge starting on July 18, 2022 to October 21, 2022. Dredge Northstar Girls along with 2 spud Barges (NS85- 85’x26’ and Weeks 231), and 3 hopper barges all 150’ x 37’ (Weeks 79, Weeks 81, Weeks 83) will be in the vicinity of the work area and will monitor VHF-FM 16. For more information, contact Eric Wells, Project Supervisor, (502)593-4368.
Chart 12313.

PA/NJ – DELAWARE RIVER – SAMUEL S. BAXTER WATER TREATMENT PLANT – DREDGING OPERATIONS
Mobile Dredging & Video Pipe, Inc. (MDVP) will begin installing approximately 3,000 to 4,000 feet of dredge pipeline across the Delaware River to pump from the Philadelphia Water Department Baxter Water Treatment Plant Residuals Lagoon to a confined disposal facility on the southern (New Jersey) side of the river. The dredging work is set to take place between July 2021 and December 2022. The pipeline will be sunk to the bottom of the Delaware River in the navigable channel with heavy marine chain. The pipe will be gradually released to the water surface outside of the navigable channel until it reaches the shorelines. The chain on the pipe will secure the pipeline during any major weather events. Dredging operations will generally operate Monday through Saturday during daylight hours. Approximate GPS positions: 40°26.68”N; 74°59.54.26”W to 40°13.17”N; 74°59.55.48”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
DE - NJ – DELAWARE RIVER - DREDGING OPERATIONS

The Dredge Essex, along with support equipment, will move from Deepwater Range and commence dredging operations on the green side of New Castle Range or about Saturday 06/25/2022 until approximately 7/15/2022. A pipeline will run from the dredging area to the Kilcohook Disposal Area in New Jersey. The submerged pipeline will be marked with buoys and appropriate signs and lights placed at pipeline entry and exit points. The Dredge Operator will standby on channels #13, #16, and #5 VHF-FM. For any emergencies, the dredge operator can be reached at 757-508-2326. Mariner are requested to exercise extreme caution when approaching, passing and leaving the dredging plant and to strictly comply with Inland Rules of the Road when approaching the Dredge. Mariner are also requested to comply with the Inland Rules of the Road when approaching, passing and leaving the dredging plant. All vessels are requested to contact the dredge prior to passing.

Chart 12311.
**Maryland**  
**MD – SEACOAST – OCEAN CITY INLET – DREDGING OPERATIONS**

USACE dredge Murden will conduct dredging operations in Ocean City, MD, between 30 June and 9 July 2022. Dredging operations will cease from around 09 July to around 15 July 2022. Dredging operations will resume on/about 15 July 2022 to approximately 22 July 2022. The work will be conducted within the federal navigation channel and at ebb/flood shoal at the confluence of the Ocean City Inlet and Atlantic Ocean. Interested mariners may contact the U.S. Army Corps of Engineers dredge via marine band radio VHF-FM channels 13 and 16.

Chart: 12211.

**MD – TANGIER SOUND - OYSTER SHELL DREDGING AND PLANTING PROJECT**

Mariners are advised that H&L Contracting will be conducting dredging operations in the Tangier Sound, VA from 6/1/22 thru 7/15/22 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: Goose Creek), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: Jake), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°54’17” n / 75°56’40” w; 37°55’15” n / 75°58’25” w; 37°52’25” n / 75°55’48” w; 37°52’10” n / 75°55’36” w; 37°51’58” n / 75°55’34” w; 37°51’40” n / 75°55’26” w; and 37°51’38” n / 75°55’40” w. The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring vhf-fm channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12228

**MD – POCOMOKE SOUND - OYSTER SHELL DREDGING AND PLANTING PROJECT**

Mariners are advised that H&L Contracting will be conducting dredging operations in the Pocomoke Sound, VA from 6/1/22 thru 7/15/22 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: Goose Creek), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: Jake), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°56’59” n / 75°42’35” w; 37°56’48” n / 75°43’00” w; 37°56’40” n / 75°44’29” w; 37°56’14” n / 75°45’00” w; 37°55’25” n / 75°44’45” w; and 37°45’55” n / 75°51’37” w. The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12228

**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 Approach 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. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Mariners can contact the vessels on marine band radio VHF-FM channels 16, 13 and 67.

Charts 12278, 12281, 12270.

**MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PAPATSCO 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 Solters Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge until October 7, 2022. The work will occur 24 hours per day, 7 days per week, in approximate positions: (1) 39°12’46.8737” N, 76°32’14.0536 W; (2) 39°12’58.5610 N, 76°31’58.7405 W; (3) 39°13’13.7886 N, 76°31’38.7851 W; (4) 39°13’26.6084 N, 76°31’21.9825 W; and (5) 39°13’39.4271 N, 76°31’05.1787 W. McLean Contracting Company marine equipment spudded on site will include: (1) a sectional barge (120’x120’x7’) with Manilotoc Crane, (2) the Whirley Crane Baltimore barge (140’x70’x12.5’); (3) the Whirley Crane Hampton Roads barge (108’x46’8”); (4) a Whirley Crane Newport News barge (110’x43’8”); 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, 76°34’03” W. For more information contact Mr. Ed Barrickman, Superintendent, 412-228-9715, or Mr. Mike Hodeen, Project Manager, 757-620-0894.

Chart 12281, 12278.

**MD – PAPATSCO 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 – MD – CHESAPEAKE BAY (SMITH POINT TO SANDY POINT) AND POTOMAC RIVER (LOWER CEDAR POINT TO CHESAPEAKE BAY) – SAILING RACES***

Annual overnight distance sail races are scheduled to occur in the Chesapeake Bay and Potomac River during July 29-30, 2022. Up to 100 total participating sailboats (24 to 50 feet in length) will compete in five races along four designated race courses/legs as follows: (1) ANNAPOLIS - two races along a 69-mile-long course on the Chesapeake Bay that start near the mouth of the Severn River near Annapolis, MD on Friday at about 3 p.m. and 5 p.m.; (2) SOLOMONS - one race along a 33-mile-long course on the Chesapeake Bay that starts near the mouth of the Patuxent River, near Solomons, MD on Friday at about 6 p.m.; (3) POTOMAC - one race along a 47-mile-long course on the Potomac River that starts near Dahlgren, VA on Friday at 6 p.m.; and (4) SOUTHERN - one race along a 49-mile-long course on the Chesapeake Bay that starts near the mouth of the Rappahannock River, VA on Friday at 6 p.m. All races will finish in the St. Mary’s River at St. Mary’s City, MD on Saturday by 3:30 p.m. Additional information on the “49th St. Mary’s Governor’s Cup” yacht races can be obtained from the St. Mary’s College of Maryland website at www.smcm.edu/events/govcup. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at (410) 576-2674 or (410) 576-2693.
Charts 12280, 12285.

VA – MD – POTOMAC RIVER – CHESAPEAKE BAY TO PINIEY POINT - ST. MARYS RIVER – PIER CONSTRUCTION

Pier construction operations are scheduled to occur along the eastern shoreline of the St. Marys River, at the Coppage Pier in Drayden, MD from June 24, 2022 to July 24, 2022. The work will be conducted Mondays through Saturdays, from 7 a.m. to 5 p.m. The project consists of the construction of a 550’ x 6’ timber pier, 10’ x 10’ “L” platform, 4’ x 10’ “L” lower platform, 3’ x 15’ stairwell and the installation of two boat lifts, two PWC lifts and four mooring piles in approximate position 38°09’30.03”N, 076°27’08.10”W. During that period, a 30’ x 80’ construction barge and a 25’ workboat will be on scene. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use caution when transiting the area, and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the on scene work vessels via marine band radio VHF-FM channels 16 and 13.
Chart 12233.

VA – MD – POTOMAC RIVER – ST. CATHERINE ISLAND – BREAKWATER CONSTRUCTION

Coastal Design & Construction, Inc. will begin construction on a Stone Breakwaters and beach renourishment near St. Catherine Island, starting on July 26, 2022 to approximately October 28, 2022. Four barges will be moored near the Potomac River near St. Catherine Island in positions: Deck Barge - 38° 13.659’N, 76° 47.811’W, Deck Barge - 38° 13.567’N, 76° 47.671’W, Deck Barge - 38° 14.667’N, 76° 47.515’W, Deck Barge - 38° 14.726’N, 76° 47.538’W. All barges will be marked with constant White Light per Coast Guard requirements and moorings with slow flashing white lights. Push Boat Emelie B will be monitoring VHF Channel 13 & 16. For more information, contact, J Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.
Chart 12286.

MD – VA – MATTAWOMAN CREEK TO GEORGETOWN – UPPER POTOMAC RIVER – STONE SILLS CONSTRUCTION

Coastal Design & Construction, Inc. will begin construction on a Stone Sills at the Dyke Marsh Wetlands on the Potomac River, starting on June 20, 2022 to approximately December 16, 2022. Ten barges will be moored in the following positions: Deck Barge - 38° 46.10557’N, 77° 02.420493’W, Deck Barge - 38° 46.004669’N, 77° 02.439142’W, Deck Barge - 38° 45.912448’N, 77° 02.449099’W, Deck Barge - 38° 45.811189’N, 77° 02.457863’W, Rig Barge - 38° 45.458249’N, 77° 02.480035’W, Rig Barge - 38° 45.354135’N, 77° 02.487352’W, Line Barge - 38° 44.99912’N, 77° 02.3365’W, Line Barge - 38° 44.896292’N, 77° 02.360414’W, Line Barge - 38° 44.849763’N, 77° 02.369003’W, Line Barge - 38° 44.750468’N, 77° 02.386795’W. All barges will be marked with constant White Light per Coast Guard requirements and moorings with slow flashing white lights. Push Boat Emelie B will be monitoring VHF Channel 13 & 16. For more information, contact, Eppa Dale Wroten – Superintendent, Cell: 804-386-0447.
Chart 12289.

VA – POTOMAC RIVER – ALEXANDRIA CHANNEL – CONSTRUCTION

River Renew will begin building a turbidity curtain on October 25, 2021 in approximate position 38.8096919’N, 77.038250912’W. Once turbidity curtain is complete, a permeant seawall will be built, shore side of curtain. All work will be conducted from shore; however, seawall could extend 30ft into Onoroco Bay and the Potomac River. Project completion, anticipated to be August 2024.
Chart 12289.

DC
None

Virginia

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. 36.9714369’N, 76.1189555’W, point B. 36.9775353’N, 76.1172310’W, point C. 36.9534955’N, 76.0243393’W, point D. 36.9509990’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, -075.9049262’W, Point J. 36.8128988’N, -075.9049260’W, Point K. 36.8128974’N, -075.8878462’W, Point L. 36.7744449’N, -075.8878549’W. 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 #1 and #2 located next to Craney Island. The rafts of pipeline will be assembled at this staging area #1 and #2 location between Staging Area #1 Point I: 36.92487684’N, 76.35458739’W, Point J: 36.92527211’N, 76.3544359’W, Point K: 36.9111373’N, 76.34671422’W, Point L: 36.91040629’N, 76.35209284’W. Staging Area #2 location between Point M: 36.9297360’N, -076.3792001’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. Great Lakes Dredge & Dock Company, LLC (GLDD) will commence pipeline installation activities on or around May 20th, 2022. Installation activities will include towing attendant plant and pipeline sticks approx. 780ft in length from GLDD’s Waterside Staging Areas #1 and #2 located next to Craney Island to the beach landings on Ocean Park Beach. The operations will involve tug boats and other attendant plants being close to the shoreline, with lighted and marked pipeline being between the shoreline and the towing tugs. While the pipeline is installed, it will be submerged on the ocean floor (but visibly marked with lighted can buoys) until emerging on shore, with a booster (for sublines 1 and 4) anchored in place, and a dredge hookup at the waterside end of the pipeline. A table listing the planned Lat/Long coordinates for the subline.
landing/booster/dredge hookup is shown below. Boaters are advised to avoid these areas during the installation process and proceed with caution around submerged pipeline areas.

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Anticipated completion date is **August 1, 2022**.

Chart 12256.

**VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS**

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

Charts 1222.

**VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING**

Continuing until approximately **July 21, 2022** Weeks Marine will be conducting Water Injection Dredging (W.I.D.) and dive operations for the CBBT Project. Tug “Jack K” paired with W.I.D. “Weeks 773” will monitor marine VHF channels 13 and 16. Dive operations to take place off Weeks clamshell dredge “506” which will also be monitoring marine VHF channels 13 and 16.

Starting approximately **July 20, 2022** and continuing until approximately **October 31, 2022**, Weeks “2223 Crane Barge”, Tug “Robert B.” “291, 293 and 297” Deck Barges and ICM Tug “Defender” will be conducting Rock Placement Work for the CBBT Project (work limits provided below). Anchor Mooring Location; 36°57.998’N, 076°10.791’W.

Continuing until approximately July 31, 2022 the Clamshell Dredge “Weeks 506”, Weeks “320 Unloader”, the Water Injection Dredge (W.I.D. 773) 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 (CIDDMA).

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

<table>
<thead>
<tr>
<th>LAT</th>
<th>LONG</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°58'36.82”N, 76°6'38.73”W</td>
<td>36°58'12.83”N, 76°6'24.32”W</td>
</tr>
<tr>
<td>36°58'31.05”N, 76°6'17.10”W</td>
<td>36°58'19.19”N, 76°6'46.66”W</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>LAT</th>
<th>LONG</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°55'7.65”N, 76°21'15.22”W</td>
<td>36°55'12.31”N, 76°20'29.89”W</td>
</tr>
<tr>
<td>36°58'31.05”N, 76°6'17.10”W</td>
<td>36°58'19.19”N, 76°6'46.66”W</td>
</tr>
</tbody>
</table>

Continuing until approximately **August 31, 2022**, Weeks Marine Hopper Dredge “Magdalene” and support crew boat Chris C will be operating in the Thimble Shoal Channel between Thimble Shoals Lighted Buoy 19 (LLNR 9305) and Thimble Shoals Lighted Buoy 7 (LLNR9235) stopping west of Chesapeake Bay Bridge-Tunnel. Starting approximately 18 July 2022 and continuing until approximately 20 September 2022, Clamshell Dredge “Weeks 506”, Tug “Steven Dann”, split hull scows (257 & 264) will be operating in conjunction with Hopper Dredge Magdalene in the TSC. All dredged material will be transported to the approved Dam Neck Ocean Disposal Site – DNODS – Cells 5.6 & 7.

Limits for the Thimble Shoal Channel will be bound by the following approximate positions:

<table>
<thead>
<tr>
<th>LAT</th>
<th>LONG</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°57'3.32”N, 76°6'41.27”W</td>
<td>36°59'53.72”N, 76°16'38.67”W</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>LAT</th>
<th>LONG</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°51'4.07”N, 75°55'41.74”W</td>
<td>36°45'47.19”N, 75°50'54.07”W</td>
</tr>
<tr>
<td>36°51'4.55”N, 75°51'16.40”W</td>
<td>36°45'45.72”N, 75°55'33.04”W</td>
</tr>
</tbody>
</table>

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 – LYNNHAVEN INLET – DREDGING OPERATIONS**

USACE dredge Murden will conduct dredging operations in Lynnhaven Inlet, stating **July 9, 2022** for approximately 3 day. Dredge Murden will work 24 hours a day. Interested mariners may contact the U.S. Army Corps of Engineers dredge via marine band radio VHF-FM channels 13 and 16.

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 810-960-3139. Chart 12222.

**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/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 Mileyko 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. Loaded scows will be towed from the Shipyard to the Unloader barge located at the Craney Island Dredged Material Management Area. The unloader barge will be stationed 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” submersed 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 Dondero, (443) 695-3788, adondero@kokos.com Charts 12273, 12274, 12280.

VA – JAMES RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT
Mariners are advised that H&L contracting will be conducting dredging operations in the Lower James River, VA from 6/1/22 thru 7/15/22 for the purpose of harvesting oyster shells. Work hours are 24 hours a day, 7 days a week. A mooring buoy will be anchored south-west of the dredging area to create an additional anchorage for three (3) 260’ x 50’ barges and three (3) 140’ x 35’ barges. The anchorage area will be at approximately 36°56’57”n / 76°26’9”w. All vessels will be marked and lighted in accordance with uscg regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.
Chart 12248

VA – JAMES RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT
Mariners are advised that H&L Contracting will be conducting dredging operations in the lower James River, VA from 6/1/22 thru 7/15/22 for the purpose of harvesting oyster shells. Work hours are 24 hours a day, 7 days a week. There will be one 200’ x 50’ dredge (vessel name: oyster bay), one 260’ x 50’ barge (un-named) for oyster shells, one 140’ x 35’ barge (un-named) for oyster shells; a 60’ tug boat (vessel name: goose creek) a 40’ x 14’ push boat (vessel name: Menemsha), skiff (un-named), and other support vessels. The work area will be a square with corners at 36°57’22”n / 76°26’10”w and 36°56’12”n / 76°26’10”w and 36°55’50”n / 76°25’50”w. The dredge Oyster Bay will be spudded in place and other vessels moored to the dredge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.
Chart 12248

VA – JAMES RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT
Mariners are advised that H&L contracting will be conducting dredging operations in the lower James River, VA from 6/1/22 thru 7/15/22 for the purpose of harvesting oyster shells. Work hours are 24 hours a day, 7 days a week. A mooring buoy will be anchored south-west of the dredging area to create an anchorage for three (3) 260’ x 50’ barges and three (3) 140’ x 35’ barges. The anchorage area will be at approximately 36°56’30”n / 76°26’10”w. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 16 and 13. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.
Chart- 12248
VA – JAMES RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT

Mariners are advised that H&L contracting will be conducting dredging operations in the lower James River, VA from 6/1/22 thru 7/15/22 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: Goose Creek), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: Jake), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are:37°47'41.74"/76°29'17.42"; 37°48'30.00"/76°27'55.00"; 36°59'25.00"/76°31'06.00"; and 36°56'03.00"/76°27'04.00". The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 13 and 16, and H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12248

VA – PIANKATANK RIVER AND CHESAPEAKE BAY - OYSTER SHELL DREDGING AND PLANTING PROJECT

Mariners are advised that H&L Contracting will be conducting dredging operations in the Piankatan River and Chesapeake Bay, VA from 6/1/22 thru 7/15/22 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: Goose Creek), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: Jake), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are:37°32'01"/76°23'04"; 37°31'36"/76°20'52"; 37°30'51"/76°19'38"; 37°31'50"/76°14'58"; and 37°30'28"/76°14'41". The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 13 and 16. H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12237

VA – LOWER RAPPAHANNOCK RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT

Mariners are advised that H&L Contracting will be conducting dredging operations in the lower Rappahannock River, VA from 6/1/22 thru 7/15/22 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: Goose Creek), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: Jake), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are:37°40'02"/76°28'37"; 37°36'55"/76°18'42"; 37°36'39"/76°18'19"; 37°36'30"/76°18'14"; 37°38'20"/76°32'36"; 37°38'06"/76°32'30"; 37°36'35"/76°20'34"; 37°34'19"/76°17'08"; 37°34'38"/76°18'18"; 37°37'08"/76°30'48"; 37°34'28"/76°18'37"; 37°34'36"/76°18'59"; 37°34'37"/76°18'07"; 37°34'32"/76°17'57"; 37°34'39"/76°17'35"; and 37°34'42"/76°16'54". The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG regulations. All marine equipment operators will be monitoring VHF-FM channel 63 and channel 13 and 16. Dredge and work vessels will monitor VHF-FM channel 13 and 16. H&L supervisor is Keith Johnson, superintendent. 24 hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12237

VA – UPPER RAPPAHANNOCK RIVER - OYSTER SHELL DREDGING AND PLANTING PROJECT

Mariners are advised that H&L contracting will be conducting dredging operations in the Upper Rappahannock River, VA from 6/1/21 thru 7/15/22 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: Goose Creek), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: Jake), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are:37°43'31"/76°35'14"; 37°43'12"/76°34'56"; 37°43'06"/76°34'34"; and 37°43'00"/76°34'19".

VA – WICOMICO RIVER- OYSTER SHELL DREDGING AND PLANTING PROJECT

Mariners are advised that H&L contracting will be conducting dredging operations in the Wicomico River, VA from 6/1/22 thru 7/15/22 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tug boat (vessel name: Goose Creek), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: Jake), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are:37°49'24"/76°18'52"; 37°49'17"/76°18'37"; 37°48'33"/76°18'02"; and 37°47'37"/76°17'13".

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

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

35°45'56.73"N, 75°31'35.70"W 35°45'57.58"N, 75°31'28.77"W 35°45'49.78"N, 75°31'21.84"W 35°45'40.41"N, 75°31'23.89"W 35°45'41.42"N, 75°31'28.67"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°39'44.83"W 36°01'41.19"N, 75°38'44.13"W 36°09'30.30"N, 75°43'17.85"W 36°09'06.504"N, 75°44'26.54"W
Pipeline corridor at Duck Beach will be bound by the following approximate positions:

<table>
<thead>
<tr>
<th>Lat</th>
<th>Long</th>
<th>Lat</th>
<th>Long</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°12′29.51″N, 75°45′45.54″W</td>
<td>36°11′10.93″N, 75°45′10.44″W</td>
<td>36°11′29.12″N, 75°43′59.50″W</td>
<td>36°12′50.00″N, 75°44′35.02″W</td>
</tr>
</tbody>
</table>

Starting approximately 10 June 2022 and continuing until approximately December 31, 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:

<table>
<thead>
<tr>
<th>Lat</th>
<th>Long</th>
<th>Lat</th>
<th>Long</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°31′7.94″N, 75°33′35.75″W</td>
<td>36°32′1.95″N, 75°32′31.25″W</td>
<td>36°0′14.33″N, 75°32′34.10″W</td>
<td>36°0′12.77″N, 75°33′46.62″W</td>
</tr>
</tbody>
</table>

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 – SEACOAST – BEACH NOURISHMENT DREDGING OPERATION – NAGS HEAD

Great Lakes Dredge & Dock Company will begin beach nourishment in Nags Head, NC. Buoys marking dredge equipment should NOT be used for navigational purposes. Boaters should try to maintain a safe distance from buoys. Project work involves beach fill placement of up to 611,259 CY of material along 23,500 linear feet of the Nags Head Beach from Station 790+00 to 1025+00. The M/V ATB Douglas B. Mackie & Trailing Suction Hopper Dredge (TSHD) Ellis Island and TSHD Liberty Island will dredge material from the Nags Head Borrow Areas and pump the material to Nags Head Beaches. GLDD will utilize three subline setups to pump dredged material to the Nags Head Beach portion of the project. Approximate project center point is 35°53′08.126″N, 75°34′07.862″W. The survey/crew boat vessel, ST Johns River, will periodically perform hydrographic survey operations within the borrow areas and along all subline corridors. The vessel will also run crew from Bluewater Yacht in 920 Harbor Road, Wanchese, NC 27981 to the auxiliary vessels offshore. All vessels will monitor VHF-FM 13 and 16. Project completion is estimated for September 22, 2022.

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 – SEACOAST – BEACH NOURISHMENT DREDGE OPERATIONS – AVON AND BUXTON NC

Great Lakes Dredge and Dock has been contracted to perform placement of beach material in the Village of Avon and Buxton. The M/V ATB Douglas B. Mackie & Trailing Suction Hopper Dredge (TSHD) Ellis Island and TSHD Liberty Island will dredge material from the Avon Beach and Buxton Beach Borrow Areas and pump the material to Avon and Buxton Beaches. GLDD will utilize two subline setups to pump dredged material to the Avon Beach portion of the project and three subline setups to pump dredged material to the Buxton Beach. Dredge Ellis Island is scheduled to commence dredge ops June 19, 2022 working in the Avon Borrow Area and the Dredge Liberty Island is scheduled to commence dredge ops July 1, 2022 in the Avon Borrow Area. On or about July 1, 2022, the Dredge Ellis Island will relocate to the Buxton Borrow Area. Vessels M/V ATB Douglas B. Mackie, TSHD Ellis Island, and TSHD Liberty Island will monitor marine VHF channels 13 and 16.

Chart 12200.

NC – ALBEMARLE SOUND – ALBEMARLE SOUND LIGHT 5AS – AID TO NAVIGATION CONSTRUCTION

Albemarle Sound Light 5AS (LLNR 31635) is currently under reconstruction and displaying an improper light characteristic. Current aid will be removed and new aid will be constructed in approximate position: 36°00′07.139″N, 076°23′32.093″W. Work barges are in the vicinity and mariners are urged to use caution when transiting the area. Aid is currently marked with a TRLB in approximate position 36°00′14.431″N, 076°23′33.125″W.

Chart 12205.
SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS
IN THE FIFTH COAST GUARD DISTRICT
ENCLOSURE (4)

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

MD – SEACOAST – FENWICK ISLAND TO CHINCOTEAGUE ISLAND – OCEAN CITY INLET – OPEN WATER DISTANCE SWIM EVENT
An annual open water long distance swim event is scheduled to occur in the North Atlantic Ocean at Ocean City, MD on July 16, 2022, between 8:30 a.m. and 5 p.m. The event includes up to 35 swimmers competing on marked 3-mile and 9-mile linear courses extending approximately 300 feet from the Maryland shoreline, located between the Ocean City Inlet (to the south) and the MD/DE boundary (to the north). The swim courses will be marked with sponsor-provided, small inflatable buoys set into place at 8:30 a.m. the day of the event. The 9-mile swim race will start at 10 a.m. and a 3-mile race will start at 12 noon. Each 9-mile swimmer will be supported by a kayak from start to finish. Participants will be supported by sponsor-provided motorized safety patrol vessels, and lookouts and beach patrols located on shore. Official patrol personnel on scene can be contacted on marine band radio VHF-FM channel 16. Additional Ocean Games event information is available at website www.oceangamesusa.org. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Chart 12211.

MD – CHESAPEAKE BAY - CHOPTANK RIVER – REGULATED AREA
The annual “Thunder on the Choptank” power boat races are scheduled to occur in the Choptank River during July 23-24, 2022, between 10:30 a.m. and 6:30 p.m. both days. As described in Title 33 Code of Federal Regulations (CFR) 100.501, special local regulations establish a regulated area, which includes all navigable waters within Choptank River and Hambrooks Bay 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′42″ N, longitude 076°06′04″ W; thence west along the shore line to and terminating at the point of origin. Within the regulated area are the Race area, Buffer zone, and Spectator area. The regulated area will be enforced from 10 a.m. to 6:30 p.m. both days on July 23, 2022 and July 24, 2022. The patrol vessel and the Event Patrol Commander (PATCOM) may be contacted on 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 vessel may forbid and control the movement of all persons and vessels in the regulated area. When hailed or signaled by an official patrol, 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 vessel and then proceed only as directed. A person or vessel must comply with all instructions of the Event PATCOM or official patrol vessel. A vessel operator may request permission to enter and transit through a regulated area by contacting the Event PATCOM or official patrol vessel 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. 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. Non-participating 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-participating vessel must pass directly through the regulated area at minimum speed necessary to maintain a safe course that minimizes wake and without loitering. Non-participants are only allowed inside the regulated area to pass through or enter and remain within a designated spectator area. A non-participant must contact the Event PATCOM or official patrol vessel to request permission to either enter the Spectator Area or pass through the regulated area. If permission is granted, the non-participant may enter the spectator area or pass directly through the regulated area as instructed by the Event PATCOM or official patrol vessel at minimum speed necessary to maintain a safe course that minimizes wake and without loitering. For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693. Charts 12266, 12268.

MD – CHESAPEAKE BAY – CHESTER RIVER – FIREWORKS DISPLAY
An aerial fireworks display is scheduled to occur on the Chester River on July 16, 2022 (no rain date) at approximately 10:45 p.m. Mariners are urged to use caution when transiting the area, and absent specific guidance, reminded to heed the directions of patrolling law enforcement and public safety officials, and absent specific guidance, should remain 450 feet from the fireworks site in approximate position latitude 39°11′01″43″ N, longitude 076°02′39″51″ W, located near the grounds of Brittlard Manor at Chestertown, MD. 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 12272.

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://www.annapolis.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 12282, 12283.
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.eyc.org. Interested mariners can contact the Eastport Yacht Club Race Committee on “EYC Friday Night Signal Boat” via marine band radio VHF-FM channel 05, 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 12282, 12283.

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

Annual sailing regattas sponsored by the Annapolis Yacht Club (AYC) are scheduled to occur on the Severn River and the Chesapeake Bay near the mouth of the Severn River, during 2022. Unless otherwise indicated, the events will occur between 10 a.m. and 4 p.m. Twenty five individual AYC events are scheduled on the following dates: (1) April 27-August 31 (Wednesday Night Races - 90 participants, 22-50 feet in length, from 6 p.m. to 7:30 p.m.); (2) April 30 (Spring One Design - 25 participants, 22-31 feet in length) (3) May 7 (Spring Harbor Regatta - 25 participants, 20-28 feet in length); (4) May 7 (Spring Race to Oxford - 30 participants, 30-50 feet in length, from 9 a.m. to 4 p.m.); (5) May 13-15 (NOOD Regatta - 200 participants, 22-40 feet in length) (6) June 4 (Don Backe Memorial GRAF - 6 participants, 22 feet in length); (7) June 11-13 (Star NA Tune-Up - 25 participants, 23 feet in length); (8) June 15-18 (Star North Americans – 50 participants, 23 feet in length); (9) July 6 (Junior Annual Regatta - 100 participants, 8-15 feet in length); (10) July 23-24 (Annual Regatta - 45 participants, 24-50 feet in length); (11) July 31 (Two Bridge Fiasco - 75 participants, 22-60 feet in length, from 10 a.m. to 5 p.m.); (12) August 27-28 (Cornish Cup - 4 participants, 22 feet in length; (13) September 9-11 (Harbor 20 North Americans - 20 participants, 20 feet in length); (14) September 23-25 (Annapolis YC 3-2-1 Invitational - 12 participants, 20-30 feet in length); (15) September 24 (Fall Race to Solomons - 45 participants, 30-50 feet in length); (16) October 1-2 (Fall Series 1 -30 participants, 22-34 feet in length); (17) October 1-2 (Doubleheaded Distance Race - 20 participants, 29-50 feet in length, overnight from 12 p.m. to 12 p.m. the following day); (18) October 8 (Warrior Sailing Project - 8 participants, 22 feet in length); (19) October 8 (Fall Series River Course - 25 participants, 20-28 feet in length); (20) October 8-9 (Fall Series 2 - 30 participants, 30-50 feet in length); (21) October 15-16 (Eschells - Lippincott - 30 participants, 23 & 30 feet in length); (22) October 21-23 (J35 North Americans - 10 participants, 35 feet in length); (23) October 22-23 (J/105 East Coasts - 25 participants, 35 feet in length); (24) October 29-30 (Halloween Howl - 50 participants in length); and (25) November 6-December 11 (Frolobe Series - 1st Half - 80 participants, 22-45 feet in length, from 12 p.m. to 4 p.m.). Additional information on these events can be obtained at website https://www.annapolisyc.org/. The AYC Race Committee can be contacted via marine band radio VHF-FM channels 09, 13, 16, 68, 69, 70, 71 and 72. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Charts 12270, 12282, 12283.

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA

An annual distance sailboat race is scheduled to occur in the Chesapeake Bay and Patapsco River on July 16, 2022, between 10 a.m. and 8 p.m. Approximately 75 sail boats (20 to 60 feet in length) will compete on a designated course from Baltimore Light (LLNR 8035) to a location in Northwest Harbor at Baltimore, MD. Interested mariners can contact the race committee on marine band radio VHF-FM channel 72. Information on this Baltimore City Yacht Association event can be obtained at website: https://www.bcy.a.com. 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 12278, 12281.

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – BACK RIVER - REGULATED AREA

An annual air show event is scheduled to occur above Back River in Baltimore County, MD during July 15-17, 2022. On Friday, the event will occur from 5 p.m. to 6 p.m., and on Saturday and Sunday, the event will occur from 2 p.m. and 3 p.m. High-speed, low-flying civilian aircraft will operate over the water adjacent to Tiki Lee’s Dock Bar at Sparrows Point, MD. Coast Guard special local regulations will establish a regulated area for all navigable waters of Back River, within an area bounded by a line connecting the following points: from the shoreline at Lynch Point at latitude 39°14′46″ N, longitude 076°26′23″ W, thence northeast to Porter Point at latitude 39°15′13″ N, longitude 076°26′11″ W, thence north along the shoreline to Walnut Point at latitude 39°17′08″ N, longitude 076°27′04″ W, thence southwest to the shoreline at latitude 39°16′41″ N, longitude 076°27′31″ W, thence south along the shoreline to the point of origin, located in Baltimore County, MD. The aerobatics box and spectator areas are within the regulated area. This regulated area will be enforced from 4 p.m. to 7 p.m. on July 15, 2022, from 1 p.m. to 4 p.m. on July 16, 2022, and, from 1 p.m. to 4 p.m. on July 17, 2022. The Captain of the Port (COTP) Maryland-National Capital Region or Event Patrol Commander (Event 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. The COTP Maryland-National Capital Region or Event PATCOM may terminate the event, or a participant's operations at any time the COTP Maryland-National Capital Region or Event PATCOM believes it necessary to do so for the protection of life or property. Except for participants and vessels already at berth, a person or vessel within the regulated area at the start of enforcement must immediately depart the regulated area. 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 (156.8 MHz) and channel 22A (157.1 MHz). If permission is granted, the spectator must enter the designated Spectator Area or pass directly through the regulated area as instructed by Event PATCOM. A vessel within the regulated area must operate at safe speed that minimizes wake. A spectator vessel must not loiter within the navigable channel while within the regulated area. Only participant vessels are allowed to enter the aerobatics box. A person or vessel that desires to transit, moor, or anchor within the regulated area must obtain authorization from the COTP Maryland-National Capital Region or Event PATCOM. A person or vessel seeking such permission can contact the COTP Maryland-National Capital Region at telephone number 410-576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.8 MHz) or the Event PATCOM on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event dates and times. The Coast Guard may be assisted with marine event patrol and enforcement of the regulated area by other federal, state, and local agencies. Additional information on the “2022 Tiki Lee’s Shootout on the River Airshow” event can be obtained at website https://www.shootoutontheriver.com. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12278.
MD – HEAD OF CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – BACK RIVER – POWER BOAT POKER RUN

An annual high-speed power boat event scheduled to occur on Back River in Baltimore County, MD on July 16, 2022 (rain date July 17, 2022), between 10 a.m. and 5 p.m. Up to 50 power boats (20-50 feet in length) will participate. This event is open to the public on a first-come, first-served basis and is subject to weather and Waverly Channel conditions. The event is free of charge and will not be cancelled for any reason other than severe weather, mechanical failure, or other unforeseen circumstances. The event will feature a variety of power boat activities, including races, exhibitions, and entertainment. For more information, please visit the event website at www.shootoutontheriver.com. The Coast Guard will assist with marine event patrol and enforcement of the safety zone regulations in 33 CFR 165.2, you may not enter the regulated area unless authorized by the Coast Guard Captain of the Port (COTP) Maryland.

2. On a vessel seeking such permission can contact the COTP Maryland-Naval Capital Region at telephone number 410-576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.6 MHz) or the Event PATCOM on Marine Band Radio, VHF-FM channel 16 (156.6 MHz). The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event dates and times. The Coast Guard may be assisted with marine event patrol and enforcement of the regulated area by other federal, state, and local agencies. Additional information on the “2nd Annual Shootout on the River” event can be obtained at website https://www.shootoutontheriver.com. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12274, 12277, 12278.

MD – HEAD OF CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – BACK RIVER – REGULATED AREA

An annual high-speed power boat event scheduled to occur on Back River in Baltimore County, MD on July 16, 2022 (rain date July 17, 2022), between 10 a.m. and 5 p.m. Up to 50 power boats (20-50 feet in length) will participate. This event is open to the public on a first-come, first-served basis and is subject to weather and Waverly Channel conditions. The event is free of charge and will not be cancelled for any reason other than severe weather, mechanical failure, or other unforeseen circumstances. The event will feature a variety of power boat activities, including races, exhibitions, and entertainment. For more information, please visit the event website at www.shootoutontheriver.com. The Coast Guard will assist with marine event patrol and enforcement of the safety zone regulations in 33 CFR 165.2, you may not enter the regulated area unless authorized by the Coast Guard Captain of the Port (COTP) Maryland.

2. On a vessel seeking such permission can contact the COTP Maryland-Naval Capital Region at telephone number 410-576-2693 or on Marine Band Radio, VHF-FM channel 16 (156.6 MHz) or the Event PATCOM on Marine Band Radio, VHF-FM channel 16 (156.6 MHz). The Coast Guard will issue a marine information broadcast on VHF-FM marine band radio announcing specific event dates and times. The Coast Guard may be assisted with marine event patrol and enforcement of the regulated area by other federal, state, and local agencies. Additional information on the “2nd Annual Shootout on the River” event can be obtained at website https://www.shootoutontheriver.com. For any comments or questions contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Charts 12274, 12277, 12278.
zone. 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. Additional information on the "Shootout on the River Fireworks" event can be obtained at website https://www.shootoutontheriver.com. For any comments or questions contact U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Charts 12278.

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – NORTHWEST HARBOR – SAILING REGATTA WEEKLY SERIES
Mariners are advised that an annual sailboat racing weekly series is scheduled to continue in Baltimore Harbor each Thursday evening from April 07, 2022 through September 29, 2022, between 6 p.m. and 8:30 p.m. Up to 15 sailboats (22-23 feet in length) will compete along a designated race course located in one of four areas in Northwestern Harbor: Course A: Northwest Harbor, north and west of Tide Point and east of Harbor View Tower, in the vicinity of Baltimore Inner Harbor Buoy 4 (LLNR 21363.1); B: Northwest Harbor in vicinity of West Channel, between Fells Point and Northwest Harbor Channel Junction Lighted Buoy NH (LLNR 21360); Course C: Patapsco River North of Fort McHenry (Canton Turning Basin); Course D: Patapsco River, east of Ft McHenry and north of Ferry Bar Channel, in vicinity of Fort McHenry Angle Junction Lighted Buoy FM (LLNR 8315). Participants will be supported by sponsor-provided motorized launches. Interested mariners may contact the Downtown Sailing Center’s Race Committee on maritime band radio VHF-FM Channels 16 and 71. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12281.

***VA – MD – POTOMAC RIVER – PINY POINT TO LOWER CEDAR POINT – BRETON BAY – REGULATED AREA***
The “Southern Maryland Boat Club Leonardtown Bash on the Bay” is scheduled to occur in Breton Bay during July 30-31, 2022, between 8 a.m. and 4 p.m., both days. Up to 50 vintage and historic race boats (8 to 21 feet in length) will conduct demonstrations along a designated course in scheduled heats. As described in Title 33 CFR Section 100.501, a regulated area is established for all waters of Breton Bay and McIntosh Run, immediately adjacent to Leonardtown, MD shoreline, from shoreline to shoreline, within an area bounded to the east by a line drawn along latitude 38°16′43″ N., and bounded to the west by a line drawn along longitude 76°38′30″ W., located at Leonardtown, MD. The regulated area will be enforced from 7:30 a.m. to 4:30 p.m., both days, on July 30, 2022 and on July 31, 2022. The Event Patrol Commander (PATCOM) or official patrol vessel may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, the person or vessel 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 vessel and then proceed only as directed. A person or vessel must comply with all instructions of the Event PATCOM or official patrol vessel. A vessel operator may request permission to enter and transit through a regulated area by contacting the Event PATCOM or official patrol vessel 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. Non-participants are only legally 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. Non-participants are only allowed inside the regulated area to pass through or enter and remain within a designated spectator area. A non-participant must contact the Event PATCOM or official patrol vessel to request permission to either enter the Spectator Area or pass through the regulated area. If permission is granted, the non-participant may enter the spectator area or pass directly through the regulated area as instructed by the Event PATCOM or official patrol vessel at minimum speed necessary to maintain a safe course that minimizes wake and without loitering. For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, at (410) 576-2674 or (410) 576-2693.
Chart 12286.

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 - WILLOWBURY BAY - BBSA WILLOWBURY 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 launches from land at the conclusion of each game on the following dates: 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 Vicinity of Harbor Park when provided notice by the on water patrol craft in order to maintain public safety around a fireworks fallout zone. Mariners are requested to use caution when transiting the area on these dates.
Chart 12253.

***VA – JAMES RIVER – ROCKETS LANDING***
Mariners are advised that Sports Backers will be sponsoring the 2022 Richmond International Dragon Boat Festival on August 06, 2022 from 8:00 a.m. to 5:00 p.m. on the James River near Rocket’s Landing. There will be 4, 40 foot canoes at a time consisting of 20 synchronized paddlers that will race 500 meters down river. The course will be marked with buoys and the sponsor is asking mariners to voyage plan with time to allow any transit of the course area to occur between races. Extreme caution should be taken when transiting through the course area and to transit with caution at a slow speed.
Chart 12252.
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 HOS Browning, CALL SIGN XCBK8, will be conducting geotechnical survey operations, using mobilized marine drill rig and seabed frame, beginning on June 1, 2022 and continuing to approximately October 30, 2022. The survey is located about 16 miles (30km) off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:

NE Corner: 39° 40' 22"N / 73° 56' 11"W
SE Corner: 39° 15' 43"N / 73° 56' 34"W
SW Corner: 39° 08' 40"N / 74° 05' 50"W
NW Corner: 39° 16' 31"N / 74° 14' 55"W

The HOS Browning 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 HOS Browning will be monitoring VHF channels 16 and can be contacted on these frequencies for safe passing arrangements.

Chart 12323, 12318

NJ – MANASQUAN – ATLANTIC CITY – MARINE SURVEY
Orsted North America is conducting a geotechnical survey in Barnegat Bay (fig 1) starting 10 June 2022. This survey is to understand the soil characteristics of the sea floor to support the design and installation of the export cable from the Ocean Wind 01 wind farm to onshore power distribution.

Orsted has contracted Alpine Ocean Seismic Survey to conduct the survey. Due to the shallow nature of this area, Alpine has chosen to use an amphibious crawler, owned by Gregg Drilling, to conduct the survey (see fig 2). This crawler is unique to Barnegat Bay but has a proven track record in rivers and lakes to perform geotechnical surveys.

Mariners are requested to us caution around survey equipment.

Chart 12324

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 July 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 Mariner’s 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 2 of ENC 5)
Charts 12318,12214
Figure 5-1

NOT FOR NAVIGATION
Dominion Energy will be initiating a (UXO) Unexploded Ordnance Survey in within the export cable corridor and the Coastal Virginia Offshore Wind (CVOW) lease area beginning in July 2022. The vessels to be deployed and the areas to be surveyed are identified below. We remain committed to maintaining communications with fishing communities and other mariners in the area via these periodic updates, dock visits, informational speaking engagements and the additional information posted on the CVOW Website. Mariners are also encouraged to contact Dominion Energy’s Fisheries Liaisons with any specific questions about the projects in relation to fisheries. Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels which may be limited in their ability to maneuver and towing gear up to 1,000' behind the vessel. Mariners should operate in a manner that will not endanger the vessel or its equipment, a 0.5 NM clearance is requested.

Henry Hudson – Daylight only operations in Zone A beginning August 1, 2022.
Minerya Uno – 24/7 operations in Zone B and Zone C beginning July 7, 2022.
Shearwater – 24/7 operations in Zone B and Zone C beginning July 7, 2022.

Additional project information is available on the Coastal Virginia Offshore Wind project web page (www.coastalvawind.com)
Chart 12200.
RESEARCH EQUIPMENT IN WATER
North Atlantic – Gulf Stream
May 11th, 2022 to October 30th, 2022

SAILDRONE, INC. will operate four Unmanned Surface Vehicles called Saildrones, to study the Gulf Stream and its interactions with the atmosphere. Two vehicles have already been deployed from Newport, RI, and two more vehicles will be deployed from Oregon Inlet, NC and transit out to the continental shelf between May 11th - 20th 2022. 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
OCEAN RESEARCH EQUIPMENT IN WATER

Southeast U.S. Coast
July 5th to December 15th, 2022

SAILDRONE, INC. will operate two Uncrewed Surface Vehicles called “saildrones” to study ocean-atmosphere conditions, potentially within tropical cyclones, in the waters between Jacksonville, FL and Morehead City, NC. They will be launched from Jacksonville, Florida and sail northbound approximately July 5th-9th, 2022.

Further historical information on this multi-year research project can be found online at:
https://www.pmel.noaa.gov/saildrone-hurricane2021/

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

Saildrones are wind powered Uncrewed 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: 9.5 ft above water line
- Draft: 6 ft, Avg. speed: 1.5 kts
- GPS / AIS / Cameras: Yes

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