U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 Week: 32/22

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
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2022 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2022 (55th) Edition.
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.
https://www.navcen.uscg.gov/pdf/lightLists/weeklyUpdates/v2d05WeeklyChanges.pdf

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
https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html

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

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

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

Weather
http://www.weather.gov

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition:

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

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

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

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

Tower Identification:

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

Lighting:

- Located on all structures, preferably on the servicing platform, visible throughout a 360-dgreee

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

Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. These do not require permits, only Coast Guard notification for appropriate marine notices and broadcasts until the final structure marking is established.

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

Automated Information System (AIS) Transponder Signals:
- Must be transmitted superimposed at all corner structures/SPSs
- Should be capable of transmitting signals to mark all locations of all structures throughout an established field
- Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation

PATON Application can be requested through email to: CGD5Waterways@uscg.mil
Please forward questions or feedback in an e-mail to:
Matthew.K.Creelman2@uscg.mil

Charts: 12200 12204 12211 12214 12221 12318 LNM: 36/20

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes. Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:
http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx
Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the area. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5
To report any aids to navigation discrepancies (missing, damaged, off station, extinguished lights), shoaling, hazards to navigation, or discrepancies on bridge lighting, please contact Sector North Carolina Command Center (910) 343-2200.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

INTERFERENCE WITH AIDS TO NAVIGATION

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

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

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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

CANCELLATION OF NOAA PAPER AND RASTER NAUTICAL CHARTS

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

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

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

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

LNM: 09/21

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
CCGD5 (D5) - BNM - 373, 374, 376, 377, 380, 381, 382, 383, 384, 385, 386, 388, 389, 390, 391, 393, 395, 396, 397, 398-22.
Sector Delaware Bay (DB) - BNM - 160, 164, 165, 166, 167, 168, 171, 172, 173-22
Sector Maryland-National Capital Region (MD-NCR) - BNM - 272, 273, 274, 275, 278, 279, 280, 281, 286, 287, 288, 290, 291, 292, 293-22.
Sector Virginia (VA) - BNM - 139-22.
Sector North Carolina (NC) - BNM - 281, 282, 284, 285, 286, 287, 288, 289, 290, 291, 292, 385, 386, 387, 388, 389-22.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
168	NOAA Lighted Data Buoy 44009 (ODAS)	BUOY DMGD/LT EXT	12214	171DB	35/20	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	0110NC	27/12	
615	Oregon Inlet Jetty Light	DAYMK MISSING	12204	166NC	19/21	
637	NOAA Lighted Data Buoy 41025 (ODAS)	MISSING	11555	165D5	12/21	
815	NOAA Lighted Data Buoy 41013 (ODAS)	LT EXT	11536	332NC	35/20	
1065	Barnegat Inlet Buoy 33	MISSING	12324	138DB	26/22	
1090	Oyster Creek Channel Buoy 38	ADRIFT	12324	116DB	21/22	
1100	Little Egg Inlet Lighted Buoy 1	LT EXT	12316	143DB	29/21	
1125	Little Egg Inlet Lighted Buoy 6	LT EXT	12316	158DB	30/22	
1460	Cape May Harbor Range Rear Light	LT EXT	12317	157DB	30/22	
1530	Harbor of Refuge Light	SS INOP	12216	080DB	15/22	
1535	Brown Shoal Light	LT EXT/RAC INOP	12214	102DB	23/21	
1555	Brandywine Shoal Light	LT EXT	12214	135DB	26/22	
1600	Elbow of Cross Ledge Light	LT EXT	12304	341DB	26/22	
1620	Delaware Bay Main Channel Light 32	REDUCED INT	12304	0068DB	13/22	
1675	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20	
1725	Maurice River Channel Lighted Buoy 8	MISSING	12304	134DB	26/22	
2055	Delaware Bay East Icebreaker Light 2	LT EXT	12216	203DB	35/20	
2097	Rehoboth Bay Channel Warning Light A	STRUCT DEST	12216	NONEVA	25/22	
2380	Port Mahon Approach Buoy 8	MISSING	12304	125DB	25/22	
2565	Reedy Island Dike Middle Light	MISSING	12311	024DB	46/20	
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19	
2610	Reedy Island Gap South Daybeacon 1	STRUCT DEST	12311	219DB	45/21	
2620	Delaware River Lighted Buoy 9	MISSING	12311	164DB	31/22	
2735	New Castle Range Rear Light	LT EXT	12311	103DB	20/22	
2874	Pea Patch Island Dike Warning Light E	MISSING/TRLB	12311	214DB	39/18	
3500	Eagle Point Range Rear Light	LT EXT	12313	047DB	09/22	
3890	Edgewater Upper Range Front Light	LT EXT	12314	093DB	18/22	
3930	Upper Delaware River Channel Lighted Buoy 40	OFF STA/LT EXT	12314	160DB	30/22	
4785	Isle of Wight Bay Warning Buoy C	OFF STA	12211	229MD	26/22	

6605	Wachapreague Inlet Buoy 1	MISSING	12210	084VA	42/21
6610	Wachapreague Inlet Buoy 2	OFF STA	12210	085VA	21/22
6615	Wachapreague Inlet Buoy 3	OFF STA	12210	086VA	21/22
6795	North Inlet Warning Daybeacon A	STRUCT DEST	12210	072VA	19/22
6810	Great Machipongo Inlet Buoy 3	MISSING	12224	NONEVA	21/21
6815	Great Machipongo Inlet Lighted Buoy 4	MISSING	12224	135VA	30/22
7275	Chesapeake Channel Lighted Buoy 42	RAC INOP/TEMP AIS MMSI:993672358	12226	246VA	52/21
8010	Craighill Channel Entrance Lighted Buoy 2	LT EXT	12282	211MD	24/22
8325	Swan Point Channel North Range Front Light	LT EXT	12272	130MD	16/22
8395	Brewerton Channel Eastern Extension Range Rear Light	LT EXT	12272	061MD	18/21
8693	Pooles Island Light	LT EXT	12278	110MD	24/21
9060	**Elk River Channel East Range Rear Light**	**STRUCT DEST**	**12277**	**292MD**	**32/22**
9070	Elk River Channel West Range Rear Light	REDUCED INT	12277	327MD	43/20
9165	Bohemia River Light 2	DAYMK MISSING/STRUCT DMGD	12274	082MD	01/22
9170	Bohemia River Daybeacon 4	LT EXT	12274	286NC	31/22
9370	Norfolk Entrance Reach Range Front Warning Light	LT EXT	12245	184VA	35/21
9375	Norfolk Entrance Reach Range Rear Warning Light	LT EXT	12245	185VA	35/21
10655	Naval Boat Channel Light 10	LT EXT	12245	015VA	02/22
10843	Golf 2 Anchorage Lighted Mooring Buoy A	OFF STA	12245	041VA	09/22
12090	James River Channel Lighted Buoy 50	OFF STA	12248	130VA	29/22
12795	James River Channel Light 168	STRUCT DEST/TRLB	12252	239VA	51/19
13145	Poquoson Flats Channel Daybeacon 2PF	STRUCT DEST/TRLB	12222	125VA	25/21
13155	Poquoson Flats Channel Daybeacon 4	DAYMK MISSING	12221	137VA	24/22
13180	Poquoson River Entrance Daybeacon 8	MSLD SIG	12241	087VA	21/22
13457	NOAA Lighted Data Buoy YS	OFF STA	12238	211VA	08/19
13496	York River East Range Front Light	STRUCT DEST/TRLB	12241	201VA	40/21
14075	New Point Comfort Spit Channel Light 2	DAYMK DMGD	12238	116VA	26/22
14450	Horn Harbor Warning Daybeacon A	DAYMK MISSING	12238	053VA	11/21
14795	Milford Haven Light 6	LT EXT	12235	114VA	26/22
14885	**Piankatank River Daybeacon 14**	**DAYMK DMGD**	**12235**	**140VA**	**32/22**
15445	Rappahannock River Light 19	LT IMCH	12235	129VA	29/22
15605	Hoskins Creek Range Front Light	LT EXT	12235	189VA	37/21
17285	St. Catherine Sound Upper Entrance Warning Daybeacon D	STRUCT DEST/TRLB	12286	258MD	43/21
19615	**South River Light 10**	**LT EXT**	**12270**	**287MD**	**32/22**
19615	South River Light 10	LT IMCH/DAYMK MISSING	12270	161MD	19/22
19815	Lake Ogleton Entrance Light 1L	LT EXT	12283	227MD	26/22
19900	Eastport Harbor Daybeacon 7	STRUCT DMGD	12283	155MD	19/22
20025	Severn River Daybeacon 13	LT EXT	12282	256MD	29/22
20315	Bodkin Point Shoal Light 3	REDUCED INT/STRUCT DMGD/TRLB	12278	128MD	15/22
20355	Bodkin Creek Daybeacon 12	STRUCT DEST/TRLB	12278	173MD	22/22
20515	North Point Creek Light 2	STRUCT DEST/TRLB	12278	272MD	39/20
21470	Cape Charles City Light 4	STRUCT DEST/TRLB	12224	061VA	14/22
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20

23375	Manokin River Junction Lighted Buoy MR	MISSING/TRLB	12231	074MD	08/22
23800	Webster Cove Channel Daybeacon 3	STRUCT DEST/TRLB	12261	064MD	19/21
23980	Nanticoke River Channel Light 6	STRUCT DMGD	12261	097MD	11/22
24055	Bivalve Channel Daybeacon 3	STRUCT DEST/TRLB	12261	228MD	26/22
24105	Nanticoke River Channel Light 22	STRUCT DEST/TRLB	12261	096MD	11/22
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRUB	12261	123MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19
25235	Choptank River Daybeacon 57	STRUCT DEST	12268	145DB	27/22
25465	Tred Avon River Daybeacon 12	DAYMK MISSING	12266	237MD	28/22
25470	Tred Avon River Light 13	DAYMK MISSING	12266	236MD	28/22
25850	Tilghman Island Harbor Daybeacon 4	STRUCT DEST/TRLB	12266	162MD	19/22
26185	St. Michaels Harbor Entrance Light 2SM	LT EXT/STRUCT DMGD/TRLB	12270	135MD	17/22
26335	Prospect Bay Light 1P	DAYMK MISSING	12270	246MD	29/22
27435	Sassafras River Light 2SR	DAYMK MISSING	12274	247MD	29/22
27440	Sassafras River Light 3A	LT EXT	12274	139MD	17/22
27440	Sassafras River Light 3A	LT EXT	12274	192MD	23/22
27500	Sassafras River Light 10	LT EXT/DAYMK MISSING	12274	141MD	17/22
27505	Sassafras River Daybeacon 12	STRUCT DMGD	12274	142MD	17/22
27545	Aberdeen Proving Ground Channel Buoy 6	MISSING	12274	137MD	17/22
27995	Oregon Inlet Jetty Light	DAYMK MISSING	12204	166NC	19/21
28131	Oregon Inlet Channel Light 37	STRUCT DEST/TRUB	12204	224NC	28/21
28141	Oregon Inlet Channel Light 41	STRUCT DEST/TRLB	12204	198NC	23/22
28245	Old House Channel Daybeacon 5	STRUCT DEST/TRUB	12204	220NC	26/22
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	MISSING	11555	NONENC	37/19
28667	Hatteras Inlet Lighted Buoy 8	MISSING	11555	NONENC	37/19
28722.3	Barney Slough Channel Lighted Buoy 6	TRLB	11555	353NC	45/21
28722.7	Barney Slough Channel Lighted Buoy 10	TRLB	11555	362NC	38/20
28790	Hatteras Inlet Channel Light 25	STRUCT DEST/TRLB	11555	232NC	29/21
28800	Hatteras Inlet Channel Daybeacon 27	STRUCT DEST/TRUB	11555	272NC	29/22
28825	Rollinson Channel Light 33	STRUCT DEST/TRLB	11555	292NC	37/21
28900	Ocracoke Inlet Lighted Buoy 1	LT EXT	11550	142NC	18/22
28905	Ocracoke Inlet Lighted Buoy 2	BUOY DMGD/LT EXT	11550	142NC	18/22
28910	Ocracoke Inlet Lighted Buoy 3	MISSING	11550	279NC	31/22
28920	Ocracoke Inlet Lighted Buoy 6	MISSING	11550	101NC	12/21
28925	Ocracoke Inlet Buoy 7	MISSING	11550	102NC	12/21
28930	Ocracoke Inlet Lighted Buoy 10	MISSING	11550	103NC	12/21
28964	Teaches Hole Channel Lighted Buoy 27	MISSING	11550	159NC	20/22
29183	Barden Inlet Warning Buoy AA	MISSING	11545	136NC	18/22
29710	New River Inlet Buoy 9	MISSING	11541	166NC	08/22
29735	New River Channel Light 12	STRUCT DEST/TRLB	11541	494NC	31/20
29740	New River Channel Light 13	STRUCT DMGD/TRLB	11541	078NC	11/19
29995	New Topsail Inlet Buoy 3	MSLD SIG	11541	270NC	29/22
30000	New Topsail Inlet Buoy 4	MSLD SIG	11541	270NC	29/22
30010	New Topsail Inlet Buoy 5	MISSING	11541	190NC	22/22
30335	**Bald Head Shoal Channel Range Rear Light**	**LT EXT**	**11534**	**289NC**	**32/22**
30420	Oak Island Channel Light 2	STRUCT DEST/TRLB	11534	274NC	29/22

30560	**Reaves Point Channel Range Rear Light**	**LT EXT**	**11534**	**290NC**	**32/22**
30645	**Lower Midnight Channel North Range Rear Light**	**LT EXT**	**11534**	**291NC**	**32/22**
30794	**Lower Brunswick South Range Rear Light**	**LT EXT**	**11537**	**292NC**	**32/22**
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	11537	024NC	16/20
30985	Northeast Cape Fear River Light 4	STRUCT DEST/TRLB	11537	098NC	11/21
30990	Northeast Cape Fear River Light 6	STRUCT DEST/TRLB	11537	097NC	11/21
31010	Lockwoods Folly Inlet Lighted Buoy 1	MSLD SIG	11534	386NC	31/22
31015	Lockwoods Folly Inlet Lighted Buoy 2	MSLD SIG	11534	387NC	31/22
31020	Lockwoods Folly Inlet Buoy 3	MSLD SIG	11534	388NC	31/22
31025	Lockwoods Folly Inlet Buoy 4	MSLD SIG	11534	389NC	31/22
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31360	Durant Island Daybeacon 1D	STRUCT DMGD	12204	390NC	39/21
32015	Stumpy Point Harbor Lighted Wreck Buoy WR1SP	LT EXT/TRUB	12204	075NC	08/22
32137	Long Shoal Lighted Wreck Buoy WR2	MISSING	11555	057NC	06/21
32145	Gull Shoal Light GS	STRUCT DEST/TRLB	11548	090NC	40/18
32250	Avon Channel Warning Light AV	STRUCT DEST	11555	NONENC	38/19
32295	Frisco Approach Light 4	MISSING/STRUCT DEST/TRLB	11555	355NC	42/19
32340	Oliver Reef Light	STRUCT DEST/TRLB	11555	277NC	30/22
32370	Royal Shoal Light 3	DAYMK MISSING	11552	315NC	41/21
32855	Pungo River Junction Light PR	STRUCT DEST/TRLB	11553	133NC	17/22
33000	Pungo River Channel Light 13	LT EXT	11553	NONENC	30/22
33320	**Broad Creek Entrance Light 1**	**LT EXT**	**11554**	**NONENC**	**32/22**
33470	Bay River Daybeacon 20	STRUCT DEST/TRUB	11548	282NC	31/22
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
34290	Trent River Daybeacon 12	STRUCT DEST/TRUB	11552	164NC	18/21
34315	Trent River Lighted Wreck Buoy 20	OFF STA/HAZ NAV/TRLB	11552	084NC	10/22
34970	**Manasquan River Daybeacon 8**	**STRUCT DEST/TRLB**	**12324**	**167DB**	**32/22**
35090	**New Jersey Intracoastal Waterway Buoy 33**	**MISSING**	**12324**	**172DB**	**32/22**
35175	New Jersey Intracoastal Waterway Lighted Buoy 48	MISSING	12324	032DB	07/22
35235	New Jersey Intracoastal Waterway Daybeacon 63	STRUCT DMGD/TRUB	12324	145DB	27/22
35290	New Jersey Intracoastal Waterway Buoy 75	OFF STA	12324	153DB	29/22
35465	**New Jersey Intracoastal Waterway Lighted Buoy 116**	**OFF STA**	**12316**	**168DB**	**32/22**
35537	New Jersey Intracoastal Waterway Buoy 130A	OFF STA	12316	136DB	26/22
35800	**New Jersey Intracoastal Waterway Buoy 197**	**MISSING**	**12316**	**175DB**	**32/22**
36425	New Jersey Intracoastal Waterway Daybeacon 384	STRUCT DMGD/TRLB	12316	109DB	20/22
36720	New Jersey Intracoastal Waterway Daybeacon 479	STRUCT DEST/TRUB	12316	082DB	16/21
36770	Schellenger Landing Daybeacon 1	HAZ NAV/STRUCT DMGD/TRUB	12317	152DB	29/22

36790	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
37195	Great Bridge to Albemarle Sound Light 11	STRUCT DEST/TRLB	12206	109VA	25/22
37595	Great Bridge to Albemarle Sound Warning Daybeacon	STRUCT DEST/TRLB	12206	294NC	37/21
37820	Great Bridge to Albemarle Sound Light 173	STRUCT DEST/TRLB	11553	061NC	05/22
37925	Alligator River Light 37	STRUCT DEST/TRLB	11553	385NC	31/22
38090	Pungo River Channel Light 13	LT EXT	11553	NONENC	30/22
38140	Pungo River Junction Light PR	STRUCT DEST/TRLB	11553	133NC	17/22
38210	Goose Creek Light 19	STRUCT DEST/TRLB	11553	215NC	25/22
38360	**Adams Creek Daybeacon 14**	**STRUCT DEST/TRUB**	**11541**	**288NC**	**32/22**
38625	Morehead City Harbor Channel Daybeacon 8	STRUCT DEST/TRUB	11547	155NC	20/22
38725	Causeway Channel Daybeacon 3	STRUCT DEST/TRUB	11547	248NC	26/22
39620	New River - Cape Fear River Light 127	STRUCT DEST/TRLB	11541	112NC	13/22
39650	New River - Cape Fear River Daybeacon 135	STRUCT DEST/TRLB	11541	144NC	19/22
39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB	11541	193NC	23/22
39660	New River - Cape Fear River Daybeacon 138	STRUCT DEST/TRLB	11541	195NC	23/22
39700	New River - Cape Fear River Daybeacon 149	STRUCT DEST/TRUB	11534	128NC	16/22
39715	New River - Cape Fear River Daybeacon 152	STRUCT DEST/TRUB	11534	234NC	26/22
39745	New River - Cape Fear River Daybeacon 157	STRUCT DEST/TRUB	11534	251NC	31/21
39750	New River - Cape Fear River Daybeacon 159	STRUCT DEST/TRUB	11534	251NC	52/21
39857	New River - Cape Fear River Light 168	STRUCT DEST/TRLB	11534	366NC	42/21
39860	New River - Cape Fear River Daybeacon 170	STRUCT DEST	11534	139NC	18/22
39865	New River - Cape Fear River Daybeacon 172	STRUCT DEST/TRLB	11534	385NC	49/21
39920	**Lower Midnight Channel North Range Rear Light**	**LT EXT**	**11534**	**291NC**	**32/22**
39940	**Reaves Point Channel Range Rear Light**	**LT EXT**	**11534**	**290NC**	**32/22**
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB	11534	161NC	19/20
40060	Cape Fear River - Little River Light 7	STRUCT DEST/TRLB	11534	477NC	51/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRLB	11534	169NC	20/20
40110	Cape Fear River - Little River Daybeacon 28	STRUCT DEST/TRUB	11534	406NC	01/22
40130	Cape Fear River - Little River Daybeacon 36	STRUCT DEST/TRUB	11534	276NC	34/21
40285	Cape Fear River - Little River Daybeacon 63	STRUCT DEST/TRUB	11534	235NC	27/20
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	11534	306NC	27/20
40315	Cape Fear River - Little River Daybeacon 73	STRUCT DEST/TRUB	11534	178NC	20/21
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	11534	307NC	32/20
40330	Cape Fear River - Little River Light 78	STRUCT DEST/TRLB	11534	214NC	24/20
40335	Cape Fear River - Little River Daybeacon 80	STRUCT DEST/TRUB	11534	485NC	49/19
40360	Cape Fear River - Little River Light 85	STRUCT DEST/TRLB	11534	378NC	40/20
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	11534	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	11534	334NC	32/20
40435	Cape Fear River - Little River Light 111	DAYMK MISSING	11534	238NC	26/22

40440	Cape Fear River - Little River Daybeacon 113	STRUCT DEST/TRUB	11534	217NC	25/22
40455	Cape Fear River - Little River Light 117	STRUCT DEST/TRLB	11534	407NC	42/20
40460	Cape Fear River - Little River Light 119	STRUCT DEST/TRLB	11534	277NC	34/21

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1190	Absecon Inlet Lighted Buoy 5	RELIGHTED	12316	161DB	31/22	32/22
1485	Delaware Bay Approach Lighted Whistle Buoy CH	RESET ON STATION	12214	156DB	29/22	32/22
2450	Liston Range Rear Light	RELIGHTED	12311	174DB	32/22	32/22
2510	Baker Range Rear Light	RELIGHTED	12311	169DB	32/22	32/22
2730	New Castle Range Front Light	WATCHING PROPERLY	12311	170DB	32/22	32/22
3860	Upper Delaware River Channel Lighted Buoy 30	RELIGHTED	12314	176DB	32/22	32/22
7685	Chesapeake Channel Lighted Buoy 80	RELIGHTED	12266	283MD	31/22	32/22
10495	Little Creek Harbor Range Front Light	RELIGHTED	12255	124VA	28/22	32/22
12385	James River Channel Lighted Buoy 89	RELIGHTED	12251	094VA	23/22	32/22
12425	James River Channel Lighted Buoy 93	RELIGHTED	12252	095VA	23/22	32/22
28865	Rollinson Channel Light 42RC	WATCHING PROPERLY	11555	161NC	20/22	32/22
29070.2	Big Foot Slough Channel Buoy 10C	RESET ON STATION	11550	121NC	15/22	32/22
34830	Beaufort Harbor Channel Daybeacon 8	REBUILT/RECOVERED	11547	NONENC	05/22	32/22
36515	New Jersey Intracoastal Waterway Buoy 416	RESET ON STATION	12316	171B	32/22	32/22
38295	Adams Creek Buoy 2	RESET ON STATION	11541	284NC	32/22	32/22
38440	Russell Slough Junction Light RS	REBUILT/RECOVERED	11541	138NC	18/22	32/22
38652	Money Island Channel Buoy 2	RESET ON STATION	11547	273NC	29/22	

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
192	DE Wave Lighted Buoy A	MISSING	12214	NONEDB	18/21	
627	Cape Hatteras Lighted Wave Buoy CDIP 250	OFF STA	11555	404NC	52/21	
958	Barnegat Light	LT EXT	12324	247DB	01/22	
1350	Ship Channel Buoy 6	OFF STA	12316	091DB	18/22	
1355	Ship Channel Buoy 7	ADRIFT	12316	168DB	34/20	
2973	Dupont Chambers Diffuser Warning Lighted Buoy A	MISSING	12311	122DB	27/21	
7840	Bay Bridge Marina Light 1	LT IMCH/DAYMK DMGD	12270	248MD	29/22	
7845	Bay Bridge Marina Light 2	LT EXT	12270	249MD	29/22	
7850	Bay Bridge Marina Light 3	LT EXT	12270	250MD	29/22	
7855	Bay Bridge Marina Light 4	LT IMCH	12270	251MD	29/22	
7860	Bay Bridge Marina Light 5	LT IMCH	12270	252MD	29/22	
7865	Bay Bridge Marina Light 6	LT IMCH	12270	253MD	29/22	
7875	Bay Bridge Marina Light 8	LT IMCH	12270	254MD	29/22	
7915	Sandy Point State Park Daybeacon 3	MSLD SIG	12282	204MD	33/20	
7925	Sandy Point State Park Buoy 5	MSLD SIG/BUOY DMGD	12282	205MD	33/20	
7940	Sandy Point State Park Danger Marker C	DAYMK MISSING	12282	208MD	33/20	
7957.7	Sandy Point State Park North Beach Buoy 7	MISSING	12270	206MD	33/20	
7957.8	Sandy Point State Park North Beach Buoy 8	MISSING	12270	207MD	33/20	
9310	Thimble Shoal Light	LT EXT	12245	172VA	33/21	

9800	Portsmouth Marine Terminal Range Front Light	LT EXT	12253	217VA	43/21
9805	Portsmouth Marine Terminal Range Rear Light	LT EXT	12253	217VA	43/21
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13
10156	Crab Creek Entrance Buoy 2CC	ADRIFT	12254	259VA	50/20
10157	Crab Creek Wreck Buoy WR3A	OFF STA	12254	182VA	35/20
10157.05	Crab Creek Buoy 7	MISSING	12254	086VA	21/21
10157.06	Crab Creek Buoy 8	MISSING	12254	086VA	21/21
10190	Lynnhaven River Western Branch Daybeacon 3	DAYMK MISSING	12254	103VA	24/20
10195	Lynnhaven River Western Branch Daybeacon 4	DAYMK MISSING	12254	104VA	24/20
10200	Lynnhaven River Western Branch Daybeacon 5	DAYMK MISSING	12254	NONEVA	37/21
10205	Lynnhaven River Western Branch Daybeacon 6	MSLD SIG	12254	105VA	24/20
10220	Lynnhaven River Western Branch Buoy 9	DAYMK DMGD	12254	NONEVA	37/21
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17
10245	Lynnhaven River Western Branch Daybeacon 14	STRUCT DEST	12254	106VA	24/20
10260	Lynnhaven River Western Branch Daybeacon 17	DAYMK MISSING	12254	NONEVA	37/21
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17
10331.25	Lynnhaven River Western Branch Daybeacon 58	DAYMK MISSING	12222	NONEVA	37/21
10332	Lynnhaven River Eastern Branch Buoy 1EB	MISSING	12254	057VA	13/22
10332.01	Lynnhaven River Eastern Branch Buoy 2EB	MISSING	12254	113VA	24/21
10332.03	Lynnhaven River Eastern Branch Buoy 2A	MISSING	12254	057VA	13/22
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19
10332.3	Lynnhaven River Eastern Branch Daybeacon 5	DAYMK MISSING	12222	115VA	24/21
10333	Lynnhaven River Eastern Branch Daybeacon 14	STRUCT DEST	12222	108VA	24/20
10333.12	Lynnhaven River Eastern Branch Gills Cove Daybeacon 4	DAYMK MISSING	12222	NONE VA	37/21
10333.13	Lynnhaven River Eastern Branch Gills Cove Daybeacon 6	DAYMK MISSING	12222	NONEVA	37/21
10333.2	Lynnhaven River Eastern Branch Daybeacon 17	DAYMK MISSING	12222	NONEVA	37/21
10334.6	Lynnhaven River Eastern Branch Daybeacon 37	DAYMK MISSING	12222	NONEVA	37/21
10334.7	Lynnhaven River Eastern Branch Daybeacon 38	DAYMK MISSING	12222	NONEVA	37/21
10334.8	Lynnhaven River Eastern Branch Daybeacon 40	DAYMK MISSING	12222	NONEVA	37/21
10334.9	Lynnhaven River Eastern Branch Daybeacon 42	DAYMK MISSING	12222	NONEVA	37/21
10762.02	Lafayette River Northern Branch Daybeacon 2	DAYMK MISSING	12245	179HR	26/19
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	180HR	33/17
10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	181HR	33/17

10762.08	Lafayette River Northern Branch Daybeacon 8	DAYMK IMCH	12245	270HR	37/19
12055	Virginia Power Groin Light A	LT EXT	12253	021VA	03/20
12060	Virginia Power Groin Light B	LT EXT	12253	008VA	03/20
12143.7	Barrets Point Daybeacon 3	DAYMK IMCH	12251	NONEVA	35/20
12143.75	Barrets Point Daybeacon 4	DAYMK IMCH	12251	NONEVA	48/20
12143.85	Barrets Point Light 5	DAYMK IMCH	12251	NONEVA	48/20
12143.9	Barrets Point Light 6	DAYMK IMCH	12251	NONEVA	48/20
12645	James River Bermuda 100 Light A	LT EXT	12252	369HR	28/18
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12850	Salt Ponds Daybeacon 2	DAYMK MISSING	12222	NONEVA	25/22
12855	Salt Ponds Daybeacon 3	DAYMK MISSING	12222	NONEVA	14/21
12860	Salt Ponds Daybeacon 4	DAYMK MISSING	12222	057VA	12/21
12949	Back River South Channel Daybeacon 1	STRUCT DEST	12222	215VA	42/20
12957	Back River South Channel Junction Daybeacon B	STRUCT DEST	12238	315HR	22/18
12962	Back River South Channel Junction Daybeacon WC	STRUCT DEST	12222	075VA	20/22
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
14585	Milford Haven East Channel Lighted Buoy 4A	OFF STA	12235	113VA	25/22
14600	Milford Haven East Channel Light 7	STRUCT DEST	12235	117VA	27/22
15003	Broad Creek Southern Branch Daybeacon 2S	DAYMK MISSING	12235	100VA	23/20
15005	Broad Creek Northern Branch Daybeacon 1N	MISSING	12235	107HR	20/19
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	108HR	20/19
15015	Broad Creek Northern Branch Daybeacon 4	MISSING	12235	109HR	20/19
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
16565	Lake Conoy Warning Daybeacon C	STRUCT DEST	12233	088MD	23/20
16612	Coan River Marina Buoy 1	MISSING	12233	081MD	21/21
16613	Coan River Marina Buoy 2	MISSING	12233	191MD	23/22
16912	Maryland Historical Trust Mooring Buoy	MISSING	12233	106MD	23/21
16972	Glebe Creek Daybeacon 3	DAYMK MISSING	12286	169MD	30/21
16972.5	Glebe Creek Daybeacon 4	DAYMK MISSING	12286	149MD	30/20
17495	Harbor View Daybeacon 6	DAYMK MISSING	12286	NONEMD	30/21
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD	12288	184MD	33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING	12288	186MD	33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB	12288	183MD	24/19
18013.8	Aquia Creek Daybeacon 29	MISSING/STRUCT DEST	12288	182MD	33/20
18251	Neabsco Creek Channel Lighted Buoy 1	LT IMCH	12289	278MD	31/22
18251.1	Neabsco Creek Channel Lighted Buoy 2	LT IMCH	12289	279MD	24/20
18251.2	Neabsco Creek Channel Lighted Buoy 3	LT IMCH	12289	280MD	31/22
18251.3	Neabsco Creek Channel Lighted Buoy 4	LT IMCH	12289	281MD	31/22
18530	Piscataway Creek Daybeacon 7	DAYMK MISSING	12289	082MD	21/21
18535	Piscataway Creek Daybeacon 8	DAYMK MISSING	12289	083MD	21/21

18540	Piscataway Creek Warning Daybeacon A	STRUCT DEST	12289	084MD	21/21
18545	Piscataway Creek Warning Daybeacon B	STRUCT DEST	12289	085MD	21/21
18601.01	National Harbor Channel Light 3	LT EXT/STRUCT DMGD	12289	100MD	01/21
18601.02	National Harbor Channel Light 4	LT EXT	12289	216MD	25/22
18601.06	National Harbor Channel Light 8	LT EXT	12289	186MD	32/21
18657	Mirant Potomac River LLC Light A	LT EXT	12289	236MD	40/21
18659	Mirant Potomac River LLC Light B	LT EXT	12289	237MD	40/21
18965	Mill Creek (Patuxent River) Daybeacon 7	STRUCT DEST/TRLB	12284	130MD	27/21
18980	Mill Creek (Patuxent River) Buoy 11	MISSING	12284	086MD	15/21
19223	Battle Creek Channel Daybeacon 4	OFF STA/STRUCT DEST/HAZ NAV/TRLB	12264	214MD	30/21
19270	Chalk Point Cable Crossing Tower Light A	LT EXT	12264	212MD	36/21
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	211MD	36/21
19279	Chalk Point Tower Light C	LT EXT	12264	213MD	36/21
19350	South Herrington Harbour Range Rear Light	REDUCED INT	12266	144MD	28/21
19355	South Herrington Harbour Entrance Light 1	REDUCED INT	12266	144MD	28/21
19430	Herrington Harbour North Light 1	LT EXT	12266	146MD	28/21
19435	Herrington Harbour North Light 2	LT EXT	12266	147MD	28/21
19845	Chesapeake Harbor Buoy 3	MSLD SIG	12282	NONEMD	33/20
19850	Chesapeake Harbor Buoy 4	MISSING	12282	136MD	29/20
19855	Chesapeake Harbor Buoy 5	MISSING	12282	205MD	29/20
19855	Chesapeake Harbor Buoy 5	OFF STA	12282	205MD	24/22
19860	Chesapeake Harbor Buoy 6	MSLD SIG	12282	NONEMD	33/20
19865	Chesapeake Harbor Buoy 7	MISSING	12282	204MD	29/20
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT EXT	12282	273MD	24/22
19875	Chesapeake Harbor Jetty Light 9	LT IMCH/DAYMK MISSING	12282	206MD	30/19
19920	Spa Creek Anchorage Buoy A	MISSING	12283	139MD	29/20
19925	Spa Creek Anchorage Buoy B	MISSING	12283	140MD	29/20
19930	Spa Creek Anchorage Buoy C	MISSING	12283	141MD	29/20
20067	Sharps Point Light	LT EXT	12283	179MD	31/21
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20430	Pennwood Channel Range Front Light	LT EXT	12278	178MD	16/20
20580	Sparrows Point Ore Pier Lights (2)	REDUCED INT	12278	183MD	31/21
20600	Sparrows Point Bulkhead Light A	LT EXT	12281	176MD	31/21
20605	Sparrows Point Bulkhead Light B	LT EXT	12281	177MD	31/21
20610	**Sparrows Point Bulkhead Light C**	**LT EXT**	**12278**	**290MD**	**32/22**
20630	Sparrows Point Drydock Light P4	LT EXT	12278	175MD	31/21
20975	CSX Coal Pier Dolphin Light A	LT EXT	12281	NONEMD	22/22
20995	CSX Ore Pier Obstruction Light E	STRUCT DEST	12278	174MD	22/22
21195	Fairfield Channel Range Front Light	LT EXT	12281	186MD	23/22
21200	Fairfield Channel Range Rear Light	LT EXT	12281	187MD	23/22
21535	Kings Creek Channel Daybeacon 3	DAYMK MISSING	12224	194VA	38/21
21550	Kings Creek Channel Daybeacon 8	LT EXT	12224	032VA	07/22
24562	Wallace Creek Daybeacon 4	STRUCT DEST	12261	078MD	20/20
25070	Choptank Fishing Pier Warning Daybeacon C	DAYMK MISSING	12268	224MD	34/20

25735	Solitude Creek Daybeacon 1	LT IMCH	12266	092MD	10/22
26135	Wye River Daybeacon 5	STRUCT DEST/TRUB	12270	124MD	14/22
26343.9	**Greenwood Creek Buoy 13**	**OFF STA**	**12270**	**293MD**	**32/22**
26517	Panhandle Point Lighted Data Buoy A	MISSING	12270	268MD	38/20
26525	Castle Harbor Marina Channel Light 1	DAYMK IMCH	12272	191MD	33/20
26535	Castle Harbor Marina Channel Daybeacon 3	DAYMK IMCH	12272	192MD	33/20
26540	Castle Harbor Marina Channel Daybeacon 4	STRUCT DEST/MSLD SIG/TRLB	12272	193MD	33/20
26545	Castle Harbor Marina Channel Daybeacon 5	STRUCT DEST/MSLD SIG/DAYMK IMCH/TRUB	12272	194MD	33/20
26550	Castle Harbor Marina Channel Daybeacon 6	STRUCT DEST/MSLD SIG/TRUB	12272	195MD	33/20
26555	Castle Harbor Marina Channel Daybeacon 7	DAYMK IMCH/TRUB	12272	196MD	33/20
26560	Castle Harbor Marina Channel Daybeacon 8	STRUCT DEST/MSLD SIG/TRUB	12272	197MD	33/20
26667	Grays Inn Creek Lighted Data Buoy B	MISSING	12272	278MD	39/20
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD/TRUB	12272	267MD	44/17
26757	Jarrett Creek Lighted Data Buoy D	MISSING	12272	258MD	38/20
26847	Foremans Branch Lighted Data Buoy F	MISSING	12272	251MD	38/20
26876	Swan Creek Buoy 15	OFF STA	12272	210MD	24/22
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
27115	Glenmar Lighted Race Buoy S	MISSING	12278	046MD	06/22
27896	Elk River - Welch Point Buoy 2	OFF STA	12277	077MD	08/22
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31090	Shallotte Inlet Buoy 3	MISSING	11534	259NC	29/19
31350	Colington Harbor Entrance Daybeacon 3	STRUCT DEST	12205	NONENC	30/17
31416	Whitehall Shores Channel Light 1	LT EXT	12206	264NC	32/21
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
31550	Albemarle Plantation Marina Daybeacon 3	STRUCT DEST	12205	NONENC	27/22
33260	Texasgulf Entrance Daybeacon 1	STRUCT DMGD	11554	424NC	46/19
33265	Texasgulf Entrance Daybeacon 2	STRUCT DMGD	11554	425NC	46/19
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
36777	Cape May Village Daybeacon 1	HAZ NAV/STRUCT DMGD	12316	151DB	28/22
39150	Cow Creek Channel Daybeacon 9	DAYMK MISSING/STRUCT DMGD	11541		16/22
39463	Sears Landing Channel Daybeacon 1	MISSING	11541	268NC	30/19
39621.4	Bradley Creek Daybeacon 4	DAYMK MISSING	11541	391NC	32/17
39621.9	Bradley Creek Light 9	LT IMCH	11541	414NC	34/17
39623.3	Bradley Creek Light 14	DAYMK IMCH	11541	487NC	40/17
39847.4	Carolina Beach State Park Daybeacon 5	DAYMK MISSING	11537	289NC	33/19
	Barretts Point Lighted Buoy 2	OFF STA	12251	NONEVA	31/20
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
	Coopers Creek Daybeacon 1 / DNR1250	STRUCT DEST	12285	056MD	18/20

Deep Water Point Light 2	LT EXT	12316	331DB	47/19
Elizabeth River Eastern BR Water Main South Lt	STRUCT DMGD	12253	125VA	27/20
Franklin Street Boat Ramp Light 2	LT EXT	12266	353MD	45/19
Gardner Creek Daybeacon 2	STRUCT DEST	12286	081MD	21/20
Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
Great Marsh Boat Ramp Light 1	LT EXT	12266	352MD	45/19
Hambleton Cove Daybeacon 1	DAYMK MISSING	12270	NONEMD	43/20
Hambleton Cove Daybeacon 3	DAYMK MISSING	12270	302MD	41/20
Hambleton Cove Daybeacon 5	DAYMK MISSING	12270	302MD	41/20
Hungerford Creek Buoy 1	MISSING	12264	NONEMD	23/21
Island Creek Buoy 10	MISSING	12272	255MD	38/20
Island Creek Buoy 12	MISSING	12272	256MD	38/20
Island Creek Buoy 14	MISSING	12272	257MD	38/20
Lake Placid Ch Buoy 1	MISSING	12278	201MD	24/22
Royal Beach Association Buoy	MISSING	12282	065MD	18/20
Scuffletown Creek Buoy 2	MISSING	12206	132VA	29/22
Taylor Crk Dbn 3	STRUCT DEST/HAZ NAV	12226	204HR	09/18
Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
26830	Chester River Channel Buoy 43	RESET ON STATION	12272	225MD	38/21	32/22
27255	Upper Gunpowder River Buoy 7	WATCHING PROPERLY	12274	159MD	31/20	32/22
27275	Upper Gunpowder River Buoy 11	WATCHING PROPERLY	12274	321MD	31/20	32/22
27896	Elk River - Welch Point Buoy 2	WATCHING PROPERLY	12277	244MD	28/22	32/22
27896.01	Elk River - Welch Point Buoy 4	WATCHING PROPERLY	12277	244MD	28/22	32/22
27896.02	Elk River - Welch Point Buoy 6	WATCHING PROPERLY	12277	244MD	28/22	32/22
27896.03	Elk River - Welch Point Buoy 7	WATCHING PROPERLY	12274	244MD	28/22	32/22
27896.04	Elk River - Welch Point Buoy 8	WATCHING PROPERLY	12274	244MD	28/22	32/22
27896.05	Elk River - Welch Point Buoy 9	WATCHING PROPERLY	12274	244MD	28/22	32/22
	Gosnold Hope Channel Daybeacon 2	WATCHING PROPERLY	12222	NONEHR	07/18	32/22

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
2095	Rehoboth Bay Channel Buoy 1	DISCONTINUED	12216	219D5	16/21	
2315	Murderkill River Buoy 2	DISCONTINUED	12304	217D5	16/21	
2320	Murderkill River Buoy 3	DISCONTINUED	12304	217D5	16/21	

2330	Murderkill River Buoy 4	DISCONTINUED	12304	217D5	16/21
2335	Murderkill River Buoy 5	DISCONTINUED	12304	217D5	16/21
2337	Murderkill River Buoy 6	DISCONTINUED	12304	217D5	16/21
4095	Upper Delaware River Channel Lighted Buoy 65	RELOCATED FOR DREDGING	12314	343D5	28/22
4135	Upper Delaware River Channel Lighted Buoy 69	RELOCATED FOR DREDGING	12314	343D5	28/22
4155	Upper Delaware River Channel Lighted Buoy 71	RELOCATED FOR DREDGING	12314	342D5	28/22
9205	Thimble Shoal Channel Lighted Bell Buoy 1TS	RELOCATED FOR DREDGING	12222	138D5	11/22
9210	Thimble Shoal Channel Lighted Buoy 2	RELOCATED FOR DREDGING	12254	138D5	11/22
9215	Thimble Shoal Channel Lighted Buoy 3	RELOCATED FOR DREDGING	12222	138D5	11/22
9220	Thimble Shoal Channel Lighted Buoy 4	RELOCATED FOR DREDGING	12254	138D5	11/22
9225	Thimble Shoal Channel Lighted Buoy 5	RELOCATED FOR DREDGING	12245	138D5	11/22
9230	Thimble Shoal Channel Lighted Buoy 6	RELOCATED FOR DREDGING	12254	138D5	11/22
9235	Thimble Shoal Channel Lighted Buoy 7	RELOCATED FOR DREDGING	12254	143D5	11/22
9240	Thimble Shoal Channel Lighted Gong Buoy 8	RELOCATED FOR DREDGING	12254	143D5	11/22
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	004D5	06/20
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	004D5	06/20
9265	Thimble Shoal Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12254	060D5	06/20
9270	Thimble Shoal Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12254	060D5	06/20
9520	Elizabeth River Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12245	518D5	49/19
9525	Elizabeth River Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12245	518D5	49/19
9535	Elizabeth River Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12245	518D5	49/19
9540	Elizabeth River Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12245	518D5	49/19
9545	Elizabeth River Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	518D5	49/19
9595	Elizabeth River Channel Lighted Buoy 17	RELOCATED FOR DREDGING	12245	518D5	49/19
9600	Elizabeth River Channel Lighted Buoy 18	RELOCATED FOR DREDGING	12245	518D5	49/19
9605	Elizabeth River Channel Lighted Buoy 19	RELOCATED FOR DREDGING	12245	518D5	49/19
9625	Elizabeth River Channel Lighted Buoy 21	RELOCATED FOR DREDGING	12245	518D5	49/19
28736	Hatteras Inlet Channel Buoy 15	DISCONTINUED FOR DREDGING	11555	384D5	31/22
28753	Hatteras Inlet Channel Lighted Buoy 17	DISCONTINUED FOR DREDGING	11555	384D5	31/22
29276	Beaufort Inlet Channel Lighted Buoy 3	RELOCATED FOR DREDGING	11545	313D5	25/22
29284	Beaufort Inlet Channel Lighted Buoy 7	RELOCATED FOR DREDGING	11547	313D5	25/22
29288	Beaufort Inlet Channel Lighted Buoy 9	RELOCATED FOR DREDGING	11547	313D5	25/22
29294	Beaufort Inlet Channel Lighted Buoy 11	RELOCATED FOR DREDGING	11547	313D5	25/22
29297	Beaufort Inlet Channel Lighted Buoy 12	RELOCATED FOR DREDGING	11547	313D5	25/22
29310	Beaufort Inlet Channel Lighted Buoy 14	DISCONTINUED FOR DREDGING	11547	331D5	26/22
29410	Morehead City Channel Lighted Buoy 15	RELOCATED FOR DREDGING	11547	323D5	26/22
29425	Morehead City Channel Lighted Buoy 17	RELOCATED FOR DREDGING	11547	323D5	26/22
29745	New River Channel Daybeacon 15	TRUB	11541	386D5	28/21

TEMPORARY CHANGES CORRECTED

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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

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

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER

Corrective Action	Object of Corrective Action	Position
	Main Panel 2245 NEW YORK HARBOR	CGD01
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3	at 40-41-09.001N 074-02-48.001W
	Green can	

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

11534 40th Ed. 01-SEP-19 Last LNM: 10/21 NAD 83 32/22

ChartTitle: **Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek**

CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A

			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 1		from 34-04-55.167N	077-51-42.279W
			to 34-04-52.681N	077-51-43.064W
			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 2		from 34-04-57.300N	077-51-42.894W
			to 34-04-54.164N	077-51-43.252W
			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 3		from 34-04-56.424N	077-51-56.335W
			to 34-04-55.265N	077-51-59.067W
			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 5		from 34-04-56.487N	077-52-21.100W
			to 34-04-55.617N	077-52-26.132W
			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 6		from 34-04-55.902N	077-52-23.229W
			to 34-04-58.402N	077-52-29.135W
			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 7		from 34-04-51.298N	077-52-32.941W
			to 34-04-51.816N	077-52-36.454W
			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 8		from 34-04-50.664N	077-52-38.333W
			to 34-04-46.954N	077-52-46.676W

11539 20th Ed. 01-SEP-14 Last LNM: 46/17 NAD 83 32/22

ChartTitle: **New River Inlet to Cape Fear**

Main Panel 500 NEW RIVER INLET TO CAPE FEAR NORTH CAROLINA. Page/Side: A

			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 1		from 34-04-55.167N	077-51-42.279W
			to 34-04-52.681N	077-51-43.064W
			CGD05	
RELOCATE	Carolina Beach Inlet Buoy 2		from 34-04-57.300N	077-51-42.894W
			to 34-04-54.164N	077-51-43.252W

11548 43rd Ed. 32/22

ChartTitle: **01-FEB-20 Last LNM: 46/17 NAD 83**
Pamlico Sound Western Part

Main Panel 512 PAMLICO SOUND WESTERN PART NORTH CAROLINA - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 11548 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "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.	--	--

11550 33rd Ed. 01-OCT-19 Last LNM: 46/17 NAD 83 32/22

ChartTitle: **Ocracoke Inlet and Part of Core Sound**

Main Panel 514 OCRACOKE INLET & PART OF CORE SOUND - -. Page/Side: -

		CGD05	
RELOCATE	Big Foot Slough Channel Buoy 10C	from 35-08-59.850N	076-00-40.200W
		to 35-09-01.157N	076-00-42.495W
		CGD05	
RELOCATE	Big Foot Slough Channel Buoy 10D	from 35-09-03.047N	076-00-41.698W
		to 35-09-08.750N	076-00-43.820W
		CGD05	
RELOCATE	Big Foot Slough Channel Buoy 9C	from 35-08-56.184N	076-00-40.368W
		to 35-08-53.581N	076-00-35.175W
		CGD05	
RELOCATE	Big Foot Slough Channel Lighted Buoy 11	from 35-09-08.818N	076-00-42.672W
		to 35-09-08.705N	076-00-43.820W
		NOS	
LAST EDITION	No new editions of chart 11550 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "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.	--	--

11552 22nd Ed. 01-FEB-18 Last LNM: 47/17 NAD 83 32/22

ChartTitle: **Neuse River and Upper Part of Bay River**

Main Panel 515 NEUSE RIVER AND UPPER PART OF BAY RIVER - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 11552 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "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.	--	--

11554 17th Ed. 01-JAN-12 Last LNM: 41/17 NAD 83 32/22

ChartTitle: **Pamlico River**

Main Panel 524 PAMLICO RIVER. Page/Side: N/A

		NOS	
LAST EDITION	No new editions of chart 11554 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "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.	--	--

11555 43rd Ed. 01-SEP-18 Last LNM: 18/19 NAD 83 32/22

ChartTitle: **Cape Hatteras-Wimble Shoals to Ocracoke Inlet**

Main Panel 525 CAPE HATTERAS WIMBLE SHOALS TO OCRACOKE INLET - -. Page/Side: -

		CGD05	
RELOCATE	Barney Slough Channel Buoy 12A	from 35-13-09.534N	075-44-20.130W
		to 35-13-12.138N	075-44-21.030W
		CGD05	
RELOCATE	Hatteras Inlet Channel Buoy 15	from 35-12-12.506N	075-43-50.013W
		to 35-12-12.594N	075-43-50.844W
		CGD05	
RELOCATE	Hatteras Inlet Channel Lighted Buoy 12A	from 35-12-23.040N	075-43-51.270W
		to 35-12-25.794N	075-43-49.716W
		CGD05	
RELOCATE	Hatteras Inlet Channel Lighted Buoy 17	from 35-12-10.751N	075-43-48.947W
		to 35-12-10.128N	075-43-47.760W
		NOS	
LAST EDITION	No new editions of chart 11555 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.	--	--

12204 **39th Ed.** **01-JUN-18** **Last LNM: 26/22** **NAD 83** **32/22**

ChartTitle: **Currituck Beach Light to Wimble Shoals**

Main Panel 527 CURRITUCK BEACH LT TO WIMBLE SHOALS - -. Page/Side: -

		CGD05	
RELOCATE	Oregon Inlet Channel Buoy 21	from 35-46-38.928N	075-32-40.344W
		to 35-46-34.209N	075-32-34.263W
		CGD05	
RELOCATE	Oregon Inlet Lighted Buoy 19	from 35-46-27.872N	075-32-28.964W
		to 35-46-26.256N	075-32-26.725W
		NOS	
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.	--	--

12205 **35th Ed.** **01-FEB-17** **Last LNM: 26/22** **NAD 83** **32/22**

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

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

		CGD05	
RELOCATE	Oregon Inlet Buoy 15	from 35-46-28.505N	075-32-23.512W
		to 35-46-26.700N	075-32-20.649W
		CGD05	
RELOCATE	Oregon Inlet Channel Buoy 21	from 35-46-38.928N	075-32-40.344W
		to 35-46-34.209N	075-32-34.263W
		CGD05	
RELOCATE	Oregon Inlet Lighted Buoy 19	from 35-46-27.872N	075-32-28.964W
		to 35-46-26.256N	075-32-26.725W

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

		NOS	
LAST EDITION	No new editions of chart 12205 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12216 **31st Ed.** **01-NOV-18** **Last LNM: 52/21** **NAD 83** **32/22**

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

Main Panel 555 CAPE HENLOPEN TO INDIAN RIVER INLET - -. Page/Side: -

		NOS	
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.	--	--

12224 **28th Ed.** **01-DEC-18** **Last LNM: 45/17** **NAD 83** **32/22**

ChartTitle: **Chesapeake Bay Cape Charles to Wolf Trap**

Main Panel 562 CHESAPEAKE BAY CAPE CHARLES TO WOLF TRAP - -. Page/Side: -

		NOS	
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.	--	--

12226 **20th Ed.** **01-NOV-20** **Last LNM: 45/17** **NAD 83** **32/22**

ChartTitle: **Chesapeake Bay Wolf Trap to Pungoteague Creek**

Main Panel 564 CHESAPEAKE BAY WOLF TRAP TO PUNGOTEAGUE CREEK - -. Page/Side: -

		NOS	
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.	--	--

12228 **36th Ed.** **01-JUL-20** **Last LNM: 41/17** **NAD 83** **32/22**

ChartTitle: **Chesapeake Bay Pocomoke and Tangier Sounds**

Main Panel 566 CHESAPEAKE BAY POCOMOKE AND TANGIER SOUNDS - -. Page/Side: -

		NOS	
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.

12231 **32nd Ed.** **01-JUN-19** **Last LNM: 24/17** **NAD 83** **32/22**

ChartTitle: **Chesapeake Bay Tangier Sound Northern Part**

Main Panel 569 TANGIER SOUND - NORTHERN PART - -. Page/Side: -

		NOS	
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.	--	--

12233 **39th Ed.** **01-SEP-17** **Last LNM: 40/17** **NAD 83** **32/22**

ChartTitle: **Potomac River Chesapeake Bay to Piney Point**

Main Panel 570 POTOMAC RIVER-CHESAPEAKE BAY TO PINEY POINT - -. Page/Side: -

		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** **32/22**

ChartTitle: **Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers**

Main Panel 571 RAPPAHANNOCK RIVER ENTRNCE PIANKATANK-GREAT WICOMICO RIVERS - -. Page/Side: -

		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** **32/22**

ChartTitle: **James River Jamestown Island to Jordan Point**

Main Panel 589 JAMES RIVER JAMESTOWN ISLAND TO JORDAN POINT. Page/Side: N/A

		NOS	
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** **32/22**

ChartTitle: **James River Jordan Point to Richmond**

Main Panel 590 JAMES RIVER JORDAN POINT TO RICHMOND. Page/Side: N/A

		NOS	
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** **32/22**

ChartTitle: **Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay**

Main Panel 598 HONGA NANTICOKE WICOMICO RIVERS AND FISHING BAY. Page/Side: A

		NOS	
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.	--	--

12264 **34th Ed.** **01-JUN-19** **Last LNM: 47/17** **NAD 83** **32/22**

ChartTitle: **Chesapeake Bay Patuxent River and Vicinity**

CHART MD- CHESAPEAKE BAY: PATUXENT RIVER AND VICINITY. Page/Side: N/A

DELETE	UMD Sturgeon Research Buoy CP A	CGD05	38-19-02.880N	076-16-16.920W
DELETE	UMD Sturgeon Research Buoy CP B	CGD05	38-18-26.880N	076-19-55.220W

			CGD05	
DELETE	UMD Sturgeon Research Buoy CP C		38-18-03.780N	076-21-49.080W
			CGD05	
DELETE	UMD Sturgeon Research Buoy CR A		38-35-07.680N	076-03-42.360W

12268 **12th Ed.** **01-DEC-15** **Last LNM: 15/17** **NAD 83** **32/22**

ChartTitle: **Choptank River Cambridge to Greensboro**

Main Panel 615 CHOPTANK RIVER CAMBRIDGE TO GREENSBORO. Page/Side: A

		NOS	
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.	--	--

12270 **40th Ed.** **01-JUL-19** **Last LNM: 47/21** **NAD 83** **32/22**

ChartTitle: **Chesapeake Bay Eastern Bay and South River; Selby Bay**

CHART MD- CHESAPEAKE BAY: EASTERN BAY AND SOUTH RIVER. Page/Side: N/A

		CGD05	
DELETE	UMD Sturgeon Research Buoy CBB A	38-58-47.700N	076-21-14.340W
		CGD05	
DELETE	UMD Sturgeon Research Buoy CBB D	38-59-43.200N	076-23-55.800W
		CGD05	
DELETE	UMD Sturgeon Research Buoy CBB E / MDST2	38-59-04.564N	076-22-14.290W
		CGD05	
DELETE	UMD Sturgeon Research Buoy CCB C	38-59-28.680N	076-23-24.900W
		CGD05	
ADD	UMD Sturgeon Research Buoy CBB B	38-59-46.200N	076-22-14.280W
		CGD05	
ADD	West River Buoy 10 Red	at 38-50-06.414N	076-32-30.706W
		CGD05	
ADD	West River Buoy 12 Red	at 38-49-59.609N	076-32-38.335W
		CGD05	
ADD	West River Buoy 13 Green	at 38-49-56.483N	076-32-40.054W
		CGD05	
ADD	West River Buoy 9 Green	at 38-50-07.071N	076-32-28.942W

12272 **33rd Ed.** **01-JAN-17** **Last LNM: 20/19** **NAD 83** **32/22**

ChartTitle: **Chester River; Kent Island Narrows, Rock Hall Harbor and Swan Creek**

Main Panel 622 CHESAPEAKE BAY - MARYLAND CHESTER RIVER. Page/Side: A

		NOS	
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.	--	--

12284 **17th Ed.** **01-SEP-14** **Last LNM: 44/17** **NAD 83** **32/22**

ChartTitle: **Patuxent River Solomons Island and Vicinity**

Main Panel 643 PATUXENT RIVER SOLOMONS IS AND VICINITY. Page/Side: A

		NOS	
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.	--	--

12285 **43rd Ed.** **01-APR-19** **Last LNM: 41/17** **NAD 83** **32/22**

ChartTitle: **Potomac River; District of Columbia**

CHART MD-VA-DC- POTOMAC RIVER. Page/Side: N/A

		CGD05	
DELETE	Piney Point Sturgeon Buoy A / 4762STGA	38-07-39.500N	076-31-39.484W

Main Panel 644 POTOMAC RIVER SMITH POINT VA TO BRETON BAY MD - -. Page/Side: -

		CGD05	
DELETE	Piney Point Sturgeon Buoy A / 4762STGA	38-07-39.500N	076-31-39.484W
		CGD05	
DELETE	Piney Point Sturgeon Buoy B / 4763STGB	38-06-10.667N	076-32-28.420W
		CGD05	

DELETE	Piney Point Sturgeon Buoy C / 4764STGC		38-05-38.134N	076-32-56.790W
			NOS	
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.		--	--

Main Panel 652 POTOMAC RIVER ST CLEMENTS BAY TO MATTAWOMAN CREEK - -. Page/Side: -

			CGD05	
DELETE	Piney Point Sturgeon Buoy A / 4762STGA		38-07-39.500N	076-31-39.484W
			CGD05	
DELETE	Piney Point Sturgeon Buoy B / 4763STGB		38-06-10.667N	076-32-28.420W
			CGD05	
DELETE	Piney Point Sturgeon Buoy C / 4764STGC		38-05-38.134N	076-32-56.790W

Main Panel 655 POTOMAC RIVER WASHINGTON DC MARYLAND AND VIRGINIA - -. Page/Side: -

			CGD05	
DELETE	Piney Point Sturgeon Buoy A / 4762STGA		38-07-39.500N	076-31-39.484W
			CGD05	
DELETE	Piney Point Sturgeon Buoy B / 4763STGB		38-06-10.667N	076-32-28.420W
			CGD05	
DELETE	Piney Point Sturgeon Buoy C / 4764STGC		38-05-38.134N	076-32-56.790W

Main Panel 660 POTOMAC RIVER OCCOQUAN AND BELMONT BAY VA INSET 10 - -. Page/Side: -

			CGD05	
DELETE	Piney Point Sturgeon Buoy B / 4763STGB		38-06-10.667N	076-32-28.420W
			CGD05	
DELETE	Piney Point Sturgeon Buoy C / 4764STGC		38-05-38.134N	076-32-56.790W

12286 33rd Ed. 01-AUG-17 Last LNM: 34/17 NAD 83 32/22

ChartTitle: **Potomac River Piney Point to Lower Cedar Point**

Main Panel 661 POTOMAC RIVER PINEY POINT TO LOWER CEDAR POINT - -. Page/Side: -

			NOS	
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.		--	--

12287 19th Ed. 01-SEP-14 Last LNM: 45/14 NAD 83 32/22

ChartTitle: **Potomac River Dahlgren and Vicinity**

Main Panel 662 POTOMAC RIVER DAHLGREN AND VICINITY. Page/Side: A

			NOS	
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.		--	--

12288 21st Ed. 01-SEP-13 Last LNM: 25/17 NAD 83 32/22

ChartTitle: **Potomac River Lower Cedar Point to Mattawoman Creek**

Main Panel 663 POTOMAC RIVER LOWER CEDAR POINT TO MATTAWOMAN CREEK. Page/Side: N/A

			NOS	
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 (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.		--	--

12289 52nd Ed. 01-FEB-20 Last LNM: 41/17 NAD 83 32/22

ChartTitle: **Potomac River Mattawoman Creek to Georgetown;Washington Harbor**

Main Panel 664 POTOMAC RIVER MATTAWOMAN CREEK TO GEORGETOWN - -. Page/Side: -

			NOS	
LAST EDITION	No new editions of chart 12289 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.		--	--

12314 34th Ed. 01-DEC-18 Last LNM: 52/21 NAD 83 32/22

ChartTitle: **Delaware River Philadelphia to Trenton**

Main Panel 672 DELAWARE RIVER-PHILADELPHIA TO TRENTON-MAIN PANEL - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 12314 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.	--	--

12323 26th Ed. 01-DEC-12 Last LNM: 52/19 NAD 83 32/22

ChartTitle: **Sea Girt to Little Egg Inlet**

Main Panel 682 SEA GIRT TO LITTLE EGG INLET. Page/Side: N/A

		NOS	
LAST EDITION	No new editions of chart 12323 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.	--	--

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s) **Project Date** **Ref. LNM**

None

Advance Notice(s)

******MD/VA – UPPER POTOMAC RIVER – AID TO NAVIGATION CHANGE******

On or about August 15, 2022 the Coast Guard will make the following changes to the aids to navigation marking the Upper Potomac River:
Relocate: Lighted Buoy 2 (LLNR 17755) to approximate position: 38 24 08.618N-77 00 35.545W, change the flash characteristic to a 2.5-second red light and establish new year round lighted buoy.

Charts: 12285 12288 LNM: 32/22

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 1ER (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 approximate position 36 56 37.049N—76 20 06.615W.
Relocate: Lighted Bell Buoy 10 (LLNR 9520) to approximate position 36 56 35.910N—76 20 24.001W, remove bell and rename to Elizabeth River Lighted Buoy 10.
Relocate: Lighted Buoy 11 (LLNR 9525) to approximate position 36 55 51.831N—76 20 10.288W.
Relocate: Lighted Buoy 12 (LLNR 9530) to approximate position 36 55 47.580N—76 20 27.960W.
Relocate: Lighted Buoy 13 (LLNR 9535) to approximate position 36 55 06.613N—76 20 14.004W.
Relocate: Lighted Buoy 14 (LLNR 9540) to approximate position 36 55 05.838N—76 20 31.374W.
Relocate: Lighted Buoy 15 (LLNR 9545) to approximate position 36 54 44.159N—76 20 15.821W.
Relocate: Lighted Buoy 17 (LLNR 9595) to approximate position 36 54 16.958N—76 20 11.235W.
Relocate: Lighted Buoy 18 (LLNR 9600) to approximate position 36 54 15.742N—76 20 22.840W.
Relocate: Lighted Buoy 19 (LLNR 9605) to approximate position 36 53 37.491N—76 20 04.503W, 825 feet outside charted "Cable Area".
Relocate: Lighted Buoy 20 (LL 9620) to approximate position 36 53 32.156N—76 20 15.363W.
Relocate: Lighted Buoy 23 (LLNR 9630) to approximate position 36 52 55.835N—76 19 57.375W and rename to Elizabeth River Lighted Buoy 21.
Relocate: Lighted Buoy 25 (LLNR 9710) to approximate position 36 52 27.814N—76 19 52 611W and rename to Elizabeth River Lighted Buoy 23.
Relocate: Lighted Buoy 29 (LLNR 9715) to approximate position 36 52 13.427N—76 19 42.853W and rename to Elizabeth River Lighted Buoy 25.
Relocate: Lighted Buoy 30 (LLNR 9735) to approximate position 36 52 00.090N—76 19 41.348W and rename to Elizabeth River Lighted Buoy 26.
Discontinue: Buoy 31 (LLNR 9835).
Establish: Lighted Buoy 27 in approximate position 36 51 58.105N—76 19 20.837W with flashing 4 second green light.
Relocate: Lighted Buoy 32 (LLNR 9840) to approximate position 36 51 35.031N—76 19 04.580W, change the flash characteristic to flashing 2.5 second light and rename to Elizabeth River Lighted Buoy 28.
Rename: Lighted Buoy 33 (LLNR 9850) to Elizabeth River Lighted Buoy 29.
Relocate: Buoy 34 (LLNR 9855) to approximate position 36 51 05.799N—76 18 22.426W and rename to Elizabeth River Buoy 30.
Relocate: Lighted Buoy 36 (LLNR 9900) to approximate position 36 50 49.747N—76 17 59.316W and rename to Elizabeth River lighted Buoy 32.

Charts: 12245 12253 LNM: 27/22

VA – JAMES RIVER – AID TO NAVIGATION CHANGE

On or about August 15, 2022 the Coast Guard will establish a new buoy hull for James River Lighted Buoy 7 (LLNR 11575). The existing hull was well past its relief date with no new hull available. The new hull will be consistent with the other lighted buoys in the area providing a daytime visibility of 2.3nm and a radar range of 2.7nm. Additionally, the ICE condition will be changed to "replaced when endangered by ice".

Chart 12248 LNM: 29/22

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

The Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users may provide feedback on the Fifth Coast Guard District Waterway Proposals Data/Feedback Form:
https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard District with a request for comments as indicated.

LNM: 04/20

******MD – SMITH POINT TO COVE POINT – AIDS TO NAVIGATION CHANGE PROPOSAL******

The Coast Guard is proposing converting Point Lookout Light (LLNR 7525) to a self-contained LED optic. This new LED optic will reduce the advertised nominal range from 8nm to 7nm and not provide a beam of higher intensity. Additionally; change the dayboards from NB's to NW's. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:
https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf
All comments will be carefully considered and are requested prior to October 3, 2022 to be considered in the analysis. Refer to project number 05-22-037(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Charts: 12230 12233 12280 12285 LNM: 32/32

NC-MOREHEAD CITY HARBOR-ATLANTIC INTRACOSTAL WATERWAY-NEWPORT RIVER

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Department of Transportation with plans for modification of an existing highway fixed bridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Atlantic Intracoastal Waterway (AIWW), Newport River, mile 203.8, near Morehead City, Carteret County, NC.
CHARACTER OF WORK: The proposed project is to replace Newport River Bridge carrying US 70 over the Newport River (Intracoastal Waterway) in Carteret County (STIP No. U-5876). The purpose of the project is to reduce congestion in the project area and improve the safety of the bridge by increasing the structural capacity and providing appropriate accommodations for multimodal traffic crossing the US 70/Arendell Street Bridge. The existing fixed bridge has a horizontal clearance of 80 feet and a vertical clearance of 65 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 65 feet above mean high water.
A copy of Preliminary Public Notice D05PPN-06-2022, which describes the proposal in detail, can be obtained by calling (757) 398-6557 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 August 26, 2022.

Chart 11547 LNM: 27/22

SECTION VII - GENERAL

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

MA – RI – NY – NJ – DE – MD – VA – NC – OFF SHORE OCEAN RESEARCH EQUIPMENT – OCEAN SURVEY OPERATIONS

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) 722-6070.

MA – RI – NY – NJ – DE – MD – VA – NC – OFF SHORE OCEAN RESEARCH EQUIPMENT – OCEAN SURVEY OPERATIONS

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) 722-6070.

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 allowed by a patrol boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The Danger Zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N, 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

Charts: 12210 12211

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

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

Charts: 12222 12254

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

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

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

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

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

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

Charts: 12200 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, 076° 36′ 19.06″ W; then northeast to a point on the York River at 37° 18′ 36.650″N, 076° 34′ 39.010"W, thence south, southeast to 37° 17′ 59.37″N, 076° 34′ 13.65″W; then southwest to a point on the shore located at 37° 17′ 26.750″N, 076° 36′ 14.890″W. Vessels may transit this area at anytime; however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed.

Chart 12241

LNM: 37/20

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

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

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

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

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

by operations at Dahlgren.
For more information on NSWC Dahlgren's range schedule, contact the NSWCDD 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: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.ON 075-34.7W.
AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.
AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.
AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.
Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart 12200

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

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

Charts: 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 Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. . Dredging projects are usually conducted twenty-four (24) hours a day seven (7) days a week. All fishnets, crabpots and structures in the general area must be removed prior to commencement of any work. A NO WAKE transit is requested of all vessels passing the dredge and if necessary to clarify a SAFE PASSAGE contact the dredge on the appropriate VHF-FM channels.

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 – ABSECON INLET - DREDGING

Mariners are advised that H&L Contracting will be conducting dredging operations in St. George's Thoroughfare (Approximate 39°23′05″N 74°24′57″W) from 08/08/2022 to 09/30/2022 . Work hours are 24 hours a day, 7 days a week. The dredge pipe will run from the channel to the beach immediately south-east of St. George's Thoroughfare (Approximate 39°22′51″N 74°24′48″W). The dredge pipe will be submerged at a channel crossing near the entrance and will be marked and lighted. Channel will remain open during dredging but channel width will be reduced. Informational signs will be posted locally to inform mariners of channel closings. All mariners are advised to reduce speed to minimum for making way while in the vicinity of dredging operations. All marine equipment operators will be monitoring VHF-FM Channel 63 and Channels 16 and 13.Vessels will monitor Channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.

Chart 12316 LNM: 31/22

NJ – DELAWARE RIVER - DEMOLITION WORK AND ROCK/DEBRIS REMOVAL

Starting approximately 1 August 2022, Weeks Marine will be mobilizing dredge pipeline and equipment for the above referenced project.Starting approximately August 15, 2022 and continuing until approximately September 30, 2022, Weeks' clamshell dredge "551", 320 Unloader and Scows (110,111,112 and 113) will be operating between the following approximate positions:
39°28'38.92"N, 75°33'19.53"W
39°28'41.46"N, 75°32'38.32"W
39°28'9.50"N, 75°32'32.43"W
39°28'6.40"N, 75°33'19.15"W
Continuing until approximately August 31, 2022, Weeks Marine Crane Barge "Weeks 61" and hopper barges "Weeks 72 and 75" will perform demolition work, rock and debris removal in the vicinity of New Jersey Wind Port – Parcel A Terminal, Lower Alloways Creek Township, NJ. Operations will continue on a twenty-four (24) hours per day, seven days per week basis. Vessels and tugs will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Barges and equipment will have all required U.S. Coast Guard lighting for night operations. For questions, Alberto Saavedra, Cell (985) 264-1479, email: amsaavedra@weeksmarine.com.

Chart 12311 LNM: 31/22

PA – SCHUYLKILL RIVER – CSX RAILROAD BRIDGE DEVIATION

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

PA – SCHUYLKILL RIVER – CSX RAILROAD BRIDGE DEVIATION

eastern span.

Chart 12313 LNM: 42/21

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

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 – DELAWARE BAY – MURDERKILL RIVER – DREDGEING OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Richmond will be conducting dredging operations at Murderkill River, on the Delaware Bay (West Side) between July 31, 2022 to August 31, 2022. Dredging operations will be conducted from Murderkill River Buoy 3 (LLNR 2320) to Murderkill River Range Front Warning Light (LLNR 2305).

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

Chart 12304 LNM: 30/22

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 – NJ – DELAWARE RIVER – LISTON RANGE – DREDGE OPERATIONS******

The Dredge DELAWARE, along with support equipment, will commence dredging operations on or around August 3, 2022 until approximately September 13, 2022 in the Liston Range of the Delaware River. 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 VHF-FM. For any emergencies the dredge operator can be reached at 757-503-2299. 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: 32/22

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 – FENWICK ISLAND – SCIENCE BUOY DRIFT TRACKING******

U.S. Naval Research Laboratory will be conducting Science Buoy Drift Tracking, deploying (5) buoys and tracking there movement. Each buoy will have tracking aids, including white strobe light, radio direction finding beacon, and an iridium satellite tracker which will send each buoys GPS position to our ship every 10 minutes. Main operations will be bounded by box with corner coordinates 38d 37' 13" N 74d 32' 18" W (NW corner) 38d 32' 10" N 74d 25' 56" W (SW corner)which will be approximately 12 miles east of Fenwick Island, MD. M/V Tiki XIV will monitor VHF CH 16. Operation will be conducted from August 9, 2022 to August 11, 2022.

Chart 12214 LNM: 32/22

MD – PATUXENT, MD – GPS TESTING

The GPS Navigation Signal may be unreliable due to testing on GPS frequencies used by shipboard navigation and handheld systems. Systems that rely on GPS, such as e-911, AIS and DSC, may be affected at an approximate Testing Center Point, 37NM at 50 Feet above ground level from 38°17'53.4"N 76°22'29.0"W. GPS testing is scheduled to be conducted on 08 AUGUST 2022 - 22 AUGUST 2022. More information is available at the Coast Guard Navigation Center web site www.navcen.uscg.gov. During this period, GPS users are encouraged to report any GPS service outages that they experience to the Navigation Information Service by calling (703) 313-5900 or by using the NAVCEN web site to submit a GPS problem report. For additional information, you may contact the Navigation Information Service watch stander at (703) 313-5900.

Charts: 12264 12284 LNM: 31/22

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 - 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 Spesutie 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

MD – POTOMAC RIVER - ANACOSTIA RIVER - MONITORING AND SAMPLING ACTIVITIES

Potomac Electric Power Company (PEPCO) will be conducting monitoring and sampling activities in the surface water and sediments in the Anacostia River near the PEPCO Benning Road Facility from 9 August to 10 August 2022. All work and equipment will be conducted shore side or from a small utility boat that will remain outside the navigable channel.

Chart 12289 LNM: 31/22

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

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 - ATLANTIC OCEAN - WALLOPS ISLAND – ROCKET LAUNCH

Mariners are advised the launch director, National Aeronautics and Space Administration Wallops Flight Facility, Wallops Island, Virginia has advised that the area in the Atlantic Ocean within the existing danger zone off Wallops Island and Chincoteague Inlet (depicted in 33 CFR 334.130) as shown on Nautical Ocean Service chart 12210, will be hazardous to navigation because of a rocket launch during the periods and times stated below. The primary launch date is scheduled for Wallops Island, VA on; August 9, 2022 from 05:15 pm to 10:45 pm (Est), with the following back up dates and times:

August 10, 2022 to August 12, 2022 daily from 05:15 pm to 10:45 pm (Est) until launched.

The following 2 public ship avoidance areas will be in effect during these launch windows bound by: a 11 nautical mile hazard area approximately 8.3 nautical miles east of Wallops Island launch pad at center point of position 37-47.9"N, 075-19.31"W, 31.5 nautical mile hazard area approximately 56.7nautical miles east of Wallops Island launch pad at center point of position 37-29.78"N,074-25.14W". Mariners planning on operating in these areas are requested to contact "Wallops Plot" via VHF-FM Ch. 12 or Ch. 22 or via landline at (757) 824-1685. For any concerns contact surveillance coordinator Jordan West at (757) 824-2949 or launch director John Dickerson at (757) 894-2094. See ENC 8.

Chart 12210 LNM: 30/22

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

Mariners are advised the launch director, National Aeronautics and Space Administration Wallops Flight Facility, Wallops Island, Virginia has advised that the area in the Atlantic Ocean within the existing danger zone off Wallops Island and Chincoteague Inlet (depicted in 33 CFR 334.130) as shown on Nautical Ocean Service chart 12210, will be hazardous to navigation because of a rocket launch during the periods and times stated below. The primary launch date is scheduled for Wallops Island, VA on; from 8:45 PM on August 22, 2022 to 1:30 AM on August 23 2022 (Est) with the following back up dates and times:

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

August 23, 2022 8:45 PM to August 24, 2022 1:30 AM.
August 24, 2022 8:45 PM to August 25, 2022 1:30 AM
August 25, 2022 8:45 PM to August 26, 2022 1:30 AM
August 26, 2022 8:45 PM to August 27, 2022 1:30 AM
The following 2 public ship avoidance areas will be in effect during these launch windows bound by: a 23.92 nautical mile hazard area approximately 17.9 nautical miles east of Wallops Island launch pad at center point of position 37-47.12"N, 075-06.04W, 37.26 nautical mile hazard area approximately 257 miles east of Wallops Island launch pad at center point of position 37-35.92"N,074-34.35". Mariners planning on operating in these areas are requested to contact "Wallops Plot" via VHF-FM Ch. 12 or Ch. 22 or via landline at (757) 824-1685. For any concerns contact surveillance coordinator Jordan West at (757) 824-2949 or launch director John Dickerson at (757) 894-2094. See ENC 9.

Chart 12210 LNM: 32/22

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, 076 04W. 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 12245 LNM: 10/22

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

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be constructing new approach bridges to replace the I-64/US 60 (Hampton Roads Beltway) North and South Approach Bridges, across Hampton Roads, at mile 0.0, between Norfolk, VA and Hampton, VA, commonly referred to as the Hampton Roads Bridge-Tunnel (HRBT). Construction activities will begin March 15, 2021, and are expected to continue through November, 2025. Marine construction activity will take place 24-hours per day, seven days a week.
The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00′ 24.12″ N, 76° 19′ 18.84″ W for the west span and at position 37° 00′ 24.48″ N, 76° 19′ 15.60″ W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58′ 15.24″ N, 76° 18′ 03.96″ W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new approach bridge spans or located within specific Mooring Areas or Safe Harbor locations.
Bridge Structures/Work Trestles & Islands – Mariners are advised to maintain a safe distance of 300 feet from all HRBT bridge structures/work trestles, HRBT North Island, and HRBT South Island. Construction managers may establish safe transit corridors through bridge structures/work trestles as construction activity permits. Work trestles will be constructed extending out from the North and South shorelines next to the existing trestles for the duration of the bridge construction to facilitate construction activity. Each pile will be lit by a flashing white light.

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

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

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

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

Charts: 12222 12245 LNM: 44/20

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through December, 2023. Marine construction activity will take place 24-hours per day, seven days a week.
The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge spans or located within the specific Mooring/Safe Harbor area.
Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on out from the North and South shorelines.
Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted entry or mooring within the exclusion zone throughout the duration of the project.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536- 9863 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org.

Charts: 12222 12245 LNM: 23/21

VA-HAMPTON ROADS-LAFAYETTE RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of City of Norfolk, will be performing maintenance on the Hampton Blvd Bridge across the Lafayette River, mile 0.8, at Norfolk, VA. To facilitate bridge work, the maintenance will be from August 15, 2022, from 7 a.m. to 5:30 p.m., and 9 p.m. to 5 a.m..; 7 days a week; through August 14, 2023. During work hours, a snooper will be located in and around the navigation channel reducing the vertical clearance by approximately 5 feet. Mariners should use caution navigating through the area.

Chart 12245 LNM: 31/22

******VA – NORFOLK HARBOR - ELIZABETH RIVER – DREDGING OPERATIONS******

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Bucket Dredge Mobro 112 ofW3 Marine will be performing dredging operation at The Navy Deperming Station and in the Elizabeth River Channel. Work will be in vicinity of South Elizabeth River Channel Lighted Buoy 29 (LLNR 9715) on the West side of the channel. Dredging will take place from August 15, 2022 until August 29, 2022.
All mariners are requested to stay clear of the dredge, pipelines, barge, derricks and operating wires about the dredge. All operators should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge moves. Submerged lines should be avoided. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. The dredge Mobro 112 monitors VHF channels 13. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 12253 LNM: 32/22

******VA – NORFOLK HARBOR AND ELIZABETH RIVER – TEMPORARY BRIDGE DEVIATION******

Mariners are advised that the U.S. 460/S.R. 337 (Berkley) Bridges, across the Elizabeth River-Eastern Branch, at mile 0.4 in Norfolk, VA, will be maintained in the closed-to-navigation position to replace electrical wiring for the span locks and navigation lights from 7 a.m. to 7 p.m., on Sunday, August 14, 2022, with an alternative date for weather of Sunday, August 21, 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 the area.

Chart 12253 LNM: 32/22

VA – YORK RIVER – DREDGING OPERATIONS

On or about August 15, 2022, Cashman Dredging and Marine Contracting Co., LLC will begin Maintenance Dredging at Pier R-3, Yorktown Naval Weapons Station, Yorktown, Va. and Pier CAD "A" Cheatham Annex, Williamsburg, Va. Dredge Dale Pyatt and three dump scows Joe Verrochi, MERC Shevlin and Kurt Schulte will be on scene. Material dredged from NWS Yorktown Pier R3 and Cheatham Annex Pier CAD "A" will be transported via the above-mentioned bottom dumping barges / scows to the Norfolk Ocean Disposal Site (NODS) for disposal. The loaded scows will be transported by the tugboats Charles James, Michael Daigle and Mary Emma. The marine equipment will be supported by the survey vessel "Cape Elizabeth". Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 24 hours daily Monday through Sunday. Marine operations are scheduled to be completed on or before September 25, 2022. All vessels will monitor VHF channels 16, 13, and 67. Project POC, (857)359-0530.
Charts 12241, 12243 and 12280, Disposal sites Charts 12208, 12280 and 12221.

Charts: 12241 12243 12280 LNM: 31/22

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

Mariners are advised that the Virginia Department of Transportation has requested a temporary deviation of the operating schedule for the State Route 223 drawbridge across Milford Haven Inlet, mile 0.1, at Hudgins, VA. To maintain operational capability of the swing span prior to repairs being performed in 2022, the drawbridge will open on signal for vessel traffic at 2 a.m., 5 a.m., 8 a.m., 11 a.m., 7 p.m. and 10 p.m., daily, from February 3, 2022, through 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 LNM: 06/22

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

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

Chart 12235 LNM: 26/22

NC – OREGON INLET - BRIDGE – TEMPORARY NAVIGATION SPAN

Mariners are advised that 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

NC – OREGON INLET - BRIDGE – TEMPORARY NAVIGATION SPAN

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 navigational clearances, lack of a bridge fender system, and the prevailing conditions of the waterway associated with shoaling.

Charts: 12204 12205 LNM: 28/22

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

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

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):

NONE SCHEDULED.

Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when

Boating in this area. This area will not be patrolled by Military Personnel or vessels.

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

Charts: 11548 11552 LNM: 51/17

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

Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:

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

Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.

The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 nm seaward because of firing exercises during the following periods:

1. Restricted areas in the new river, as shown on National Ocean Service chart 11542 that will be closed to navigation because of stone bay rifle range firing exercises during the following periods:

Stone Creek Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
West of the 77 (deg) 26 (min) Longitude line.

The restricted areas that may be closed to navigation because of firing exercises during the following periods:

Traps Bay Sector 12:01 a.m. to midnight daily
Courthouse Bay Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
East of the 77 (deg) 26 (min) longitude line.
Grey Point sector 12:01 a.m. to midnight daily
Farnell Bay sector sunrise to sunset daily
Morgans Bay sector sunrise to sunset daily
Jacksonville sector sunrise to sunset daily

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

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

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

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

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

Charts: 11541 11542 11543 LNM: 10/22

NC – CAPE FEAR RIVER – OBSTRUCTION

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

Chart 11537 LNM: 40/20

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
10173	*Long Creek Lighted Buoy 7*	36-54-14.886N 076-04-59.051W	Q G		4	Green.		32/22
*	*	*	*	*	*	*	*	
16800	Potomac River Channel Buoy 9	38-03-18.291N 076-27-49.045W				Green can.		32/22
*	*	*	*	*	*	*	*	

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
16855	*Potomac River Mid-Channel Lighted Whistle Buoy B*	38-06-54.191N 076-31-51.454W	Mo (A) W		6	Red and white stripes.	Replaced by nun when endangered by ice.	32/22
*	*	*	*	*	*	*	*	
17640	UPPER MACHODOC CREEK LIGHT 2UM	38-18-35.926N 076-59-56.067W	Fl R 2.5s	12	4	TR on pile.		32/22
19512.2	West River Buoy 9	38-50-07.071N 076-32-28.942W				* Green can.	Private Aid.	32/22
*	*	*	*	*	*	*	*	
19512.4	West River Buoy 10	38-50-06.414N 076-32-30.706W				Red nun.	Private Aid.	32/22
*	*	*	*	*	*	*	*	
19512.6	West River Buoy 12	38-49-59.609N 076-32-38.335W				Red nun.	Private Aid.	32/22
*	*	*	*	*	*	*	*	
19512.8	West River Buoy 13	38-49-56.483N 076-32-40.054W				Green can.	Private Aid.	32/22
*	*	*	*	*	*	*	*	
28055	Oregon Inlet Buoy 15	35-46-26.700N 075-32-20.649W				Green can.		32/22
28065	*Oregon Inlet Lighted Buoy 19*	* 35-46-26.256N 075-32-26.725W	Fl G 4s		4	Green.		32/22
28070	Oregon Inlet Channel Buoy 21	* 35-46-34.209N 075-32-34.263W				Green can.		32/22
28723.1	Barney Slough Channel Buoy 12A	* 35-13-12.138N 075-44-21.030W				Red nun.		32/22
28732.1	*Hatteras Inlet Channel Lighted Buoy 12A*	* 35-12-25.794N 075-43-49.716W	Fl R 2.5s		4	Red.		32/22
28736	Hatteras Inlet Channel Buoy 15	* 35-12-12.594N 075-43-50.844W				Green can.		32/22
28753	*Hatteras Inlet Channel Lighted Buoy 17*	* 35-12-10.128N 075-43-47.760W	Q G		4	Green.		32/22
29061	Big Foot Slough Channel Buoy 9C	* 35-08-53.581N 076-00-35.175W				Green can.		32/22
		*						

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
29070.2	Big Foot Slough Channel Buoy 10C	35-09-01.157N 076-00-42.495W				Red nun.		32/22
29070.23	Big Foot Slough Channel Buoy 10D	* 35-09-08.750N 076-00-43.820W				Red nun.		32/22
29070.3	*Big Foot Slough Channel Lighted Buoy 11*	* 35-09-08.705N 076-00-43.820W	Q G		4	Green.		32/22
		*						
30265	Carolina Beach Inlet Buoy 1	34-04-52.681N 077-51-43.064W				Green can.		32/22
30270	Carolina Beach Inlet Buoy 2	* 34-04-54.164N 077-51-43.252W				Red nun.		32/22
30275	Carolina Beach Inlet Buoy 3	* 34-04-55.265N 077-51-59.067W				Green can.		32/22
30285	Carolina Beach Inlet Buoy 5	* 34-04-55.617N 077-52-26.132W				Green can.		32/22
30290	Carolina Beach Inlet Buoy 6	* 34-04-58.402N 077-52-29.135W				Red nun.		32/22
30295	Carolina Beach Inlet Buoy 7	* 34-04-51.816N 077-52-36.454W				Green can.		32/22
30300	Carolina Beach Inlet Buoy 8	* 34-04-46.954N 077-52-46.676W				Red nun.		32/22
		*						

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. Summary of Offshore Renewable Energy Installations.
6. SAILDRONE - Offshore Ocean Survey.
7. SAILDRONE - Offshore Hurricane Survey.
8. Wallops Island Rocket Launch.
9. Wallops Island Rocket Launch.

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

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

NEW JERSEY SHOALING

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

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

NJ-NEW JERSEY INTRACOASTAL WATERWAY- LITTLE EGG HARBOR TO CAPE MAY – SHOALING
The shoal running from New Jersey Intracoastal Waterway Daybeacon 439 (LLNR 36585) to New Jersey Intracoastal Waterway Light 431 (LLNR 36560) has encroached approx 50 to 100 yds into the channel. Depths of 1-2' at MLW. Shoaling to less than 2' MLW has been observed on the red side of the channel between New Jersey Intracoastal Waterway Light 436 (LLNR 36575) and New Jersey Intracoastal Waterway Daybeacon434 (LLNR 36570).
Chart 12316

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

PENNSYLVANIA SHOALING

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

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

DELAWARE SHOALING

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

DE- INDIAN RIVER BAY – SHOALING
There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy MI (LLNR 4436). Depths of 0.0 ft at times, during low tide, are reported.
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 Cchannel Buoy 3 (LLNR 2100), depths 2-4 feet at mean low water. Rehoboth Bay Channel Buoy 1 (LLNR 2095) was not able to be established. DB BNM 080-21
Chart 12304

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING
Delaware Department of Natural Resources and Environmental Control (DNREC) reports shoaling in Baker's Channel between Baker's Channel Lighted Buoy 1A (LLNR 2136) and Baker's Channel Lighted Buoy 1B (LLNR 2137) as well as Baker's Channel Lighted Buoy 5 (LLNR 2137.04) and Baker's Channel Lighted Buoy 6 (LLNR 2137.05). DNREC has established two warning buoys worded "DANGER SHOAL" to mark the shoaling. Ref LNM 26/17
Chart 12216

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

MARYLAND SHOALING

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

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY SHOALING
There has been a report of shoaling in Sinepuxent Bay within the channel boundaries between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) and Sinepuxent Bay Channel Buoy 7 (LLNR 5017), to a depth of 4.5 feet at mean low water. Shoaling has also been reported between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) in the channel, to a depth of 3.0 feet at mean low water.
Chart 12211

MD-CHESAPEAKE BAY-NANTICOKE SHOALING
Shoaling has been reported in the immediate vicinity of Nanticoke River Cut Light 4 (LLNR 23995) at the mouth of Nanticoke Harbor, extending approximately 30ft into the channel. Water depths have been found as low as 2ft at low water. MD-NCR BNM 147-20
Chart 12261

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

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT – FLAG HARBOR – SHOALING
Shoaling has been reported in the Entrance Channel to Flag Harbor Yacht Haven in Calvert County, MD. The shoaling is located just outside Flag Harbor Light 1 (LLNR 7671) and Flag Harbor Entrance Light 2 (LLNR 7672). Depth of water is less than 5 Ft at MHW. BNM MD 376-19
Chart 12263

MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING
The ACOE Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Warning Light A (LL 16760) to 500 feet up the channel of St. George Creek West Channel Warning Daybeacon B (LL 16765), with a least depth of 3.1 feet MLLW.
Chart 12233

MD - POTOMAC RIVER - ST. PATRICK CREEK – SHOALING
Shoaling has been reported in St. Patrick Creek to depths of 2-4 feet at MLW near St. Patrick Creek Channel Buoy 3 (LLNR 17123) and extending to Buoy 7 (LLNR 17145). Shoaling of 1 foot at MLW has been observed within the channel limits in the vicinity of St. Patrick Creek Channel Buoy 4 (LLNR 17130).
Chart 12286

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

MD - VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance (1) off the northeastern tip of St. Catherine Island extending channel ward between 38-14-17.586N, 076-47-15.562W and 38-14-32.841N, 076-47-14.761W, (2) IVO St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16,
Chart 12286

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

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

MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING
Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555), to reported depths less than 4.5 feet at MLW centerline, 2.3 feet on the red side of the channel, and 3.2 feet on the green side. MD-NCR BNM 299-21.
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 Daybeacon 2 (LLNR 24430), least depth of 5 feet within the channel limits. From Farm Creek Channel Daybeacon 2 (LLNR 24430) to Farm Creek Channel Daybeacon 7 (LLNR 24445) least depth of 2.0 feet on the red side of channel, 3.9 Ft centerline of channel, and 2.8 feet on the green side of channel. Ref LNM 16/18.

MD – CHESTER RIVER – KENT ISLAND NARROWS NORTH APPROACH – SHOALING
Hazard to navigation – A USACE survey conducted on May 4, 2021 has identified shoaling to a depth of four feet in the Kent Island Narrows North Approach within the channel boundaries between Kent Island Narrows North Approach Light 2KN (LLNR 26415) and Kent Island Narrows North Approach Light 8 (LLNR 26435). Mariners are urged to use caution when transiting the area. SEC MD-NCR BNM 065-21.
Chart 12272

MD - CHESAPEAKE BAY - CHESTER RIVER - QUEENSTOWN CREEK
Hazard to navigation- A USACE survey conducted on July 12, 2021 has identified shoaling northwest of Queenstown Creek Buoy 3 (LLNR 26593) to south of Queenstown Creek Buoy 5 (LLNR 26595). Reported depths of less than four feet centerline and less than three feet closer to the channel boundaries. Least depths are located closer to the red side of the channel near Queenstown Creek Buoy 5 (LLNR 26595) to depths of less than two feet at mean low water.SEC MD-NCR BNM 182-21
Chart 12272

MD – APPROACHES TO BALTIMORE HARBOR – HARTS ISLAND CHANNEL
Corrected chart name and #. Shoaling has been reported by USCG ANT Baltimore via soundings in Harts Island Channel. Depths of 2.0-4.0 feet were observed extending into the channel in vicinity of Harts Island Channel Daybeacon 3 (LLNR 27010). Navigation of the area requires extreme caution. SEC MD-NCR BNM 263-21.
Chart 12278

MD - CHESAPEAKE BAY - SANDY POINT TO SUSQUEHANNA RIVER - UPPER CHESAPEAKE CHANNEL
Hazard to Navigation - a USACE Survey conducted on May 12, 2022 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 38 (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 Sassafras River extending from Sassafras River Daybeacon 8 (LLNR 27495) to the southeast approximately 520 yards towards Sassafras River Light 10 (LLNR 27500) and into the channel approximately 50 yards to reported depths of seven feet at mean low water. SEC MD-NCR BNM 257-21.
Chart 12274

MD-NORTHEAST RIVER – SHOALING
There has been a report of shoaling in the Northeast River within the channel between Northeast Lighted Buoy 7 (LLNR 27855) and Northeast Lighted Buoy 8 (LLNR 27860). Depths as low as 4.2 feet were observed. Mariners are advised to transit the area with caution. MD-NCR BNM 035-21
Chart 12274

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING
U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.
Chart 12286

VIRGINIA SHOALING

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING
Norfolk District Army Corp of Engineers Survey of Quinby Creek; dated 11 Feb 2020, indicated significant shoaling with least depth of 6.0'MLLW at Quinby Channel Buoy 13 (LLNR 6775) to 1.2'MLLW at Quinby Channel Light 19 (LLNR 6785). VA BNM 040-20
Chart 12210

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

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRIGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING
There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot.
Chart 12210

VA – VIRGINIA INSIDE PASSAGE (VIP)
VIP Daybeacon 184 (LLNR 6220) to VIP Daybeacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16, VIP Daybeacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996) LNM 24-13.
Chart 12210, 12224

VA – LYNNHAVEN INLET – SHOALING
Army Corp of Engineer Survey has indicated shoaling between Lynnhaven Inlet Light 1L (LLNR 10130) and Lynnhaven Inlet Light 3 (LLNR 10136) on the east side of the channel extending into the channel with the Minimum depth of 6.8 feet. Additional shoaling has been located between Lynnhaven Inlet Light 4 (LLNR 10138) and Lynnhaven Inlet Daybeacon 6 (LLNR 10145) on the western side of the channel extending into the Channel with a minimum depth of 2 feet. Navigation in these areas requires extreme caution. SEC VA BNM 022-22
Chart 12222, 12221, 12254, 12205

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING
ACOE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 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 12206

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING
Shoaling has been Reported to a depth of 2-3ft at mean low water in the channel of Mattawoman Creek between Mattawoman Creek Light 1MC (LLNR 21580) and Mattawoman Creek Light 2 (LLNR 21585). Mariners are advised to transit the area with caution.
Chart 12226

VA – HAMPTON ROADS - WILLOUGHBY BAY
The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583).
Chart 12245

VA – PAGEN RIVER – SHOALING
Shoaling has been located on the approach to Jones Creek outside of the Pagan River Channel between Pagan River Channel Light 13 (LLNR 11415) and Jones Creek Daybeacon 2 (LLNR 11420). Depths observed 4ft at approximately 3 hours before MLW. HR BNM 254-20. Significant shoaling has been identified in the Pagen River Channel between Pagan River Channel Daybeacons 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT. HR BNM 218-19
Chart 12248

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

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

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

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

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

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

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST
Shoaling to a depth of 2 Feet at low tide has been identified from 400 yards northeast of Milford Haven East Buoy 7 (LLNR 14593.5) extending to the south 600 yards. Shoaling extends to the west 250 yard and impedes the width of the channel both inbound and out bound.
Shoaling to a depth of 3 feet has been identified in various locations west of Buoy 7 (LLNR 14593.5) To Buoy 18 (LLNR 14625).
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 SOUND - TANGIER ISLAND EAST CHANNEL – SHOALING
There has been a report of shoaling in the Tangier Island East Channel within the channel boundaries between Tangier Island East Daybeacon 6 (LLNR 22765) and Tangier Island East Channel Light 7 (LLNR 22770) to a depth of three feet.
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.
Shoaling exists in the vicinity of Oregon Inlet Buoy15 (LLNR 28055)35-46-28.505n, 075-32-23.512w. Depths reported of 6ft MLW in accordance with most recent USACE survey. See SEC NC BNM 285-22
Charts 12204

NC - HATTERAS INLET - SHOALING
Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 5 feet at mean low water. Shoaling continues to encroach the channel near Hatteras Inlet Channel Lighted Buoy 12A (LLNR28732.1), and Hatteras Inlet Channel Buoy 15 (LLNR 28736). Depths of less than 4 feet MLW have been reported between Hatteras Inlet Channel Buoy 18 (LLNR 28760) and Hatteras Channel Lighted Buoy 19 (LLNR 28760). Some aids to navigation in the inlet may be unreliable. NC BNM 029-22, 030-22.
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 3A (28721.6). Reported depths of 4 feet MLW in position 35-47-34.526N, 075-31-34.764W. Shoaling extends to middle of channel to a depth of 4 FT MLW. Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. Shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7) and Barney Slough Channel Lighted Buoy 16 (LLNR 28723.9). NC BNM 204-20, 013-20, 027-22.
Chart 11555

NC – BIG FOOT SLOUGH – SHOALING
Mariners are advised there is shoaling in the vicinity of Buoy 10C (29070.2) in Big Foot Slough at approximate position 35-09-03.184 N 076-00-38.651W. Mariners are advised to use caution while navigating 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 SLUE – SHOALING
Due to lack of navigable water all floating aids have been removed and all remaining fixed aids converted to non-lateral warning beacons up to Core Sound Light 11 (LLNR 34370) proceeding south from Pamlico Sound. The remaining fixed aids are scheduled for removal. Pending future dredging or waterway improvements, the Core Sound waterway is no longer accessible from Pamlico Sound. NC BNM 404-20
Chart 11548

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

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

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

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

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

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

Enclosure (2)

Updated August 09, 2022

(Yellow indicates new item)

CURRENT PROJECTS

Permits: SECTOR DELAWARE BAY

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

SECTORVIRGINIA

- ***Virginia (Southern)***
  Western Branch of the Elizabeth River – Churchland Bridge **-** Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)
  Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean

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

SECTOR NORTH CAROLINA

- ***North Carolina***

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

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

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

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

Currituck Sound – Proposed new fixed bridge across mid-Currituck Sound, approximately 18 miles north of the Wright Memorial Bridge, between Aydlett (on the mainland) and Corolla (on the Outer Banks), at Currituck County, NC. Preliminary Navigation Clearance Determination (PNCD) issued on February 9, 2021; vertical clearance of 20 feet above mean high water and a horizontal clearance of 40 feet. (MS)
Atlantic Intracoastal Waterway (AIWW), Newport River - All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the North Carolina Department of Transportation with plans for modification of an existing highway fixed bridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Atlantic Intracoastal Waterway (AIWW), Newport River, mile 203.8, near Morehead City, Carteret County, NC.
CHARACTER OF WORK: The proposed project is to replace Newport River Bridge carrying US 70 over the Newport River (Intracoastal Waterway) in Carteret County (STIP No. U-5876). The purpose of the project is to reduce congestion in the project area and improve the safety of the bridge by increasing the structural capacity and providing appropriate accommodations for multimodal traffic crossing the US 70/Arendell Street Bridge.
The existing fixed bridge has a horizontal clearance of 80 feet and a vertical clearance of 65 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 65 feet above mean high water.
A copy of **Preliminary Public Notice D05PPN-06-2022**, which describes the proposal in detail, can be obtained by calling (757) 398-6557 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 **August 26, 2022**. (MT)

Regulations:

SECTOR DELAWARE BAY

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

Rancocas Creek - US Route 543 (Riverside-Delanco) Bridge Mariners are advised that a temporary deviation has been approved by the Coast Guard to test the seasonal operating regulation of the US Route 543 (Riverside-Delanco) Bridge across Rancocas Creek, mile 1.3, at Burlington County, NJ. The bridge will be maintained in the closed-to-navigation position from 7 a.m. to 3 p.m., and from 8 p.m. to 11 p.m., Monday through Friday, from 7 a.m. to 1 p.m., and from 8 p.m. to 11 p.m., Saturday and Sunday, and from 11 p.m. to 7 a.m., daily, from May 4, 2022, through October 15, 2022. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. This deviation will test whether a permanent change to the schedule is needed and to solicit comments from the public regarding these proposed changes. Comments will be received for the record identified by the docket number USCG-2022-0221 using Federal Decision Making Portal at http://www.regulations.gov; and must be submitted on or before August 1, 2022. At all other times the bridge will operate per 33 CFR 117.745 (b). (MS)
New Jersey Intracoastal Waterway, Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate the 12th Annual Atlantic City Triathlon. The bridge will remain in the closed position from 6 a.m. through noon on Sunday, August 7, 2022. The bridge will be able to open for emergencies, if at least 10 minutes prior notice is given. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(h). Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)
New Jersey Intracoastal Waterway, Inside Thorofare - US40-322 (Albany Avenue) Bridge – Bridge will be closed to vessels requiring an opening from 6 a.m.to 1 p.m., on Saturday, September 10, 2022, to accommodate the 6th Annual Ironman. Vessels will not be able to pass through the bridge in the closed position. The bridge will be able to open for emergencies, if at least 15 minutes prior notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(f). Mariners should use extreme caution when transiting the area. (CT)

- *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 duration of 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 work is in progress or vessels are operating in the area. The DelDOT Resident Engineer may be contacted at (302) 853-1349 or (302) 542-3590 and R.E. Pierson Construction Co., Inc.'s project foreman may be contacted at (609) 743-7167 or (609) 743-0092. (MT)

  Lewes and Rehoboth Canal - Lewes Railroad Swing Bridge - A cofferdam was installed February 22, 2022, the fender piled and pier are anticipated to be removed by April 1, 2022. Due to fisheries time of year restriction the cofferdam will be removed October 7, 2022. Horizontal clearance of the canal will be constricted by approximately 5 feet until October 7, 2022. Mariners should use caution when transiting the area. (CT)

  Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through October 2022. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)

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

  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 (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform)

system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48-hour notice is given to Eric.Dovak@Skanska.com. Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.
A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor's representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area. (HP)
New Jersey Intracoastal Waterway (NJICW), Barnegat Bay - SR 37 (J. Stanley Tunney) (fixed) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from October 25, 2021, through December 23, 2023. A 54-foot crane barge, a 40-foot material barge, a 24-foot work barge with push boat, float stages and divers will be located around the vicinity of the bridge. Vessels may safely transit through the navigational channel of the bridge unrestricted at all times. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 941-9677 or (609) 331-2096. Mariners should use caution navigating through the area. (MT)
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 2, 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 able to open for 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 Thorofare - Route 152 Bridge (Longport Sommers Point Blvd Bridge) - Bridge maintenance which began in June 20, 2022, will continue to be conducted from 7 a.m. to 3 p.m.; Monday-Friday; through December 31, 2022. The vertical clearance will be reduced by 3 ft. The shielding system will remain in place for the duration of the project. Work vessels may be reached on VHF-FM channel 13. Mariners should use extreme caution navigating through the area. (KB)
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)
New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US 40 (Albany Avenue), US 30 over Penrose Canal, and US 30 over Venice Lagoon at Atlantic City, NJ. Bridge maintenance will be conducted from 6 a.m. to 5 p.m.; Monday-Thursday; from August 1, 2022, through November 4, 2022. The horizontal clearance for the US 40 (Albany Avenue) will be reduced to approximately 25 feet during working hours. The US 30 bridges over Penrose Canal and Venice Lagoon will be reduce to half of the navigational channel for each bridge. 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 should notify the project foreman prior to transiting through the bridge. A

work vessel with be in or in the vicinity of these bridges and may be reached on VHF-FM channel 13/16. The onsite project foreman may be reached at (267) 796-1303. Mariners should use caution when transiting the area. (CT)
Schuylkill River - Schuylkill River Park Trail - along the eastern bank of the Schuylkill River - Construction activities commenced in mid-February 2022, and are scheduled to conclude at the end of April 2025. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should navigate the vicinity of construction with due caution at minimum safe speed. (HP)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*
  Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge - Construction will commence in May 2020, with completion estimated in November 2024. Work is scheduled from 7:00 a.m. to 7:00 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, a barge loading facility will be constructed on the Maryland shore and work trestles will be located north of the existing bridge extending outward from the Virginia shore to approximately 320 feet and from the Maryland shore to approximately 200 feet. Dredging will occur from the end of the Virginia work trestle until the water depth reaches 6 feet at mean lower low water. A vertical clearance of 135 feet above mean high water and horizontal clearance of 250 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (KB)
  Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge – To facilitate the setting of structural steel across the federal navigation channel at the new bridge the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River, during **January 21, 2022 – February 4, 2022**. At all times during this period, a large crane barge is required to be positioned within the federal navigation channel. The critical heavy lift operations will impede vessels requiring the use of the channel in this area. The safety zone will cover all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21′50.96″ N, 076°59′22.04″ W, thence south to 38°21′43.08″ N, 076°59′20.55″ W, thence west to 38°21′41.00″ N, 076°59′34.90″ W, thence north to 38°21′48.90″ N, 076°59′36.80″ W, and east back to the beginning point, located between Charles County, MD and King George County, VA. These coordinates are based on datum NAD 83. The safety zone will be enforced continuously, from 7 a.m. on January 21, 2022, through 8 p.m. on February 4, 2022. Under the general safety zone regulations in subpart C of 33 CFR part 165, except for marine equipment operated by Skanska-Corman-McLean, Joint Venture, or its subcontractors, you may not enter the safety zone described unless authorized by the *Captain of the Port* Maryland-National Capital Region *(COTP)* or the COTP's designated representative. To seek permission to enter, contact the COTP or the COTP's representative by telephone number 410-576-2693 or on Marine Band Radio VHF-FM channel 16. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies. Vessel traffic not required to use this section of the federal navigation channel may be able to safely transit around the safety zone under the next bridge span to the east or the west of the federal navigation channel, but do so at their own discretion. A "bridge work—danger—stay AWAY" sign facing the northern and southern approaches of the navigation channel will be posted on the sides of the marine equipment on-scene within the location described. The Coast Guard will issue a Broadcast Notice to Mariners via VHF-FM marine band radio about the status of the safety zone. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2674 or (410) 576-2693. (KB/RH)
  Susquehanna River - I-95 (Millard E. Tydings Memorial/John F. Kennedy Memorial Highway) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; from June 15, 2021, through April 6, 2023. A 60 x 60 foot crane barge, a 34 x 90 foot work barge, and a work vessel will be located in and around the vicinity of the bridge. During the work hours, the crane barge and work barge will be located in and around the main navigation span of the bridge, which will reduce the horizontal clearance of the main navigation span to approximately 390 feet of horizontal clearance, and/or, will be located in one of the adjacent alternative navigation spans of the bridge, reducing the horizontal clearance of the adjacent alternative navigation span to approximately 330 feet of horizontal clearance. Maintenance personnel, equipment and vessels will relocate from the main navigation span and/or adjacent alternative navigation spans, upon request. Vessels that can safely transit through the main navigation span and/or the adjacent navigation span of the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge main navigation span and/or adjacent alternative navigation span during periods with a reduced horizontal clearance may transit through the bridge spans may do so if at least a two-hour prior notice is given to the project foreman. During non-work hours the crane barge and work barge will be spudded or tied parallel to the pier. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (484) 798-3224. Mariners should use caution navigating through the area. (MT)
  Spa Creek - MD181 (6th Street) Bridge – Bridge inspection will be on Wednesday, June 1, 2022, from 9 a.m. to 3 p.m. During this inspection, one work vessel and a snooper truck will be located in and around the navigation channel. Inspection personnel, equipment and the vessel will relocate from the navigable channel, if at least a 10-minute notice is given. Vessels able to safely pass through the bridge in the closed position may do so, after receiving confirmation from the bridge tender that it is safe to transit through the bridge. Work vessel and bridge tender may be reached on VHF-FM channel 13. The project manager may be reached at (410) 935-9280. Mariners should use caution navigating through the area. (CT)
- *Washington DC*
  Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues into 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 a 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 Bay Mooring and Safe Harbor Area – As charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.

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

Willoughby Bay - I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Construction activities began on June 7, 2021, and are expected to continue through December 2023. Marine construction activity will take place 24-hours per day, seven days a week.

The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge spans or located within the specific Mooring/Safe Harbor area.

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

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

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

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 July 4, 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 the area.

Milford Haven Inlet - State Route 223 (Gywnn'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)

Elizabeth River-Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridges – Bridge will be maintained in the closed-to-navigation position to replace electrical wiring for the span locks and navigation lights from 7 a.m. to 7 p.m., on Sunday, August 14, 2022, and alternative date for weather on Sunday, August 21, 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 the area. (MS)

SECTOR NORTH CAROLINA

- *North Carolina*

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 navigational clearances, 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 2024. Work is scheduled from 6 a.m. to 6 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, temporary work trestle will be installed in the White Oak River between October 2021, and February 2022, and will remain in place until completion. Work trestles will be located immediately adjacent and upstream of the existing White Oak River railroad trestle. The temporary trestle vertical clearance of 10.5 feet above mean high water and horizontal clearance of 33 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (CT)

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

Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge – 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 – LITTLE EGG HARBOR TO CAPE MAY – DREDGING OPERATIONS
Dredge MONTGOMERY will be conducting Hydraulic Dredging in the New Jersey Intracoastal Waterway (NJICW) located in the vicinity of Ludlum Bay in Sea Isle City, NJ. The dredge will be digging south to north with 2500 feet of pipeline running east of the NJICW. The dredge will be monitoring VHF channels 13 & 16. And is expected to be complete around **30AUG2022.** Mariners are advised to transit the area with extreme caution.
Chart 12318.

NJ – ABSECON INLET - DREDGING
Mariners are advised that H&L Contracting will be conducting dredging operations in St. George's Thoroughfare (Approximate 39°23'05"N 74°24'57"W) from **08/08/2022 to 09/30/2022** . Work hours are 24 hours a day, 7 days a week. The dredge pipe will run from the channel to the beach immediately south-east of St. George's Thoroughfare (Approximate 39°22'51"N 74°24'48"W). The dredge pipe will be submerged at a channel crossing near the entrance and will be marked and lighted. Channel will remain open during dredging but channel width will be reduced. Informational signs will be posted locally to inform mariners of channel closings. All mariners are advised to reduce speed to minimum for making way while in the vicinity of dredging operations. All marine equipment operators will be monitoring VHF-FM Channel 63 and Channels 16 and 13.Vessels will monitor Channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.
Chart- 12316

NJ – WILMINGTON TO PHILADELPHIA – OLDMANS CREEK – DREDGING
Starting on **August 9, 2021**, R.E. Pierson Construction Co., Inc. will be conducting dredging to facilitate vessel travel and installation of steel sheet bulkhead along Oldman's Creek. Project begins within an area of the Delaware River located at Latitude 39.78221, Longitude -75.442119, near River Mile Marker 76, in New Castle County, Delaware, and extends into Oldmans Creek to Latitude 39.785794, Longitude -75.407103, just west the U.S. Route 130 Bridge, in Oldmans and Logan Townships, Salem and Gloucester Counties, New Jersey. Ellicot 370 floating dredge and "REP 9" #3406 tug boat will utilize 12" diameter HDPE fused dredge pipe supported by orange pipe floats to remove material. All vessels will be marked in accordance with CG regulations. REP 9 will monitor VHF-FM channel 10 and 11. Project is on hold and may resume early **Summer 2022**. For more information, contact R.E. Pierson Construction Co. Inc. 856-769-8244.
Chart 12312.

NJ – DELAWARE RIVER - DEMOLITION WORK AND ROCK/DEBRIS REMOVAL
Starting approximately 1 August 2022, Weeks Marine will be mobilizing dredge pipeline and equipment for the above referenced project.Starting approximately **August 15, 2022** and continuing until approximately **September 30, 2022**, Weeks' clamshell dredge "551", 320 Unloader and Scows (110,111,112 and 113) will be operating between the following approximate positions:
39°28'38.92"N, 75°33'19.53"W
39°28'41.46"N, 75°32'38.32"W
39°28'9.50"N, 75°32'32.43"W
39°28'6.40"N, 75°33'19.15"W
Continuing until approximately August 31, 2022, Weeks Marine Crane Barge "Weeks 61" and hopper barges "Weeks 72 and 75" will perform demolition work, rock and debris removal in the vicinity of New Jersey Wind Port – Parcel A Terminal, Lower Alloways Creek Township, NJ. Operations will continue on a twenty-four (24) hours per day, seven days per week basis. Vessels and tugs will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Barges and equipment will have all required U.S. Coast Guard lighting for night operations. For questions, Alberto Saavedra, Cell (985) 264-1479, email: amsaavedra@weeksmarine.com**.**
Chart 12311.

Pennsylvania

PA – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER
Mariners are advised that a construction firm, on behalf of the City of Philadelphia, will be constructing an extension of the Schuylkill River Park Trail along the eastern bank of the Schuylkill River, between mile 6.3 and 6.4, at Philadelphia, PA. Construction activities commenced in mid-February 2022, and are scheduled to conclude at the end of **April 2025**. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should navigate the vicinity of construction with due caution at minimum safe speed.
Chart 12313.

PA – SCHUYLKILL RIVER – DREDGING
Dredging operations will begin on the Schuylkill River, between Spring Garden Street Bridge and Vine St. Bridge 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. A third spud barge will be in position 39-53.560N, 075-11.918W. 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°2'5.68"N; 74°59'54.26"W to 40°1'31.74"N; 74°59'55.46"W. Mariners are advised to maintain a safe distance from all pipeline equipment. All marine equipment will be marked in accordance with U.S. Coast Guard regulations and requirements. Work boat WB33 and a second work boat will be utilized to stage and lay the pipeline at the beginning of the operation. Furthermore, the crew will be communicating on work channel 72 while also monitoring channel 13.
24 Hour contact: Conor Surgeoner – (610) 299-1252 (MDVP)
24 Hour contact: Frank Branagan – (856) 265-3558 (JPC Group, Inc.)
Chart 12313, 12314

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 1, 2022[t] through **December 31, 2022**, 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 12311.

Delaware

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

******DE/NJ – DELAWARE RIVER – LISTON RANGE – DREDGE OPERATIONS******
The Dredge DELAWARE, along with support equipment, will commence dredging operations on or around August 3, 2022 until approximately September 13, 2022 in the Liston Range of the Delaware River. 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 VHF-FM. For any emergencies the dredge operator can be reached at 757-503-2299.
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

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 June 23, 2022 until approximately **October 10, 2022** for the Reedy Island, Baker and Liston Range. Dredging will extend from station 259+000 to station 290+000 as shown on the attached NOAA chart. 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.

DE – DELAWARE BAY – MURDERKILL RIVER – DREDGING OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Richmond* will be conducting dredging operations at Murderkill River, on the Delaware Bay (West Side) between July 31, 2022 to **August 31, 2022**. Dredging operations will be conducted from Murderkill River Buoy 3 (LLNR 2320) to Murderkill River Range Front Warning Light (LLNR 2305).
All mariners are requested to stay clear of the dredge, pipelines, barge, derricks and operating wires about the dredge. All operators should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge moves. Submerged lines should be avoided. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. The dredge *Richmond* monitors VHF channels 13. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.
Chart 12304.

Maryland

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

Marine construction operations in support of the installation of aerial electric power transmission lines will occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge until **October 7, 2022**. The work will occur 24 hours per day, 7 days per week, in approximate positions: (1) 39°12'46.8737" N, 076°32'14.0536 W; (2) 39°12'58.5610 N, 076°31'58.7405 W; (3) 39°13'13.7886 N, 076°31'38.7851 W; (4) 39°13'26.6084 N, 076°31'21.9825 W; and (5) 39°13'39.4271 N, 076°31'05.1787 W. McLean Contracting Company marine equipment spudded on site will include: (1) a sectional barge (120'x120'x7') with Manitowoc Crane, (2) the Whirley Crane Baltimore barge (140'x70'x12.5'); (3) the Whirley Crane Hampton Roads barge (108'x 46'x8'); (4) a Whirley Crane Newport News barge (110'x43'x8'); and (5) a deck barge. Mariners are urged to use caution when transiting the area, and to operate at minimum wake speed necessary to maintain safe course near the work site. Interested mariners can contact the attending vessels on site, including "WB29", "MEGALADON", "RISING SUN", "CAPTAIN STEVE", crewboat and jackboats on marine band radio VHF-FM channels 16 and 13. Throughout the construction project, the Baltimore Gas and Electric Company will regularly provide updates at website: https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/Construction-Updates.aspx.
Chart 12281.

MD – PATAPSCO RIVER – NABBS CREEK – TIDAL WETLAND SHORELINE STABILIZATION PROJECT

Century Engineering Inc., on behalf of Baltimore Gas and Electric Company (BGE) will begin a wetland and shore stabilization project on Nabbs Creek behind the Chestnut Hill Cove residential community, beginning January 17, 2022 and continuing into **Fall 2022**. All work will be conducted from shore via an access road. For more information, contact Century Engineering at 443-589-2400.
Chart 12281.

VA – 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 **August 31, 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, 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.

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 **June 27, 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 of 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° 46.105574'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. Tug – Kat II will be monitoring VHF Channel 13 & 16. For more information, contact, Eppa Dale Wroten – Superintendent, Cell: 804-366-0447.
Chart 12289.

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

DC
None

Virginia
VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING
Great Lakes Dredge & Dock Company, LLC (GLDD) with the hopper dredge M/V ATB Douglas B. Mackie & Trailing Suction Hopper Dredge Ellis Island will commence dredging operations in the Thimble Shoal Channel between coordinates point A, 36.9741369°N,-076.1185955°W, point B, 36.9775353°N,-076.1172310°W, point C, 36.9534965°N, -076.0243938°W, point D, 36.9500990°N,-076.0257621°W on 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; 36.92487664N,-076.35458739W, Point J; 36.92527221N,- 076.34923186W, Point K; 36.9111373N,-076.34671442W, Point L; 36.91040629N,-076.35209284W, Staging Area #2 location between Point M; 36.9297360N,-076.3792001W, Point N; 36.9294586N,-076.3614177W, Point O; 36.9250782N,-076.3613845W, Point P; 36.9254286N,-076.3795746W. 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.

		LAT	LONG			LAT	LONG
Landing 1	Landing	36.9108618	-76.102997	Landing 3	Landing	36.9607181	-76.260082
	Booster	36.9232373	-76.099448		Hookup	36.9684746	-76.249814
	Hookup	36.9256013	-76.098806	Landing 4	Landing	36.9671862	-76.273939
Landing 2	Booster	36.9549422	-76.250192		Booster	36.9729414	-76.256894
	Hookup	36.9617175	-76.241598		Hookup	36.9739036	-76.254122

Anticipated completion date is **August 1, 2022**.
Chart 12256.

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

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING

Continuing until approximately August 21**, 2022** Weeks Marine will be conducting Water Injection Dredging (W.I.D.) 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 25, 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.

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

36°58'36.92"N, 76° 6'38.73"W	36°58'12.83"N, 76° 6'24.32"W
36°58'31.05"N, 76° 6'17.10"W	36°58'19.19"N, 76° 6'46.66"W

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

36°55'7.65"N, 76°21'15.22"W	36°54'37.60"N, 76°20'23.22"W
36°55'12.31"N, 76°20'29.89"W	36°54'32.80"N, 76°21'8.47"W

Continuing until approximately **August 31, 2022**, Weeks Marine Hopper Dredge "Magdalen" 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 **July 25, 2022** and continuing until approximately **October 31, 2022**, Clamshell Dredge "Weeks 506", Tug "Steven Dann", split hull scows (257 & 264) will be operating in conjunction with Hopper Dredge Magdalen in the TSC. All dredged material will be transported to the approved Dam Neck Ocean Disposal Site – DNODS – Cells 5,6 & 7.

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

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

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

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

Demobilization of Weeks' 320 Unloader and subline located at Craney Island,
Portsmouth, VA, will commence on **July 25, 2022** and continued through **August 8, 2022**.

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), dcmcneill@weeksmarine.com (email).**

Chart 12256.

******VA – NORFOLK HARBOR - ELIZABETH RIVER – DREDGING OPERATIONS******

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Bucket Dredge Mobro 112 ofW3 Marine will be performing dredging operation at The Navy Deperming Station and in the Elizabeth River Channel. Work will be in vicinity of South Elizabeth River Channel Lighted Buoy 29 (LLNR 9715) on the West side of the channel. Dredging will take place from **August 15, 2022** until **August 29, 2022**.

All mariners are requested to stay clear of the dredge, pipelines, barge, derricks and operating wires about the dredge. All operators should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge moves. Submerged lines should be avoided. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. The dredge *Mobro 112* monitors VHF channels 13. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 12253

VA – YORK RIVER – DREDGING OPERATIONS

On or about **August 15, 2022**, Cashman Dredging and Marine Contracting Co., LLC will begin Maintenance Dredging at Pier R-3, Yorktown Naval Weapons Station, Yorktown, Va. and Pier CAD "A" Cheatham Annex, Williamsburg, Va. Dredge Dale Pyatt and three dump scows Joe Verrochi, MERC Shevlin and Kurt Schulte will be on scene. Material dredged from NWS Yorktown Pier R3 and Cheatham Annex Pier CAD "A" will be transported via the above-mentioned bottom dumping barges / scows to the Norfolk Ocean Disposal Site (NODS) for disposal. The loaded scows will be transported by the tugboats Charles James, Michael Daigle and Mary Emma. The marine equipment will be supported by the survey vessel "Cape Elizabeth". Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 24 hours daily Monday through Sunday. Marine operations are scheduled to be completed on or before **September 25, 2022**. All vessels will monitor VHF channels 16, 13, and 67. Project POC, (857)359-0530.

Charts 12241, 12243 and 12280, Disposal sites Charts 12208, 12280 and 12221.

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 will be conducting repairs to the seawall located in the Elizabeth River at the following locations: 36° 50'20"N, 076°17'45"W, and 36° 50'25"Nand 076°17'46"W. Beginning November 09, 2020 and continuing until **Spring 2022** or until complete. Construction operations will include, barge and crane operations, in conjunction with general marine construction. Barges and vessels will be moored on site with employees working over the side on small floats at times along with crew boats. The construction equipment will be confined to the barges, with small crew boats, working in the vicinity. Vessels are requested to proceed in this area with caution and causing no wake. Crews will be monitoring VHF-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 staged north of the Craney Island Rehandling Basin, on the West side of the Elizabeth River and outside the channel in the vicinity of the Craney Island Reach. A 16"-18" submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility.
The Dredge KOKO V will be dredging with the assistance of a tender tug, towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue daily until the estimated completion date of **January 01, 2023**. For more information, contact Adam Donder, (443) 695-3788, adondero@kokos.com
Charts 12273, 12274, 12280.

VA – YORK RIVER – OYSTER REEF CONSTRUCTION

Mariners are advised that Precon Marine Inc. will be constructing oyster reefs in the York River south of the Coleman Bridge in approximate position 37-14-42.973N, 076-26-46.327W. Work will be between 06:00 and 18:00 Monday through Saturday starting July 5, 2022 and will end approximately, **October 1, 2022**. Vessels onscene include the Tugs DOTTIE J and TAMPA. Crane barge KS 5503, Deck barge Sue P and 1401, 1408, 1409 rock barges. Location will not impede marine traffic, as all work will be taking place outside of the channel on the red side. VHF Radio Channels Monitored are 13/16. Project POC, Mr. Matt Anders, 757-298-0627 or email manders@inlandmarineva.com.
Chart 12241.

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

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

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

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

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

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:

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

Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. Hopper dredges and tugs will monitor marine VHF channels 13 and 16. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made. Hopper dredge(s), pipeline and equipment will each have all required U.S. Coast Guard lighting for night operations. please contact Project Manager(s) on-site: James Ferguson - (985) 273-1286, jcferguson@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 922+00 TSHD Liberty Island will dredge material from the Nags Head Borrow Areas and pump the material to Nags Head Beaches. GLDD will utilize one subline setup to pump dredged material to the Nags Head Beach portion of the project. Approximate project center point is 35-53-08.126N, 075-34-07.862W. 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 BUXON 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.

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.

******NJ – INTRACOASTAL WATERWAY – BRIGANTINE – BRIGANTINE TRIATHLON******
The Brigantine Triathlon is scheduled for **August 13, 2022** from 7 a.m. until 10:00 a.m. on the Intracoastal Waterway in Brigantine, NJ. The event will involve 250 swimmers, near Brigantine Back Bay 25th Street City Dock. Mariners are urged to maintain a safe distance, heed direction from official event personnel, and use caution when transiting near the area. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.
Chart 12316

NJ – INTRACOASTAL WATERWAY – ATLANTIC CITY – JIM WHELAN OPEN WATER FESTIVAL
The Jim Whelan Open Water Festival is scheduled for **August 9, 2022** between 8:00AM and 6:00PM. The festival will consist of the following swim event:
1) Around the Island Swim – 8:00AM to 6:00PM
Course will start from Atlantic City High School (ACHS) Boat House, run south along the ICW through Great Egg Harbor Inlet, continue northeast parallel to the shoreline, through Absecon Inlet to Beach Thorofare and finish back at ACHS Boat House. Each swimmer will be escorted by a sponsor safety vessel. All mariners are advised to use caution and reduce wake in the vicinity of all swim participants.
Chart 12316

NJ – CAPE MAY HARBOR – CAPE MAY – CORINTHIAN YACHT CLUB OF CAPE MAY SAILING RACES
The Corinthian Yacht Club of Cape May hosts multiple sailing races in Cape May Harbor off Cape May, NJ. The sailing races will be held on the following dates: **July 29, 2022**, **July 30, 2022**, **August 14, 2022**, **August 21, 2022**, and **September 4, 2022**. The sailing races are from 8 a.m. to 5 p.m. Mariners are urged to use caution when transiting the area. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.
Chart 12317

MD–CHESAPEAKE BAY– COVE POINT TO SANDY POINT – NORTH BEACH – DRAGON BOAT PADDLE RACES
An annual dragon boat festival is scheduled to occur on the Chesapeake Bay at North Beach, in Calvert County, MD during **August 23-27, 2022**. Race practices will occur during August 23-26, 2022, from 5 p.m. to 9 p.m. and race day will occur on August 27, 2022, from 9 a.m. to 2 p.m. Up to three dragon boats (20 feet in length) per race, with 19 paddlers in each boat, will compete along a marked 200-meter sprint course located adjacent to the North Beach boardwalk. Participants will be supported by sponsor-provided motorized watercraft. More information is available at website https://www.northbeachmd.org/end-hunger-dragon-boat-festival. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at telephone number (410) 576-2674 or (410) 576-2693.
Chart 12263.

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY– TRED AVON RIVER – SAILING REGATTAS
Log sailing canoe races are scheduled to occur on the Tred Avon River during **August 13-14, 2022,** between 9 a.m. and 4 p.m. those days. Sailing log canoes (25 to 40 feet in length) will compete along a designated race course located between Tred Avon River Light 1T (LLNR 25320) and Tred Avon River Light 4 (LLNR 25430) in Oxford, MD. Each participating vessel will be accompanied by its own support watercraft. Mariners are urged to use caution when transiting the area, operate vessels with safe a course and speed that minimizes wake near the event participants, and can contact the Tred Avon Yacht Club race committee vessel via marine band radio VHF-FM channel 16. Additional information on this Chesapeake Bay Log Canoe Racing event is available at website: https://www.chesapeakebaylogcanoes.com/. For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at telephone (410) 576-2674 or (410) 576-2693.
Chart 12266.

MD- CHESAPEAKE BAY-CHOPTANK RIVER-CAMBRIDGE AND VICINITY-LOG CANOE RACES
The annual Governor Hicks Trophy Weekend for Log Canoe racing is schedulled to occur on the Choptank River near Cambridge, MD during **August 21-22, 2022**. The race each day will involve 5 to 10 vessels with the courses running between the Route 50 bridge and Hambrooks Light. These antique sailing vessels have exceptionally low freeboard and are vulnerable to heavy wakes from passing power vessels. It is requested that all power vessels encountering these racing sailboats be aware that they should avoid close quarters situations and adjust their speed to minimize wakes. The Race Committee Boat and a course Safety Boat will be monitoring VHF Channel 72.
Chart 12268

MD – CHESAPEAKE BAY – CHOPTANK RIVER - CAMBRIDGE TO GREENSBORO– CAMBRIDGE CHANNEL – SAILING REGATTAS
Log sailing canoe races are scheduled to occur on the Choptank River during **August 20-21, 2022,** between 9 a.m. and 4 p.m. those days. Sailing log canoes (25 to 40 feet in length) will compete along a designated race course located between Choptank River Channel Light 20 (LLNR 24975) and the Ocean Gateway (US-50) Bridge in Cambridge, MD. Each participating vessel will be accompanied by its own support watercraft. Mariners are urged to use caution when transiting the area, operate vessels with safe a course and speed that minimizes wake near the event participants, and can contact the Cambridge Yacht Club race committee vessel via marine band radio VHF-FM channel 16. Additional information on this Chesapeake Bay Log Canoe Racing event is available at website: https://www.chesapeakebaylogcanoes.com/. For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at telephone (410) 576-2674 or (410) 576-2693.
Chart 12268.

******MD – CHESAPEAKE BAY – CHESAPEAKE CHANNEL – CHOPTANK RIVER – SAILING REGATTA******
An annual sailing regatta is scheduled to occur on the Chesapeake Bay and Choptank River on **August 27, 2022**, between 8 a.m. and 7 p.m. Up to 55 auxiliary sailing vessels (20 to 50 feet in length) will compete along a designated race course starting near Annapolis, MD at Thomas Point Shoal Light (LLNR 7760), then proceeding east to and within the Choptank River, finishing at Cambridge, MD. Additional information on the A2C Lighthouse Challenge event can be obtained at website https://www.eastportyc.org/a2c. Interested mariners can contact race committee officials via marine band radio VHF-FM channels 13, 16 or 73. For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693.
Charts 12263, 12266.

MD – CHESAPEAKE BAY – EASTERN BAY– MILES RIVER – ST. MICHAELS HARBOR – DOCKING CONTEST
An annual workboat docking contest is scheduled to occur in St. Michaels Harbor on August 14, 2022, between 11 a.m. and 4 p.m. Approximately 15 Chesapeake Bay Built workboats (30-50 feet in length) will participate in a dockside boat-handling competition. The event will be held in waters adjacent to the Chesapeake Bay Maritime Museum, located in St. Michaels, MD at Navy Point, in approximate position latitude 38°47′14.46″ N, longitude 076°13′09.03″ W. Mariners are urged to use caution when transiting the area, operate vessels with a safe course and speed that minimizes wake near the event participants, and are reminded to avoid loitering within the navigation channel. Official patrol vessels on scene can be contacted on marine band radio VHF-FM channel 16. Additional information on this Watermen's Appreciation Day event is available on website www.cbmm.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 12264.

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://jworldannapolis.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 – CHESAPEAKE CHANNEL – SEVERN RIVER – SAILING REGATTA
An annual sailing regatta is scheduled to occur in the Severn River and Chesapeake Bay on **August 20, 2022**, between 11 a.m. and 5 p.m. Up to 80 auxiliary sailing vessels (18 to 45 feet in length) will compete in two different sail races using three race course areas designated as follows: Harbor 20 classes race in the Severn River, (1) located between Annapolis Harbor Channel LB 2 (LLNR 19695), Annapolis Harbor Channel Buoy 14 (LLNR 19810), and Spa Creek Entrance Buoy 1SC (LLNR 19905); and All other classes pursuit-style race in the Chesapeake Bay, (2) located between Annapolis Harbor Channel LB 2 (LLNR 19695), Chesapeake Channel LB WR87 (LLNR 7765), and South River Junction Buoy SR (LLNR 19560); or (3) located between Annapolis Harbor Channel LB 2 (LLNR 19695), Chesapeake Channel LB WR87 (LLNR 7765), and Hackett Point Shoal Buoy 1 (LLNR 7820). Additional information on this CRAB (Chesapeake Regional Accessible Boating) Cup event can be obtained at website https://www.eastportyc.org/crab-cup. Interested mariners can contact the Eastport Yacht Club race official on board the Start/Finish Signal Boat via marine band radio VHF-FM channels 16, 73 or 78. For any comments or questions, contact U. S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at (410) 576-2674 or 2693.
Charts 12270, 12282.

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.eastportyc.org/beer-cans. Interested mariners can contact the Eastport Yacht Club Race Committee on "EYC Friday Night Signal Boat" via marine band radio VHF-FM channel 09, 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) **July 31** (Two Bridge Fiasco- 75 participants, 22-60 feet in length, from 10 a.m. to 5 p.m.); (12) **August 27-28** *(Corinthian Cup* – 4 participants, 22 feet in length; (13) **September 9-11** *(Harbor 20 North Americans* – 20 participants, 20 feet in length); (14) **September 23-25** (*Annapolis YC 3-2-1 Invitational* - 12 participants, 20-30 feet in length); (15) **September 24** (*Fall Race to Solomons* - 45 participants, 30-50 feet in length); (16) **October 1-2** (*Fall Series 1* - 30 participants, 22-34 feet in length); (17) **October 1-2** (*Doublehanded Distance Race* - 20 participants, 29-50 feet in length, overnight from 12 p.m. to 12 p.m. the following day); (18) **October 3-5** (*Warrior Sailing Project* - 8 participants, 22 feet in length); (19) **October 8** (*Fall Series River Course* - 25 participants, 20-28 feet in length); (20) **October 8-9** (Fall Series-2- 30 participants, 30-50 feet in length); (21) **October 15-16** (*Eschells - Lippincott* - 30 participants, 23 & 30 feet in length); (22) **October 21-23** *(J/35 North Americans* – 10 participants, 35 feet in length); (23) **October 22-23** (*J/105 East Coasts* - 25 participants, 35 feet in length); (24) **October 29-30** (*Halloween Howl* - 50 participants, 8 feet in length); and (25) **November 6-December 11** (*Frostbite Series - 1st Half* - 80 participants, 22-45 feet in length, from 12 p.m. to 4 p.m.). Additional information on these events can be obtained at website https://www.annapolisyc.com/. The AYC Race Committee can be contacted via marine band radio VHF-FM channels 09, 13, 16, 68, 69, 70, 71 and 72. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Charts 12270, 12282, 12283.

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – ROCK CREEK - BOAT PARADE
An annual boat cruise is scheduled to occur on the Patapsco River and Rock Creek on **August 20, 2022**, between 9 a.m. and 5 p.m. Up to 50 pleasure boats (24-80 feet in length) will depart the Maryland Yacht Club in Rock Creek, and proceed as a group along a designated route to the Northwest and Inner Harbors in Baltimore, MD, then return (non-stop) to Rock Creek. Due to the presence of mostly non-boating guests on board the participating vessels, mariners are urged to remain alert for a group of pleasure boats transiting in-line, and operate their vessels in a safe manner near the participating vessels as this event proceeds. Official patrol vessels on scene can be contacted via marine band radio VHF-FM channel 16. Additional information on this event is available at website https://www.wwdayonthebay.org. For any comments or questions contact U. S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at telephone number (410) 576-2674 or (410) 576-2693.
Charts 12278, 12281.

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

******MD – CHESAPEAKE BAY – CHESTER RIVER – SAILING REGATTAS******
A sailing regatta is scheduled to occur on the Chester River and Langford Creek during **August 9-10, 2022,** between 8 a.m. and 3 p.m. those days. Up to 65 sailing dinghy's (8 to 15 feet in length) operated by youths will compete along three designated race courses located near Rock Hall Yacht Club in Rock Hall, MD. Mariners are urged to use caution when transiting the area, operate vessels with safe a course and speed that minimizes wake near the event participants. Participants will be supported by sponsor-provided safety and race committee motor boats. Additional information on this Maryland State Championship Junior Regatta event is available at website: https://rockhallyachtclub.org/sailing-boating/regattas/. For any comments or questions, contact U.S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at telephone (410) 576-2674 or (410) 576-2693.
Chart 12272.

MD – CHESAPEAKE BAY – HEAD OF CHESAPEAKE BAY – UPPER ELK RIVER – NIGHTTIME WATER SKIING EVENT
A nighttime water skiing tournament and exhibition is scheduled to occur in the Upper Elk River during **August 13-14, 2022**, from 9 p.m. to 3 a.m. The event includes using the Upper Chesapeake Waterski Club (UCSC) slalom course located at the public headwaters of the Chesapeake Bay running in straight line from approximate position latitude 39˚34'01.8" N, longitude 075˚50'47.4" W to approximate position latitude 39˚34'04.2" N, longitude 075˚50'36.0" W. Sponsor-provided safety boats will be stationed south of the navigable channel to alert recreational boaters of the tournament site during the event. Additional information on this UCSC Moonlight SKI event can be obtained at website https://sites.google.com/view/upper-chesapeake-waterskiclub/. For any comments or questions, contact U. S. Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at (410) 576-2674 or 2693.
Chart 12274.

MD – CHESAPEAKE BAY – HEAD OF CHESAPEAKE BAY – BUSH RIVER – OTTER POINT CREEK – PADDLE EVENT
An annual fundraiser kayak poker run event is scheduled to occur on Otter Point Creek and the Bush River in Harford County, MD on **August 13, 2022**, between 9 a.m. to 12 p.m. Approximately 100 adult and youth paddlers on kayaks, canoes and paddle boards will start and finish in groups. The designated 3 to 4-mile course follows along the western shoreline to four designated stops located between Flying Point Park on Otter Point Creek and Eagle Point on the Bush River. Participants will start between 9 a.m. and 9:30 a.m. Paddlers will be supported by sponsor-provided motorized watercraft. Mariners are urged to use caution and remain alert for participants and their support vessels, and operate on a safe course and at a reduced speed when transiting in the vicinity of the event area. Additional Ben Boniface Kayak Poker Run information is available at website www.harfordlandtrust.org. Official patrol personnel on scene can be contacted on marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12274.

MD – HEAD OF CHESAPEAKE BAY – NORTHEAST RIVER – SWIM
An annual triathlon is scheduled to occur in the Northeast River on **August 21, 2022**, between 7:30 a.m. and 11 a.m. Up to 500 participants (in organized groups) will compete in designated 1.5K/1500-meter (1 lap) and 750-meter (1/2- lap) swim races along a marked, 1.5K/1,500-meter rectangular course located at the North East Community Park at North East, MD. The swim races begin with an in water start, and end with an out water exit at the kayak launch beach area. Swimmers will be supported by sponsor-provided kayaks and stand-up paddleboards. The swim course will have yellow floating markers located at turns and orange floating markers located approximately every 75 meters along swim legs. Swim course set up will occur the previous day. Safety patrol vessels on scene can be contacted on marine band radio VHF-FM channel 16 and 78A. Additional information on the "North East Triathlons" can be obtained at website www.kineticmultisports.com/. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Branch, at telephone number (410) 576-2674 or (410) 576-2693.
Chart 12274.

VA – CAPE HENERY TO THIMBLE SHOAL LIGHT - BBSA LITTLE CREEK RACERS WEDNESDAY NIGHT SERIES
The Broad Bay Sailing Association is sponsoring the Little Creek Racers Wednesday Night Series on April 6th running until **September 21,' 2022** in Southern Chesapeake Bay, off the shores of Norfolk and Virginia Beach, VA. The sailboats will begin transiting to the racing area at 4:30 p.m. Mariners are requested to use caution when transiting the area.
Chart 12254

VA – HAMPTON ROADS - WILLOUGHBY BAY - BBSA WILLOUGHBY RACER WEEKLY SERIES
The Broad Bay Sailing Association is sponsoring the BBSA Willoughby Racer weekly series in Willoughby Bay, Norfolk, VA. The weekly sailboat races will begin on April 6th and run every Thursday until **September 21, 2022** with vessels racing between at 5:30 p.m. and 9:00 p.m. Mariners are requested to use caution when transiting the area.
Chart 12245

VA – NORFOLK HARBOR & ELIZABETH RIVER – EASTERN BRANCH RIVER - NORFOLK TIDES BASEBALL POST-GAME FIREWORKS
Norfolk Tides Baseball is sponsoring the post-game fireworks launching from land at the conclusion of each game on the following dates: **May 14; June 4, 18; July 2, 3, 16; August 6, 20; September 3, 10, 17, 2022**. Vessels will be asked to avoid the northern shore line of the Eastern Branch Elizabeth River in the Vicinity of Harbor Park when provided notice by the on water patrol craft in order to maintain public safety around a fireworks fallout zone. Mariners are requested to use caution when transiting the area on these dates.
Chart 12253

******VA – BACK RIVER – MESSICK POINT******
Mariners are advised that the City of Poquoson Events Office will be sponsoring the Poquoson Seafood Festival Workboat Races on September 18, 2022 from 10:00 a.m. to 6:00 p.m. on the Back River near Messick Point. The race course is ¼ mile long in a straight line for classed skiffs, outboards, and workboats. A Special Local Regulation will be enforced by CG assets, concerned Mariners can reach them on VHF Channel 13/16. Extreme caution should be taken when transiting near the race course area.
Chart 12238

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
S Corner: 39° 08' 40"N / 74° 05' 50"W
SW Corner: 39° 16' 31"N / 74° 14' 55"W
NW Corner: 39° 35' 14"N / 74° 02' 59"W
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 – SEACOAST – MARINE SURVEY
The M/V Fugro Enterprise, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations are ongoing and will continue to approximately **August 31, 2022**. The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:
NE Corner: 39° 40’ 22”N / 73° 56’ 11”W
SE Corner: 39° 15' 43"N / 73° 56' 34"W
S Corner: 39° 08' 40"N / 74° 05' 50"W
SW Corner: 39° 16' 31"N / 74° 14' 55"W
NW Corner: 39° 35' 14"N / 74° 02' 59"W
The M/V Fugro Enterprise will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The M/V Fugro Enterprise will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.
Chart 12326, 12323

NJ - 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 Fam Mariners Briefing at Offshore Wind Farm Information for Mariners | Ørsted (orsted.com) (click on “Mid-Atlantic”), or contact Edward LeBlanc, Orsted Head of Marine Affairs at 978-447-2737.
See Figure 5-1 (Page 2 of ENC 5)
Charts 12318,12214

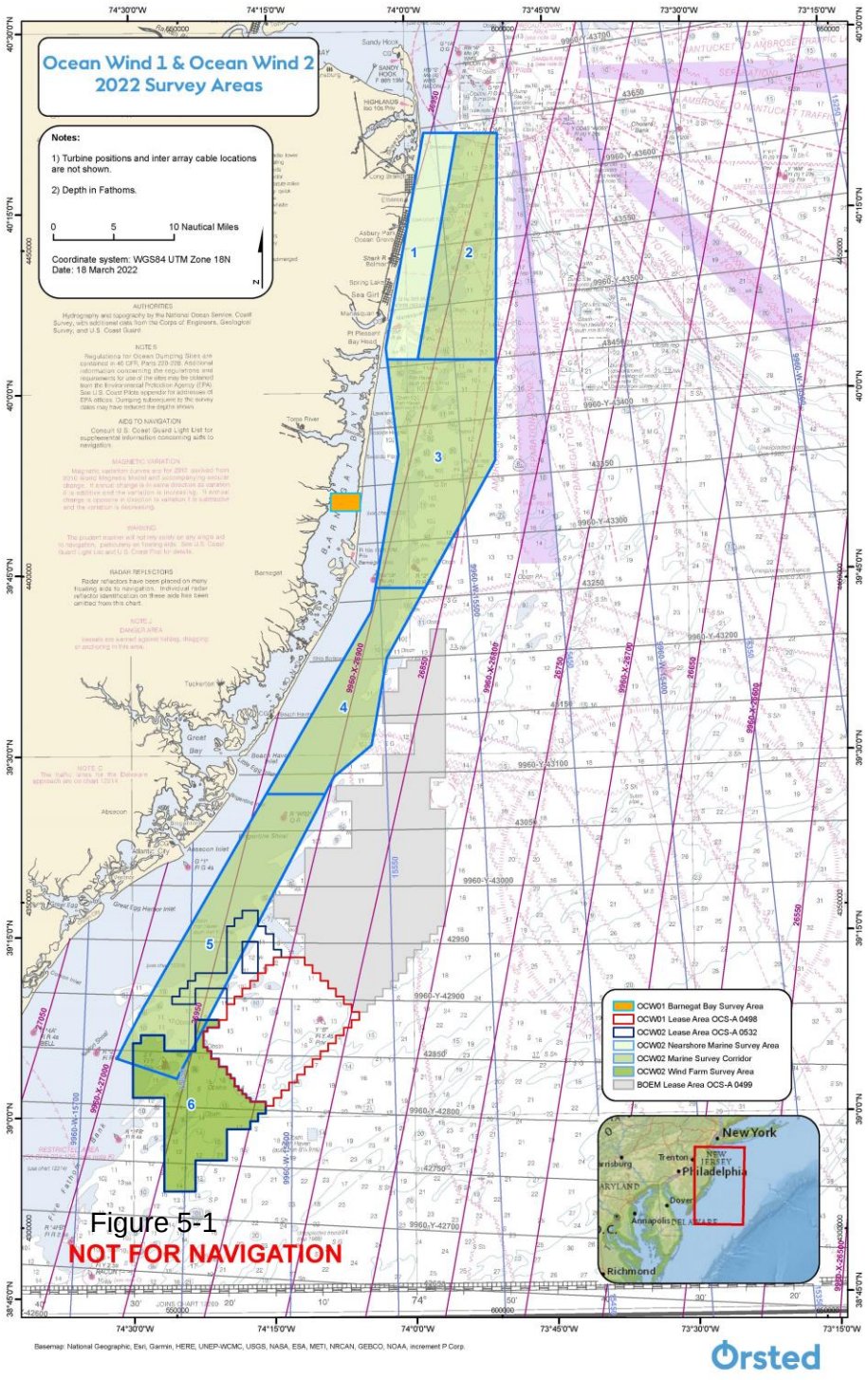


Figure 5-1

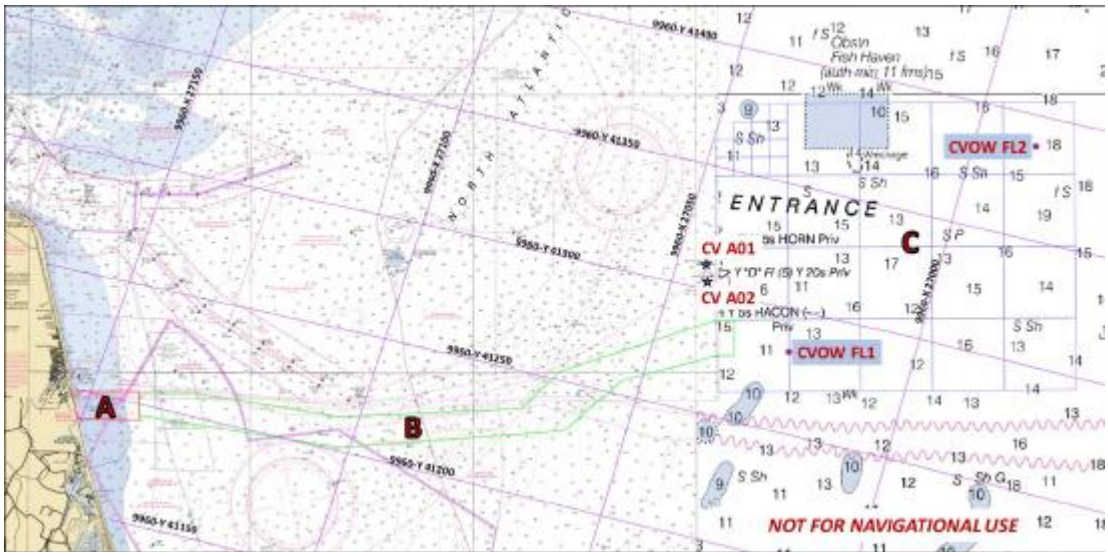
NOT FOR NAVIGATION

******MD – DE SEACOAST AND INLAND BAYS – MARINE SURVEYING OPERATIONS******

The Research Vessel **ALMAR** will conduct shellfish density survey operations in Indian River Bay, Delaware, during daylight hours only, from **August 10, 2022** to **August 14, 2022**. Mariners are advised to use caution when transiting near the survey vessel and are requested to give a wide berth and slow bell. The vessel will monitor channels 13 and 16 VHF-FM for passing arrangements.
The survey area is bounded by the following approximate positions:
38°36'13.7"N 75°07'27.5"W
38°35'32.4"N 75°07'30.2"W
38°35'17.8"N 75°04'15.7"W
38°36'15.4"N 75°04'43.6"W
Further information can be found on the US Wind website: https://uswindinc.com/mariners/.
Chart: 12216

******VA – NC – SEACOAST - UNEXPLODED ORDNANCE SURVEY******

Dominion Energy has initiated UXO Surveys within the export cable corridor (Areas A&B) and the Coastal Virginia Offshore Wind (CVOW) lease (Area C) and activities are expected to continue through 2022. The vessels being deployed and the areas to be surveyed are identified below. We remain committed to maintaining communications with fishing communities and other mariners in the area via these periodic updates, dock visits, informational speaking engagements and the additional information posted on the CVOW Website – (www.coastalvawind.com). Mariners are also encouraged to contact Dominion Energy's Fisheries Liaisons with any specific questions about CVOW project activities in relation to fisheries.
Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels which may be limited in their ability to maneuver and towing gear up to 1,000' behind the vessel. Mariners should operate in a manner that will not endanger themselves, the survey vessel or its equipment, a 0.5 NM clearance is requested
Henry Hudson – Daylight only operations in Zone A beginning **August 20, 2022.**
Minerya Uno – 24/7 operations in Zone B and Zone C beginning **July 30, 2022**.
Shearwater – 24/7 operations in Zone B and Zone C beginning **August 20, 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

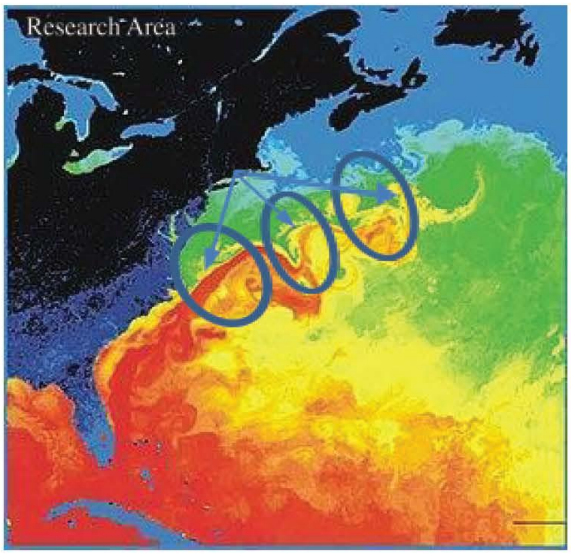
SAILDRONE, INC. will operate four Unmanned Surface Vehicles called Saildrones, to study the Gulf Stream and its interactions with the atmosphere. Two vehicles have already been deployed from Newport, RI, and two more vehicles will be deployed from Oregon Inlet, NC and transit out to the continental shelf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

More information on the project can be found online at:
https://www.saildrone.com/news/google-org-funds-gulf-stream-heat-carbon-mission

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

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

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



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

SCIENCE CONTACTS

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OCEAN RESEARCH EQUIPMENT IN WATER

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

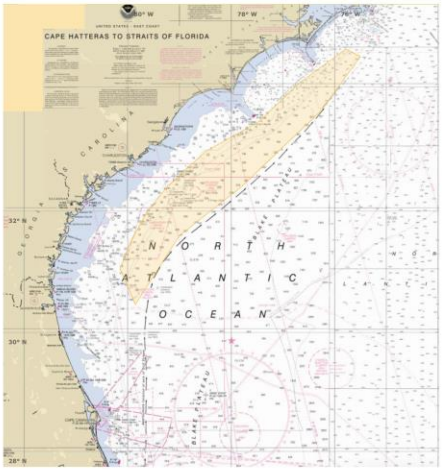
SAILDRONE, INC. will operate two Uncrewed Surface Vehicles called "saildrones" to study ocean-atmosphere conditions, potentially within tropical cyclones, in the waters between Jacksonville, FL and Morehead City, NC. They will be launched from Jacksonville, Florida and sail northbound approximately **July 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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(305) 979-2954

NOTMAR ROCKET LAUNCH

ROCKSAT X 2022

July 22, 2022

Notice to Mariners: Wallops Rocket Launch

What: ROCKSAT X 2022

When:	8/09/2021 5:15 PM	to	8/09/2021 10:45 PM
b/u	8/**10**/2021 5:15 PM	to	8/10/2021 10:45 PM
b/u	8/11/2021 5:15 PM	to	8/11/2021 10:45 PM
b/u	8/12/2021 5:15 PM	to	8/12/2021 10:45 PM

NOTMAR ROCKET LAUNCH

ROCKSAT X 2022

Communications: "Wallops Plot" on Marine Channel 12.
Marine Channel 22 is back up.
Contact Wallops Plot when traveling in the area
Land Line (757) 824- 1685
"Mission updates and completion will be noted on the
Wallops Launch Status Line at 757-824-2050.
To receive NASA Mariner Notices by email, contact keith.a.koehler@nasa.gov

PSAA 1					
Decimal Degrees		Degrees -Decimal Minutes			
Latitude	Longitude	Latitude		Longitude	
37.82890	-75.49020	37	49.7	-75	29.4
37.85480	-75.46490	37	51.3	-75	27.9
37.90990	-75.37660	37	54.6	-75	22.6
37.74590	-75.12420	37	44.8	-75	07.5
37.72560	-75.13380	37	43.5	-75	08.0
37.72960	-75.45790	37	43.8	-75	27.5
37.82890	-75.49020	37	49.7	-75	29.4

PSAA 2					
Decimal Degrees		Degrees -Decimal Minutes			
Latitude	Longitude	Latitude		Longitude	
37.69956	-75.04834	37	42.0	-75	02.9
37.98016	-74.72051	37	58.8	-74	43.2
37.88732	-73.77346	37	53.2	-73	46.4
37.04963	-73.77606	37	03.0	-73	46.6
36.99599	-74.49416	36	59.8	-74	29.6
37.25183	-75.06395	37	15.1	-75	03.8
37.69956	-75.04834	37	41.9	-75	02.9

NOTMAR ROCKET LAUNCH

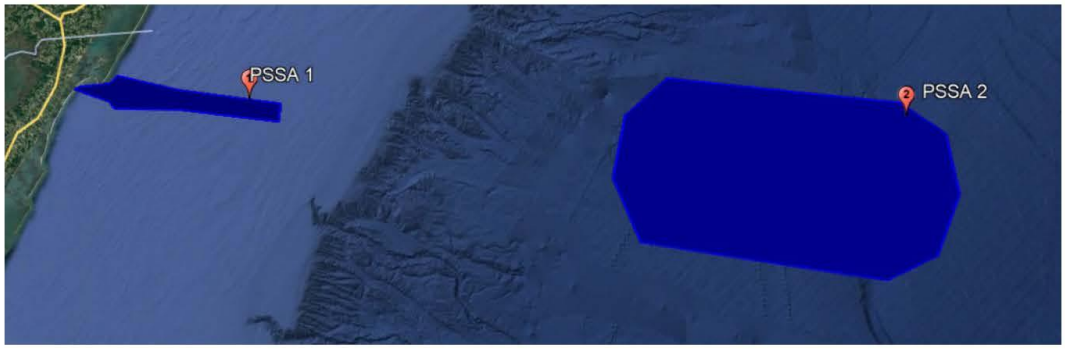
Speed Demon

August 04, 2022

Notice to Mariners: Wallops Rocket Launch

What: Speed Demon

When:	8/22/2022 8:45 PM	to	8/23/2022 01:30 AM
b/u	8/23/2022 8:45 PM	to	8/24/2022 01:30 AM
b/u	8/24/2022 8:45 PM	to	8/25/2022 01:30 AM
b/u	8/25/2022 8:45 PM	to	8/26/2022 01:30 AM
b/u	8/26/2022 8:45 PM	to	8/27/2022 01:30 AM



Communications: "Wallops Plot" on Marine Channel 12.
Marine Channel 22 is back up.
Contact Wallops Plot when traveling in the area
Land Line (757) 824- 1685
"Mission updates and completion will be noted on the
Wallops Launch Status Line at 757-824-2050.

NOTMAR ROCKET LAUNCH

Speed Demon

To receive NASA Mariner Notices by email, contact keith.a.koehler@nasa.gov

PSAA 1					
Decimal Degrees		Degrees -Decimal Minutes			
Latitude	Longitude	Latitude		Longitude	
37.8576	-75.335	37	51.5	-75	20.1
37.8815	-75.3073	37	52.9	-75	18.4
37.8365	-75.048	37	50.2	-75	2.9
37.7983	-74.6391	37	47.9	-75	38.3
37.7411	-74.6477	37	44.5	-75	38.9
37.7753	-75.0515	37	46.5	-75	3.1
37.775	-75.3171	37	46.5	-75	19.0
37.7977	-75.3391	37	47.9	-75	20.3
37.8346	-75.4853	37	50.1	-75	29.1
37.8352	-75.4847	37	50.1	-75	29.1
37.842	-75.4775	37	50.5	-75	28.7
37.8422	-75.4774	37	50.5	-75	28.6
37.8576	-75.335	37	51.5	-75	20.1

NOTMAR ROCKET LAUNCH

Speed Demon

PSAA 2					
Decimal Degrees		Degrees -Decimal Minutes			
Latitude	Longitude	Latitude		Longitude	
37.821	-72.4333	37	49.3	-75	26.0
37.8979	-72.2655	37	53.9	-74	15.9
37.8398	-71.994	37	50.4	-73	59.6
37.6439	-71.8352	37	38.6	-73	50.1
37.3663	-71.8572	36	22.0	-74	51.4
37.1618	-72.0698	37	9.7	-75	4.2
37.1455	-72.3348	37	8.7	-75	20.1
37.2737	-72.5439	37	16.4	-75	32.6
37.3597	-73.1832	37	21.6	-75	11.0
37.5653	-73.2932	37	33.9	-75	17.6
37.7623	-73.2429	37	45.7	-75	14.6
37.8807	-73.0732	37	52.8	-75	4.4