U.S. Department
of Homeland Security

United States
Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 Week: 03/22

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, 2021 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

2021 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.

US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING

US- Atlantic Seacoast - Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See enclosed compliance guide for specific times, areas, and exceptions to this law. Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALES NORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at:
https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales

Charts: 12200 12211 12214 13003 LNM: 45/21

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

OFFSHORE RENEWABLE ENERGY INSTALLATION (OREI) ENCLOSURE

Starting in LNM 16/21, April 20, 2021, the Fifth Coast Guard District LNM will include an Enclosure for Offshore Renewable Energy Installations (OREI), to include projects, survey operations, and construction in support of Offshore Renewable Energy Installations. New articles will run for three weeks in the General Section of the LNM and the OREI Enclosure. After three weeks, article will be removed from the General Section and will remain in the OREI Enclosure until completed.

LNM: 15/21

BROADCAST NOTICES TO MARINERS

Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
CCGD5 (D5) - BNM 007, 008, 015, 019 thru 024-22.
Sector Delaware Bay (DB) - BNM 001, 002, 003-22.
Sector Maryland-National Capital Region (MD-NCR) - BNM 127, 165, 246, 264, 012, 014-22.
Sector Virginia (VA) - BNM - 016-22.
Sector North Carolina (NC) - BNM 024, 025, 026, 029, 030, 032, 033, 035, 036-22.

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	
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	OFF STA	12222	002VA	01/22	
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	407NC	27/12	
615	Oregon Inlet Jetty Light	DAYMK MISSING	12204	166NC	19/21	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT	11009	481D5	40/21	
637	NOAA Lighted Data Buoy 41025 (ODAS)	MISSING	11555	165D5	12/21	
790	New River Inlet Lighted Whistle Buoy NR	LT EXT	11541	333NC	42/21	
815	NOAA Lighted Data Buoy 41013 (ODAS)	LT EXT	11536	332NC	35/20	
925	**Barnegat Inlet Lighted Buoy 4**	**MISSING**	**12324**	**003DB**	**03/22**	
1100	Little Egg Inlet Lighted Buoy 1	LT EXT	12316	143DB	29/21	
1295	Longport Channel Buoy 1	MISSING	12316	224DB	46/21	
1317	Longport Channel Buoy 7	MISSING	12318	199DB	40/21	
1535	Brown Shoal Light	LT EXT/RAC INOP/TEMP AIS MMSI:993672627	12214	102DB	23/21	
1600	Elbow of Cross Ledge Light	LT EXT/SS INOP	12304	094DB	21/21	

1675	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
1720	Maurice River Channel Buoy 7	OFF STA	12304	198DB	40/21
1735	Maurice River Channel Buoy 12	DAYMK IMCH	12304	207DB	42/21
2055	Delaware Bay East Icebreaker Light 2	LT EXT	12216	203DB	35/20
2445	Liston Range Front Light	REDUCED INT	12311	241DB	52/21
2565	Reedy Island Dike Middle Light	DAYMK MISSING	12311	208DB	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
2874	Pea Patch Island Dike Warning Light E	STRUCT DEST/TRLB	12311	433DB	39/18
3500	Eagle Point Range Rear Light	LT EXT	12313	236DB	50/21
3825	Enterprise Lower Range Rear Light	LT IMCH	12314	181DB	36/21
6605	Wachapreague Inlet Buoy 1	MISSING	12210	209VA	42/21
6810	Great Machipongo Inlet Buoy 3	MISSING	12224	NONEVA	21/21
7275	Chesapeake Channel Lighted Buoy 42	RAC INOP/TEMP AIS MMSI:993672358	12226	246VA	52/21
7440	Chesapeake Channel Lighted Buoy 62	RAC INOP/TEMP AIS MMSI: 993672392	12225	223VA	46/21
8395	Brewerton Channel Eastern Extension Range Rear Light	LT EXT	12272	061MD	18/21
8693	Pooles Island Light	LT EXT	12278	110MD	24/21
8700	**Pooles Island North Range Rear Light**	**LT EXT**	**12274**	**012MD**	**03/22**
9070	Elk River Channel West Range Rear Light	REDUCED INT	12277	327MD	43/20
9165	Bohemia River Light 2	DAYMK MISSING	12274	303MD	01/22
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
10180	**Long Creek Daybeacon 8**	**DAYMK MISSING**	**12254**	**016VA**	**03/22**
10655	Naval Boat Channel Light 10	LT EXT	12245	015VA	02/22
10920	Hampton River Channel Daybeacon 10	STRUCT DEST/TRLB	12245	008VA	01/22
11585	James River Channel Light 10	STRUCT DEST/TRLB	12248	012VA	02/22
12795	James River Channel Light 168	STRUCT DEST/TRLB	12252	239VA	51/19
13020	Back River Channel Daybeacon 10	STRUCT DEST	12222	013VA	02/22
13145	Poquoson Flats Channel Daybeacon 2PF	STRUCT DEST/TRLB	12222	125VA	25/21
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
13497	York River East Range Rear Light	LT EXT	12241	NONEVA	40/21
13595	West Branch Channel Entrance Light 2WB	LT EXT	12241	133VA	28/21
14057	Mobjack Bay Channel Buoy MB	MISSING	12238	237VA	50/21
14450	Horn Harbor Warning Daybeacon A	DAYMK MISSING	12238	053VA	11/21
14655	Stutts Creek Daybeacon 5	DAYMK IMCH	12235	042VA	08/21
15605	Hoskins Creek Range Front Light	LT EXT	12237	189VA	37/21
16010	Antipoison Creek Light 4	DAYMK MISSING	12235	167VA	33/21
17285	St. Catherine Sound Upper Entrance Warning Daybeacon D	STRUCT DEST/TRLB	12286	258MD	43/21
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST/TRLB	12284	062MD	24/18
20515	North Point Creek Light 2	STRUCT DEST/TRLB	12278	272MD	39/20
20960	Marley Creek Daybeacon 3	STRUCT DEST/TRLB	12281	026MD	09/21
21290	Ferry Bar Channel Daybeacon 10	STRUCT DEST/TRLB	12281	255MD	49/21
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20

23590	Sharkfin Shoal Light	STRUCT DEST	12231	208MD	36/21
23800	Webster Cove Channel Daybeacon 3	STRUCT DEST/TRLB	12261	064MD	19/21
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
26465	Kent Island Narrows North Approach Daybeacon 15	STRUCT DEST/TRLB	12270	281MD	47/21
27310	Bush River Approach Buoy 2	MISSING	12274	298MD	50/21
27995	Oregon Inlet Jetty Light	DAYMK MISSING	12204	166NC	19/21
28005	Oregon Inlet Buoy 7	MISSING	12204	431NC	46/20
28010	Oregon Inlet Lighted Buoy 8	OFF STA	12204	013NC	02/22
28052	Oregon Inlet Buoy 16A	OFF STA	12204	360NC	45/21
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
28699.5	South Ferry Terminal Buoy 1SF A	MISSING	11555	357NC	45/21
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
28722.9	**Barney Slough Channel Buoy 11**	**OFF STA**	**11555**	**035NC**	**03/22**
28790	Hatteras Inlet Channel Light 25	STRUCT DEST/TRLB	11555	232NC	29/21
28825	Rollinson Channel Light 33	STRUCT DEST/TRLB	11555	292NC	37/21
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
29070.1	**Big Foot Slough Channel Lighted Buoy 10B**	**OFF STA**	**11550**	**035NC**	**03/22**
29083	Big Foot Slough Channel Light 13	DAYMK DMGD	11550	341NC	44/21
29115	Nine Foot Shoal Channel Daybeacon 8	DAYMK MISSING	11550	396NC	50/21
29130	Lookout Bight Lighted Buoy 4	LT EXT	11545	399NC	51/21
29130	Lookout Bight Lighted Buoy 4	MSLD SIG	11545	064NC	07/21
29282	Beaufort Inlet Channel Lighted Buoy 6	OFF STA	11545	003NC	01/22
29286	Beaufort Inlet Channel Lighted Buoy 8	OFF STA	11547	003NC	01/22
29410	Morehead City Channel Lighted Buoy 15	OFF STA	11547	002NC	01/22
29495	Bogue Inlet Lighted Buoy 1	OFF STA	11541	NONENC	02/22
29650	New River Inlet Lighted Whistle Buoy NR	LT EXT	11541	333NC	42/21
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
30048	Banks Slough Channel Buoy 2BS	MISSING	11541	NONENC	46/21
30048.02	Banks Slough Channel Buoy 3	MISSING	11541	380NC	49/21
30065	Banks Channel Daybeacon 3	STRUCT DEST/TRUB	11541	006NC	02/21
30085	Banks Channel Daybeacon 9	STRUCT DEST/TRUB	11541	296NC	32/20
30090	Banks Channel Daybeacon 9A	STRUCT DEST/TRUB	11541	124NC	12/21
30095	Banks Channel Light 11	STRUCT DEST/TRLB	11541	068NC	08/21
30105	Banks Channel Daybeacon 13	STRUCT DEST/TRUB	11541	060NC	07/21
30115	Banks Channel Daybeacon 15	STRUCT DEST/TRUB	11541	114NC	15/20
30135	Banks Channel Daybeacon 21	STRUCT DEST/TRUB	11541	246NC	28/19
30335	Bald Head Shoal Channel Range Rear Light	LT EXT	11534	402NC	52/21
30935	Cape Fear River Channel Lighted Buoy 61	SINKING/TRUB	11537	250NC	31/21
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	MISSING	11534	345NC	47/21
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31360	Durant Island Daybeacon 1D	STRUCT DMGD	12204	390NC	39/21
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
32137	Long Shoal Lighted Wreck Buoy WR2	OFF STA	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	STRUCT DEST/TRLB	11555	355NC	42/19
32370	Royal Shoal Light 3	DAYMK MISSING	11552	315NC	41/21
32491	Governor Scott Ferry Lighted Wreck Buoy WR2	MISSING	11550	260NC	27/21
32915	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
32990	Pungo River Channel Daybeacon 11	STRUCT DEST/TRLB	11553	392NC	50/21
32995	Pungo River Channel Daybeacon 12	STRUCT DEST/TRLB	11553	392NC	49/21
33345	Pamlico River Channel Light 12	DAYMK MISSING/TRLB	11554	145NC	16/21
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
33595	Neuse River Channel Light 4	STRUCT DEST/TRLB	11541	140NC	15/21
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
35015	**New Jersey Intracoastal Waterway Buoy 12**	**OFF STA**	**12324**	**001DB**	**03/22**
35360	New Jersey Intracoastal Waterway Light 92	STRUCT DEST/TRLB	12324	192DB	38/21
35395	New Jersey Intracoastal Waterway Buoy 101	MISSING	12316	158DB	32/21
35870	New Jersey Intracoastal Waterway Daybeacon 222	STRUCT DEST/HAZ NAV/TRLB	12316	163DB	32/21
36720	New Jersey Intracoastal Waterway Daybeacon 479	STRUCT DEST/TRUB	12316	082DB	16/21
36790	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
37595	Great Bridge to Albemarle Sound Warning Daybeacon	STRUCT DEST/TRLB	12206	294NC	37/21
37895	Alligator River Light 26	STRUCT DEST/TRLB	11553	004NC	01/21
38095	Pungo River Channel Daybeacon 12	STRUCT DEST/TRLB	11553	392NC	49/21
38100	Pungo River Channel Daybeacon 11	STRUCT DEST/TRLB	11553	392NC	50/21
38110	Pungo River Light 8	STRUCT DEST/HAZ NAV/TRLB	11553	293NC	32/20
38200	Goose Creek Light 15	STRUCT DEST/TRLB	11553	290NC	37/21
38230	Goose Creek Daybeacon 24	STRUCT DEST/TRUB	11553	401NC	52/21
38275	Neuse River Channel Light 4	STRUCT DEST/TRLB	11541	140NC	15/21
38935	Bogue Sound Daybeacon 23	STRUCT DEST/TRUB	11541	283NC	36/21
39070	Bogue Sound Daybeacon 46A	STRUCT DEST/TRUB	11541	186NC	22/21
39120	Bogue Sound - New River Daybeacon 51	STRUCT DEST/TRUB	11541	338NC	43/21
39295	Bogue Sound - New River Light 72	STRUCT DEST/TRLB	11541	439NC	46/20
39365	New River - Cape Fear River Light 23	STRUCT DEST/TRLB	11541	200NC	24/21
39465	New River - Cape Fear River Light 71	STRUCT DEST/TRLB	11541	079NC	09/21

39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB	11541	329NC	40/21
39705	New River - Cape Fear River Daybeacon 150	STRUCT DEST/TRUB	11534	405NC	52/21
39720	New River - Cape Fear River Light 153	STRUCT DEST/TRLB	11534	NONENC	50/21
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
39865	New River - Cape Fear River Daybeacon 172	STRUCT DEST/TRLB	11534	385NC	49/21
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
40180	Lockwoods Folly River Daybeacon 12	STRUCT DEST/TRUB	11534	NONENC	37/19
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
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
1530	Harbor of Refuge Light	RELIGHTED	12216	243DB	49/21	03/22
8441	Tolchester Channel Range Front Light	WATCHING PROPERLY	12272	005MD	01/22	03/22
8935	Elk River Channel South Range Front Light	WATCHING PROPERLY	12274	007MD	02/22	03/22
16750	St. George Creek Light 6	WATCHING PROPERLY	12233	010MD	03/22	03/22
29303	Morehead City Channel Range Rear Light	RELIGHTED	11547	034NC	03/22	03/22
30820	Lower Brunswick North Range Front Light	WATCHING PROPERLY	11537	033NC	03/22	03/22
31030	Lockwoods Folly Inlet Buoy 6	RESET ON STATION	11534	011NC	02/22	03/22
31035	Lockwoods Folly Inlet Buoy 7	RESET ON STATION	11534	016NC	02/22	03/22
31040	Lockwoods Folly Inlet Buoy 8	RESET ON STATION	11534	012NC	02/22	03/22
34825	Beaufort Harbor Channel Daybeacon 3B	REBUILT/RECOVERED	11547	NONENC	02/22	03/22
34826	Beaufort Harbor Channel Daybeacon 4	REBUILT/RECOVERED	11547	382NC	49/21	03/22
34830	Beaufort Harbor Channel Daybeacon 6	REBUILT/RECOVERED	11547	393NC	50/21	03/22
38325	Adams Creek Daybeacon 6	REBUILT/RECOVERED	11541	021NC	02/22	03/22
38430	Core Creek Daybeacon 28	REBUILT/RECOVERED	11541	032NC	03/22	03/22
38630	Bogue Sound Light 2	REBUILT/RECOVERED	11547	033NC	02/22	03/22

38760	Bogue Sound Daybeacon 3A	REBUILT/RECOVERED	11547	261NC	32/21	03/22
38845	Bogue Sound Daybeacon 8	REBUILT/RECOVERED	11541	266NC	33/21	03/22
40075	Cape Fear River - Little River Light 11	WATCHING PROPERLY	11534	025NC	02/22	03/22
40200	Cape Fear River - Little River Light 40	WATCHING PROPERLY	11534	024NC	02/22	03/22
40222	Cape Fear River - Little River Buoy 46A	RESET ON STATION	11534	010NC	02/22	03/22
40225	Cape Fear River - Little River Buoy 47	RESET ON STATION	11534	015NC	02/22	03/22
40295	Cape Fear River - Little River Light 67	WATCHING PROPERLY	11534	NONENC	03/22	03/22
40430	Cape Fear River - Little River Daybeacon 109	WATCHING PROPERLY	11534	026NC	02/22	03/22

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	
1355	Ship Channel Buoy 7	ADRIFT	12316	168DB	34/20	
2973	Dupont Chambers Diffuser Warning Lighted Buoy A	MISSING	12311	122DB	27/21	
3340	Mantua Creek Outfall Pipeline Light	LT EXT	12313	176DB	35/21	
7905	Sandy Point State Park Daybeacon 1	DAYMK MISSING	12282	203MD	33/20	
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		NONEVA	37/21
10332.01	Lynnhaven River Eastern Branch Buoy 2EB	MISSING	12254	113VA	24/21
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19
10332.3	Lynnhaven River Eastern Branch Daybeacon 5	STRUCT DEST	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	Barretts Point Lighted Buoy 2	OFF STA	12251	NONEVA	31/20
12143.71	Barretts Point Daybeacon 3	DAYMK IMCH	12251	NONEVA	35/20
12143.72	Barretts Point Daybeacon 4	DAYMK IMCH	12251	NONEVA	48/20
12143.73	Barretts Point Light 5	DAYMK IMCH	12251	NONEVA	48/20
12143.74	Barretts 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
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
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
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
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
17840	Nanjemoy Creek Buoy 4	BUOY DMGD	12288	171MD	30/21
17845	Nanjemoy Creek Buoy 5	OFF STA	12288	001MD	02/21
17850	Nanjemoy Creek Buoy 6	OFF STA	12288	180MD	31/21
17860	Nanjemoy Creek Buoy 9	OFF STA	12288	181MD	31/21
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
18251.1	Neabsco Creek Channel Lighted Buoy 2	LT EXT	12289	098MD	24/20
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		084MD	21/21
18545	Piscataway Creek Warning Daybeacon B	STRUCT DEST		085MD	21/21
18601.01	National Harbor Channel Light 3	LT EXT/STRUCT DMGD	12289	100MD	01/21
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
19045	Lewis Creek Buoy 2	OFF STA	12284	341MD	44/20
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
19375	South Herrington Harbour Light 5	DAYMK DMGD	12266	139MD	19/19
19430	Herrington Harbour North Light 1	LT EXT	12266	146MD	28/21
19435	Herrington Harbour North Light 2	LT EXT	12266	147MD	28/21
19687	Fishing Creek - Oyster Creek Buoy 1	DAYMK IMCH	12270	140MD	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	137MD	29/20
19860	Chesapeake Harbor Buoy 6	MSLD SIG	12282	NONEMD	33/20
19865	Chesapeake Harbor Buoy 7	MISSING	12282	138MD	29/20
19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	219MD	30/19
19875	Chesapeake Harbor Jetty Light 9	LT IMCH/DAYMK MISSING	12282	221MD	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
20141	Grays Creek Buoy 1	OFF STA	12282	201MD	34/21
20150	Grays Creek Daybeacon 3	STRUCT DEST	12282	321MD	41/19
20165	Fairwinds Marina Pier Light	LT EXT	12282	229MD	39/21
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
20630	Sparrows Point Drydock Light P4	LT EXT	12278	175MD	31/21
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	173MD	27/18
20995	CSX Ore Pier Obstruction Light E	LT EXT	12278	174MD	31/21
21535	Kings Creek Channel Daybeacon 3	DAYMK MISSING	12224	194VA	38/21
22865	Jenkins Creek Daybeacon 3	STRUCT DEST	12231	023MD	04/19
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
24562	Wallace Creek Daybeacon 4	STRUCT DEST	12261	078MD	20/20
25070	Choptank Fishing Pier Warning Daybeacon C	DAYMK MISSING	12268	224MD	34/20
25780	Upper Edge Creek Daybeacon 11	DAYMK MISSING	12266	152MD	30/20
26126	Wye River Buoy 1	OFF STA	12270	052MD	17/21
26270	Cox Creek Buoy 4	OFF STA	12270	298MD	41/20
26343.7	Greenwood Creek Buoy 10	MISSING	12270	290MD	40/20
26343.8	Greenwood Creek Buoy 12	OFF STA	12270	087MD	21/21
26343.9	Greenwood Creek Buoy 13	OFF STA	12270	088MD	21/21
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
26727	Corsica River Buoy 8	OFF STA	12272	288MD	40/20
26757	Jarrett Creek Lighted Data Buoy D	MISSING	12272	258MD	38/20
26830	Chester River Channel Buoy 43	ADRIFT	12272	225MD	38/21
26840	Chester River Channel Buoy 44A	MISSING	12272	253MD	38/20
26847	Foremans Branch Lighted Data Buoy F	MISSING	12272	251MD	38/20
26874.1	Swan Creek Buoy 13	MSLD SIG	12272	279MD	39/20
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
27083	Back River Buoy 8	MISSING	12278	338MD	26/20
27255	Upper Gunpowder River Buoy 7	MISSING	12274	159MD	31/20
27275	Upper Gunpowder River Buoy 11	DAYMK IMCH	12274	321MD	31/20

27955	Upper Elk River Buoy 16	DAYMK IMCH	12274	320MD	42/20
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 11	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
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
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
	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 2	STRUCT DEST	12222	NONEHR	07/18
	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
	Oak Creek Buoy 3	OFF STA	12270	314MD	41/20
	Price Creek Buoy 3	OFF STA	12270	277MD	37/19
	Royal Beach Association Buoy	MISSING	12282	065MD	18/20
	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

None

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	
3180	Marcus Hook Anchorage Buoy B	DISCONTINUED FOR DREDGING	12312	496D5	38/21	
3680	Upper Delaware River Channel Lighted Buoy 8	RELOCATED FOR DREDGING	12314	605D5	47/21	
3710	Upper Delaware River Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12314	605D5	47/21	
3805	Upper Delaware River Channel Lighted Buoy 22	RELOCATED FOR DREDGING	12314	605D5	47/21	
3860	Upper Delaware River Channel Lighted Buoy 30	RELOCATED FOR DREDGING	12314	605D5	47/21	
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	
9555	Norfolk International Terminal South Channel Buoy 2S	RELOCATED FOR DREDGING	12245	601D5	43/20	
9555	Norfolk International Terminal South Channel Buoy 2S	TRUB	12245	601D5	43/20	
9560	Norfolk International Terminal South Channel Lighted Buoy 4S	RELOCATED FOR DREDGING	12245	601D5	43/20	
9560	Norfolk International Terminal South Channel Lighted Buoy 4S	TRLB	12245	601D5	43/20	
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	
29745	New River Channel Daybeacon 15	TRUB	11541	386D5	28/21	

30050	Banks Channel Light 1	TRLB	11541	398D5	31/20
30055	Banks Channel Light 2	TRLB	11541	398D5	31/20
38885	Bogue Sound Warning Daybeacon A	DISCONTINUED	11541	638D5	46/20

TEMPORARY CHANGES CORRECTED

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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

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

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

Corrective Action	Object of Corrective Action	Source of Correction	Position
(Temp) ADD	NATIONAL DOCK CHANNEL BUOY 3 Green can	CGD01	at 40-41-09.001N 074-02-48.001W

(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 03/22

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

Extension 203 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK - -. Page/Side: -

RELOCATE	Cape Fear River - Little River Buoy 47A	CGD05	from 33-55-14.651N	078-14-10.486W
			to 33-55-14.770N	078-14-10.851W

Extension 205 MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK - -. Page/Side: -

RELOCATE	Cape Fear River - Little River Buoy 47A	CGD05	from 33-55-14.651N	078-14-10.486W
			to 33-55-14.770N	078-14-10.851W

11541 42nd Ed. 01-FEB-19 Last LNM: 47/21 NAD 83 03/22

ChartTitle: **Intracoastal Waterway Neuse River to Myrtle Grove Sound**

CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A

RELOCATE	Bogue Inlet Buoy 2	CGD05	from 34-38-46.378N	077-06-19.984W
			to 34-38-45.819N	077-06-22.097W
RELOCATE	Causeway Channel Buoy 5A	CGD05	from 34-42-49.335N	076-44-00.427W
			to 34-42-49.649N	076-44-01.956W
RELOCATE	Causeway Channel Buoy 6	CGD05	from 34-42-50.841N	076-43-57.495W
			to 34-42-51.499N	076-43-58.377W
RELOCATE	Money Island Channel Buoy 1	CGD05	from 34-42-35.590N	076-43-17.717W

		to 34-42-35.967N	076-43-17.620W

11545 **67th Ed.** **01-JUL-19** **Last LNM: 52/20** **NAD 83** **03/22**

ChartTitle: **Beaufort Inlet and Part of Core Sound;Lookout Bight**

CHART NC- BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A

		CGD05	
RELOCATE	Causeway Channel Buoy 5A	from 34-42-49.335N	076-44-00.427W
		to 34-42-49.649N	076-44-01.956W
		CGD05	
RELOCATE	Causeway Channel Buoy 6	from 34-42-50.841N	076-43-57.495W
		to 34-42-51.499N	076-43-58.377W
		CGD05	
RELOCATE	Money Island Channel Buoy 1	from 34-42-35.590N	076-43-17.717W
		to 34-42-35.967N	076-43-17.620W

11547 **40th Ed.** **01-JUL-15** **Last LNM: 52/20** **NAD 83** **03/22**

ChartTitle: **Morehead City Harbor**

Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: A

		CGD05	
RELOCATE	Causeway Channel Buoy 5A	from 34-42-49.335N	076-44-00.427W
		to 34-42-49.649N	076-44-01.956W
		CGD05	
RELOCATE	Causeway Channel Buoy 6	from 34-42-50.841N	076-43-57.495W
		to 34-42-51.499N	076-43-58.377W
		CGD05	
RELOCATE	Money Island Channel Buoy 1	from 34-42-35.590N	076-43-17.717W
		to 34-42-35.967N	076-43-17.620W

12237 **29th Ed.** **01-OCT-20** **Last LNM: 52/21** **NAD 83** **03/22**

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

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

		NOS	
LAST EDITION	No new editions of chart 12237 will be published. It will be canceled on 06-Apr-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.	--	--

12244 **15th Ed.** **01-MAR-15** **Last LNM: 11/15** **NAD 83** **03/22**

ChartTitle: **Pamunkey And Mattaponi Rivers**

Main Panel 583 PAMUNKEY AND MATTAPONI RIVERS. Page/Side: A

		NOS	
LAST EDITION	No new editions of chart 12244 will be published. It will be canceled on 06-Apr-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12272 **33rd Ed.** **01-JAN-17** **Last LNM: 20/19** **NAD 83** **03/22**

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

CHART MD- CHESTER RIVER. Page/Side: N/A

		CGD05	
CHANGE	Tolchester Channel Range Front Light Fl 2.5s 23ft (Day/Night)	at 39-08-07.859N	076-20-07.902W

12273 **61st Ed.** **01-AUG-20** **Last LNM: 15/19** **NAD 83** **03/22**

ChartTitle: **Chesapeake Bay Sandy Point to Susquehanna River**

Main Panel 625 CHESAPEAKE BAY SANDY PT TO SUSQUEHANNA RIVER - -. Page/Side: -

		CGD05	
CHANGE	Tolchester Channel Range Front Light Fl 2.5s 23ft (Day/Night)	at 39-08-07.859N	076-20-07.902W

12278 **80th Ed.** **01-MAY-20** **Last LNM: 52/21** **NAD 83** **03/22**

ChartTitle: **Chesapeake Bay Approaches to Baltimore Harbor**

CHART MD- CHESAPEAKE BAY APPROACHES TO BALTIMORE. Page/Side: N/A

		CGD05	
CHANGE	Tolchester Channel Range Front Light Fl 2.5s 23ft (Day/Night)	at 39-08-07.859N	076-20-07.902W

12280 **12th Ed.** **01-SEP-20** **Last LNM: 39/19** **NAD 83** **03/22**

CHANGE	Tolchester Channel Range Front Light Fl 2.5s 23ft (Day/Night)	CGD05 at 39-08-07.859N	076-20-07.902W

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 – AIDS TO NAVIGATION CHANGE

On or about February 14, 2021 the Coast Guard will make the following changes to the aids to navigation marking the Upper Potomac River:
Remove: The word "Channel" from all Upper Potomac River aid names.
Discontinue: Buoy 1 (LLNR 17750).
Discontinue: Buoy 7 (LLNR 17820).
Discontinue Lighted Buoy 13 (LLNR 17870).
Discontinue: Buoy 16 (LLNR 17885).
Discontinue: Buoy 19 (LLNR 17900).
Discontinue: Lighted Buoy 21 (LLNR 17905).
Establish: Lighted Buoy 1UP in approximate position: 38 23 09.071N-77 00 21.248W, with a 4nm nominal range quick flashing green light.
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 remove the seasonal status.
Renumber: Light 6 (LLNR 17765) to Light 4.
Change: Light 5 (LLNR 17815) the flash characteristic to a 4-second green light.
Renumber: Light 8 (LLNR 17825) to Light 6.
Relocate: Lighted Buoy 11 (LLNR 17865) to approximate position: 38 23 19.998N-77 07 23.123W, renumber to Lighted Buoy 7 and remove the seasonal status.
Renumber: Light 15 (LLNR 17880) to Light 9.
Relocate: Lighted Buoy 18 (LLNR 17890) to approximate position: 38 21 31.235N-77 10 51.965W, remember to Lighted Buoy 10, change the flash characteristic to 2.5-second red light and remove the seasonal status.
Change: Maryland Point Light (LLNR 17895) to Light 11, change the flash characteristic to 2.5-second green light with a 4nm nominal range and SG dayboards.
Establish: Lighted Buoy 13 in approximate position: 38 21 07.646N-77 12 51.060W, with a 4nm nominal range flashing 4-second green light.

Charts: 12285 12288 LNM: 02/22

NC – NEUSE RIVER TO MYRTLE GROVE SOUND – BANKS CHANNEL – CHANGE FIX AIDS TO FLOATING AIDS

On or about the third week of January 2022 the Coast Guard will make the following changes.
Banks Channel Light 1 (LLNR 30050) change to Banks Channel Lighted Buoy 1 (LLNR 30050) showing a FL G 4s Light.
Banks Channel Light 2 (LLNR 30055) change to Banks Channel Lighted Buoy 2 (LLNR 30055) showing a FL R 4s Light.
Banks Channel Daybeacon 3 (LLNR 30065) change to Banks Channel Buoy 3 (LLNR 30065).
Banks Channel Daybeacon 9 (LLNR 30085) change to Banks Channel Buoy 9 (LLNR 30085).
Banks Channel Daybeacon 9A (LLNR 30090) change to Banks Channel Buoy 9A (LLNR 30090).
Banks Channel Light 11 (LLNR 30095) change to Banks Channel Lighted Buoy 11 (LLNR 30095) showing a FL G 4s Light.
Banks Channel Daybeacon 13 (LLNR 30105) change to Banks Channel Buoy 13 (LLNR 30105).
Banks Channel Daybeacon 15 (LLNR 30115) change to Banks Channel Buoy 15 (LLNR 30115).
Banks Channel Daybeacon 21 (LLNR 30135) change to Banks Channel Buoy 21 (LLNR 30135).

Chart 11541 LNM: 41/21

NC – INTRACOASTAL WATERWAY – MYRTLE GROVE SOUND TO LITTLE RIVER – LOCKWOODS FOLLY RIVER DAYBEACON 12 CHANGE TO LOCKWOODS FOLLY RIVER BUOY 12

On or about 09 JANUARY 2022 the Coast Guard will change Lockwoods Folly River Daybeacon 12 (LLNR 40180) to Lockwoods Folly River Buoy 12 (LLNR 40180). Coast Guard Construction tenders are unable to rebuild the light due to shoaling and dredging will not be conducted in the foreseeable future. Changing the Daybeacon to a Buoy will enable routine service and maintenance by a different size vessel.

Chart 11534 LNM: 50/21

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 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

******DE – NJ – DELAWARE RIVER – AID TO NAVIGATION CHANGE PROPOSAL******

The Coast Guard is proposing changing the buoy size of the following floating aids to navigation from 8X26 to 7X17. No changes to the assigned positions, lighting equipment or flash characteristics are proposed. This change will allow more efficient fall and spring removal and deployment for ice season, decrease fuel cutter cost, decrease transportation costs and decrease buoy hull and overhaul costs.
Delaware River Lighted Buoy 1DR (LLNR 2485)
Delaware River Lighted Buoy 3 (LLNR 2515)
Delaware River Lighted Buoy 4 (LLNR 2520)
Delaware River Lighted Bell Buoy 6 (LLNR 2575)
Delaware River Lighted Buoy 8 (LLNR 2595)
Delaware River Lighted Buoy 9 (LLNR 2620)
Delaware River Lighted Buoy 11 (LLNR 2720)
Chesapeake and Delaware Canal Junction Lighted Buoy CD (LLNR 2745)
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 15 Mar 2022 to be considered in the analysis. Refer to project number 05-22-011(D)
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704

Chart 12311 LNM: 03/22

MD – SEAGIRT TERMINAL EAST CHANNEL – COLGATE CREEK – AID TO NAVIGATION CHANGE PROPOSAL

With the completion of dredging in Colgate Creek the Coast Guard is proposing relocating Colgate Creek Buoy 1C (LLNR 21070).
Relocate: Buoy 1C (LLNR 21070) to approximate position: 39 15 02.700N-76 32 21.480W.
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 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to February 7, 2022 to be considered in the analysis. Refer to project number 05-22-008(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12281 LNM: 01/22

******MD – QUEENSTOWN CREEK/HARBOR – AIDS TO NAVIGATION CHANGE PROPOSAL******

Upon the completion of dredging the Queenstown Creek/Queenstown Harbor Channel, the Coast Guard is proposing the following changes to Queenstown Creek:
Change: Buoy 2Q (LLNR 26585) to maintained from March 15 to December 1.
Discontinue: Warning Daybeacon A (LLNR 26590)
Queenstown Harbor Channel:
Change: Daybeacon 2 (LLNR 26600) to Buoy 2, maintained from March 1 to December 15 and rename to Queenstown Creek Buoy 6.
Change: Daybeacon 3 (LLNR 26605) to Buoy 7, maintained from March 1 to December 15 and rename to Queenstown Creek Buoy 7.
Change: Daybeacon 3A (LLNR 26610) to Buoy 9, maintained from March 1 to December 15 and rename to Quennstown Creek Buoy 9.
Change Daybeacon 4 (LLNR 26615) to Buoy 10, maintained from March 1 to December 15 and rename Queenstown Creek Buoy 10.
Discontinue: Daybeacon 6 (LLNR 26620).
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 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to February 28, 2022 to be considered in the analysis. Refer to project number 05-22-010(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Charts: 12263 12270 12272 LNM: 03/22

MD – MIDDLE RIVER - AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing making the following changed to the aids to navigation marking Middle River:
Change: Lighted Buoy 1MR (LLNR 27110) to Light 1MR in approximate position: 39 16 21.671N-76 20 10.726W with a 4nm nominal range quick flashing green light, optic height of 15' and SG dayboards on multi-pile structure.
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 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to February 14, 2022 to be considered in the analysis. Refer to project number 05-22-007(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: 12273 12274 12280 LNM: 51/21

MD – SUSQUEHANNA RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing making the following changed to the aids to navigation marking the Susquehanna River Channel:
Remove the word: "Channel" from the aid names.
Change: Lighted Buoy 1 (LLNR 27590) to Light 1S in approximate position: 39 27 46.498N-76 02 49.662W with a 4nm nominal range flashing 2.5s green light, optic height of 15' and SG dayboards on pile.
Change: Lighted Buoy 3 (LLNR 27600) to Light 3 in approximate position: 39 28 38.711N-76 04 05.667W with a 4nm nominal range flashing 4s green light, optic height of 15' and SG dayboards on pile.
Relocate: Buoy 5 (LLNR 27605) to approximate position: 39 28 50.771N-76 04 50.189W.
Change: Buoy 6 (LLNR 27610) to Light 6 in approximate position: 39 28 54.400N-76 04 47.123W with a 4nm nominal range flashing 2.5s red light, optic height of 15' and TR dayboards on pile.
Change: Buoy 7 (LLNR 27615) to Daybeacon 7 in approximate position: 39 29 12.348N-76 05 07.195W with SG dayboards on pile.
Relocate: Buoy 8 (LLNR 27620) to approximate position: 39 29 13.886N-76 05 03.619W.
Change: Buoy 9 (LLNR 27625) to Daybeacon 9 in approximate position: 39 29 29.243N-76 05 16.005W with SG dayboards.
Relocate Buoy 10 (LLNR 27643) to approximate position: 39 29 30.331N-76 05 12.240W.
Change: Lighted Buoy 11 (LLNR 27645) to Light 11 in approximate position: 39 29 56.769N-76 05 18.329W with a 4nm nominal range flashing 2.5s green light, optic height of 15' and SG dayboards on pile.
Relocate: Buoy 12 (LLNR 27650) to approximate position: 39 29 57.691N-76 05 15.168W.
Relocate: Buoy 13 (LLNR 27655) to approximate position: 39 31 05.844N-76 05 07.548W.
Change: Lighted Buoy 14 (LLNR 27660) to Light 14 in approximate position: 39 31 06.630N-76 05 03.915W with a 4nm nominal range flashing 4s red light, optic height of 15' and TR dayboards on pile.
Discontinue: Buoy 15 (LLNR 27665)
Change: Lighted Buoy 17 (LLNR 27670) to Light 15 in approximate position: 39 32 14.719N-76 04 53.928W with a 4nm nominal range flashing 2.5s green light, optic height of 15' and SG dayboards on pile.
Change: Buoy 18 (LLNR 27805) to Daybeacon 16 in approximate position: 39 32 36.129N-76 04 47.671W with TR dayboards on pile.
Change: Junction Buoy SR (LLNR 27820) to Junction Daybeacon SR in approximate position: 39 32 55.882N-76 04 56.562W with JG dayboards on pile.
Change: Buoy 19 (LLNR 27825) to Daybeacon 17 in approximate position: 39 33 01.557N-76 04 54.952W with SG dayboards on pile.
Change: Alternate Route Buoy 2 (LLNR 27830) to Alternate Route Daybeacon 2 in approximate position: 39 33 00.598N-76 05 05.861 with TR dayboards on pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to January 24, 2022 to be considered in the analysis. Refer to project number 05-22-001(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: 12273 12274 LNM: 48/21

VA – MOBJACK BAY – AID TO NAVIGATION CHANGE PROPOSAL

Mobjack Bay Channel Buoy MB (LL 14057) was found sinking and removed due to no available replacement. Based on the proliferation of AIS, charting software, GPS, and other aids to navigation in the area, the Coast Guard is proposing to "Discontinue" this aid to navigation.
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 February 7, 2022 to be considered in the analysis. Refer to project number 05-22-006(D).
Send comments to CGD5Waterways@uscg.mil, or mail to
U.S. Coast Guard Fifth District
Waterways Management (dpw)
Attn: Mr. Albert Grimes
431 Crawford Street
Portsmouth, VA 23704

Charts: 12221 12238 LNM: 50/21

VA - RAPPAHANNOCK RIVER-TOTUSKEY CREEK – AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing making the following changed to the aids to navigation marking Totuskey Creek:
Change: Buoy 2 (LLNR 15455) to Daybeacon 2T in approximate position: 37 51 34.098N-76 45 10.868W with SG dayboards on pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf
All comments will be carefully considered and are requested prior to February 7, 2022 to be considered in the analysis. Refer to project number 05-22-005(D).
Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704

Chart 12237 LNM: 50/21

NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORTH CAROLINA CUT - PROPOSED BRIDGE

All interested parties are notified that an application dated October 1, 2021, has been received from the Marine Corps Base (MCB) Camp Lejeune, NC by the Commander, Fifth Coast Guard District, for approval of the location and plans for replacement of an existing highway drawbridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Atlantic Intracoastal Waterway, mile 240.6, between Camp Lejeune and Onslow County, NC.
CHARACTER OF WORK: The proposed project is to construct a new Onslow Beach bascule bridge 300 feet northeast of the existing Onslow Beach swing bridge over the Atlantic Intracoastal Waterway on Onslow Beach Road. The project will replace the existing Onslow Beach swing bridge and construct a new bascule bridge, roadway approaches and abutments to the northeast. Additional work includes, but is not limited to, construction of a bridge deck, guard rail and railing, lighting, asphalt pavement, pavement marking and signs, earthwork, grading, and incidental related work. Demolition of the existing bridge will occur after construction of the new bridge is complete and open to traffic. The purpose of the project is to replace the existing bridge after incurring damage from Hurricane Florence.
The existing drawbridge has a horizontal clearance of 80 feet and a vertical clearance of 12 feet above mean high water in the closed position and unlimited vertical clearance in the open position}. The replacement bridge will be a drawbridge with a horizontal clearance of 90 feet and a vertical clearance of 16.17 feet above mean high water in the closed position and 65 feet vertical clearance in the open position.
A copy of Public Notice D05PN-05-2021, which describes the proposal in detail, can be obtained by calling (757) 398-6422 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 04 FEB 2022.

Chart 11541 LNM: 52/21

NC – CAPE FEAR RIVER - PROPOSED BRIDGE

All interested parties are notified that the Commander, Fifth Coast Guard District has received a proposal from the City of Wilmington with plans for construction of two new railroad drawbridges over a navigable waterway of the United States.
WATERWAY AND LOCATION: Cape Fear River, one immediately south of the US74/76 (Cape Fear Memorial Bridge), mile 26.8, and one between mile 30.2 and mile 30.3, at Wilmington, NC.
CHARACTER OF WORK: The proposed project is to construct two new railroad bridges to bypass the existing freight rail route between the railyard in Navassa, NC (Davis Yard) and the Port which will eliminate 32 at-grade crossings. The purpose of the project is to improve safety, regional mobility and freight rail operations, while also improving the resiliency, reliability, and operational fluidity of the sole freight rail route connecting southeastern North Carolina with the Port of Wilmington.
The two new bridges will be drawbridges. The bridge at mile 26.8 will have a horizontal clearance of 250 feet and a vertical clearance above mean high water of 20 feet in the closed position, 135 feet in the open position, and 40 feet in the partial open position (when not open or closed). The bridge between mile 30.2 and mile 30.3 will have a horizontal clearance of 102 feet and a vertical clearance of 9 feet above mean high water in the closed position and unlimited vertical clearance in the open position.
A copy of Preliminary Public Notice D05PPN-04-2021, which describes the proposal in detail, can be obtained by calling (757) 398-6422 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 04 FEB 2022.

Chart 11537 LNM: 52/21

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 Dec 5th, 2021 and June 30th, 2022. The survey will be conducted by three (3) Unmanned Surface Vehicles (USVs), called saildrones, each 23ft in length, 16ft tall, orange in color with a white all-round light and marked "SAILDRONE". The saildrones will deploy from Newport, RI to conduct offshore

surveys along the Gulf Stream to meet research objectives. All drones are 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 (7) of this Local Notice to Mariners provides a photo and a description of the Saildrone,
Questions regarding saildrone operations should be directed to Saildrone Mission Control, missioncontrol@saildrone.com or (510) 722-6070.
See ENC 7

LNM: 45/21

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 - 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

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 – DE – MD – RIGHT WHALE VOLUNTARY VESSEL SPEED RESTRICTION ZONE******

NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones
NOAA requests mariners to route around this zone or transit through it at ten knots or less.
Program is currently in effect in the following areas:
-The southeast of New York City, NY is bounded by: 40 degrees 41 minutes North, 40 degrees 01 minutes North, 073 degrees 03 minutes West, 073 degrees 55 minutes West through January 23, 2022.
-The southeast of Atlantic City Slow Zone Area is bounded by: 39 degrees 25 minutes North, 38 degrees 44 minutes North, 073 degrees 44 minutes West, 074 degrees 36 minutes West through January 23, 2022.
-The east of Ocean City Slow Zone Area is bounded by: 38 degrees 38 minutes North, 37 degrees 58 minutes North, 074 degrees 13 minutes West, 075 degrees 04 minutes West through January 24, 2022.
-The NC Outer Banks Dynamic Management Area is bounded to the north by 35 degrees 14 minutes North latitude, 34 degrees 34 minutes North latitude, 075 degrees 24 minutes West longitude, and 076 degrees 12 minutes West longitude through January 28, 2022.
For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov.
NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at:
https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales.
See ENC 6.

Chart 13003 LNM: 46/21

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

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

Chart 12324 LNM: 14/21

NJ - NEW JERSEY INTRACOASTAL WATERWAY-DUCK THOROFARE – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance on the US 30 (Absecon Boulevard) Bridge, over New Jersey Intracoastal Waterway (NJICW), Duck Thorofare, at location [39.381958, -74.459062], near Atlantic Beach, NJ. The maintenance will be conducted from 6 a.m. to 5 p.m.; Monday-Friday; from October 8, 2021, through January 31, 2022. A 60 foot work barge, a 21 foot work boat and divers will be located in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at 609-358-1727. Mariners should use caution navigating through the area.

Chart 12316 LNM: 42/21

******NJ – DELAWARE BAY (EAST SIDE) – FORTESCUE CREEK – DREDGE OPERATIONS******

Wickberg Marine Contracting, Inc. will commence dredging operations in Fortescue Creek Channel on or about 23 JAN 2022 and will conclude on or about 28 FEB 2022. Dredging operations will typically be conducted Monday through Saturday with two shifts working from 0600 through 0200. During the course of all dredging operations, WMC's personnel will monitor VHF Channel(s) 16 and 13. Dredging of the channel will progress from south to north with the material being pumped to a beach that is east of the channel. Project approximate position 39-14′-32″N, 075-10′-46″W. Although it is not anticipated that Dredge "Wickberg 12" will ever fully block channel, a minimum of 45 minutes is requested if dredge is required to be moved for safe passage of in or outbound vessel. A slow NO WAKE speed is requested of all passing vessels. Dredge "Wickberg 12" can be reached at 732-558-1479.

Chart 12304 LNM: 03/22

PA/NJ – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER - BRIDGE MODIFICATION

Mariners are advised that a construction firm, on behalf of the City of Philadelphia, will be modifying the existing Grays Ferry Railroad Bridge, over Schuylkill River, mile 5.5, at Philadelphia, PA. 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.

PA/NJ – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER - BRIDGE MODIFICATION

Chart 12313 LNM: 02/22

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 eastern span.

Chart 12313 LNM: 42/21

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

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

Chart 12311 LNM: 45/21

******DE/NJ – WILMINGTON HARBOR – CHRISTINA RIVER – DELAWARE RIVER – DREDGING OPERATIONS******

The Dredge ESSEX will commence dredging (pipeline placing) operations in the Delaware and Christina Rivers on or about January 13, 2022. The project at Wilmington Harbor will continue until approximately February 28, 2022. A submerged pipeline will run from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river. At the mouth of the Christina River and continuing along the north bank, a floating pipeline will connect the dredge to the submerged pipeline. The submerged pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Concerned traffic in the vicinity of Dredge ESSEX and/or within Wilmington Harbor should call 30 minutes prior to expected time of passage.

All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. Operators of vessels of all types should be aware that the dredge and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipelines, barges, derricks, wires and related equipment.

Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Since the project will be conducted twenty –four (24) hours per day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to the commencement of the work.

Chart 12311 LNM: 03/22

MD – OCEAN CITY INLET – DREDGING OPERATIONS

Updated Dates: Dredging operations are expected to occur in Ocean City Inlet in Ocean City, MD, on or about January 23, 2022 until on or about February 06, 2022. The work will be conducted within the federal navigation channel focusing on the ebb and flood shoal confluence of the Ocean City Inlet and Atlantic Ocean. Interested mariners may contact the U.S. Army Corps of Engineers dredge MURDEN via marine band radio VHF-FM channels 13 and 16.

Chart 12211 LNM: 01/22

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - ISLE OF WIGHT BAY – HAZARD TO NAVIGATION

The Coast Guard received a report of a 12-14 inch diameter dredge pipe running through Isle of Wight Bay. It is marked by a danger obstruction buoy in position 38-21.474N 075-05.701W. Mariners are urged to transit the area with caution. MD-NCR BNM 170-19

Chart 12211 LNM: 24/19

MD – TANGIER SOUND – NORTHERN PART – MANOKIN RIVER – REEF CONSTRUCTION

Murtech Inc, will begin construction on underwater reefs on the Manokin River, in Somerset County, MD. Approximate Position, 38-05-40.78n, 075-53-32.89W. The J. Edwards Crane Barge will be spudded down while working and material barges will be secured to it. Tug Privateer, Crew boat - Tenacious, and Survey Vessel - MD Salvor will be monitoring VHF-FM CH 16 and 13. Project will start on November 15, 2021 and finish February 14, 2022.

Chart 12231 LNM: 43/21

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 – CURTIS BAY – FUEL PIER CONSTRUCTION

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

Charts: 12278 12281 LNM: 01/22

MD – CHESTER RIVER – LITTLE QUEENSTOWN HARBOR – DREDGING

Maintenance dredging operations are scheduled to occur within the Little Queenstown Creek federal navigation projects, from on or about January 15, 2022 until on or before March 4, 2022, Monday through Saturday, 7 A.M. until 5 P.M. Big Island Ventures will perform the work in the Little Queenstown Creek, located between approximate positions latitude 38°59′24″ N, longitude 076°09′41″ W and the south ends of the 1st Avenue and 2nd Avenue Piers. Marine equipment will be located throughout the dredging work areas during operations, utilizing an 80-foot long barge, Hull Number RPS B-169. Dredged material will be transported in watertight trucks. Towing vessel involved is Hull Number MD8162CB. Mariners are

MD – CHESTER RIVER – LITTLE QUEENSTOWN HARBOR – DREDGING

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

Charts: 12263 12270 12272 LNM: 02/22

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

To facilitate the setting of structural steel across the federal navigation channel at the new Gov. Harry W. Nice/Sen. Thomas "Mac" Middleton Memorial (US-301) Bridge, located between Charles County, MD and King George County, VA, the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River, 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.

Charts: 12287 12288 LNM: 03/22

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

DC – POTOMAC RIVER – ANACOSTIA RIVER – PIER CONSTRUCTION

Marine Technologies Inc. will conduct rehabilitation and modification of the Mooring Piers on Anacostia River for USACE. Work will be conducted at 38°52'23" N, 76°59'20" W, located at 1125 Water Street SE, Washington DC. Pier side adjacent to the Anacostia channel. Project is expected to start on January 3, 2022 and be completed on February 4, 2022. Work Boat/Push boat: Charlette C and barges will be used for project and will be marked in accordance with USCG regulations. Chartlette C will monitor VHF 16 & 13, 79A. For more information, contact Superintendent: Mr. Chuck Hyer Cell #: 443;498-8483, Project Manager: Mr. Jay Taylor, Cell #: 301-343-9248.

Chart 12289 LNM: 50/21

VA – DC – UPPER POTOMAC RIVER- ALEXANDRIA CHANNEL – GEOTECHNICAL BORINGS

Geotechnical borings are scheduled to occur in the Upper Potomac River through January 31, 2022, Mondays through Fridays, from 7 a.m. to 7 p.m. The work will occur adjacent to the navigable channel south of Haines Point and in the vicinity of Giesboro Point, Washington, DC. During the duration of the geotechnical drilling operations, a 60' x 40' barge will be anchored in the vicinity of the Haines Point adjacent to the navigable channel. A crew boat will be operating within the work area, transporting crew and materials from the shore to the work barge. All equipment is marked and lighted in accordance with USCG Regulations. Interested mariners can contact the on scene work vessel SEA ARK via marine band radio VHF-FM channels 13 and 16.

Chart 12289 LNM: 49/21

******MD - VA – ATLANTIC OCEAN – HAZOPS******

Hazardous operations to surface vessels will be conducted from January 1, 2022 to January 31, 2022 inside a circle with an 11 nautical mile radius centered around 37-55N and 074-04W. All units will monitor channels 13 and 16 for traffic concerns. Mariners should avoid this area and use caution when transiting the surrounding waters.

Chart 12200 LNM: 51/21

******VA – LYNNHAVEN INLET – CRAB CREEK/LONG CREEK – DREDGING******

On behalf of the city of Virginia Beach, Salmon Inc., will commence dredging operations on or about January 14, 2022 in the Crab Creek section and continue during daylight hours Monday through Friday until completion on or before February 28, 2022, and in the Long Creek area between March 1, 2022 and completed by March 27, 2022. A 40' X 40' dredge barge and two 30' X 40' barges for dredged material, as well pusher boat, Miss Naomi, official number MI02920216 will be conducting work. Mariner should use caution when transiting surrounding area. For more information contact Salmon Inc., at (757) 426-6824.

Chart 12254 LNM: 03/22

******VA – LITTLE CREEK HARBOR – SEDIMENT SAMPLING******

Between 31 January and 04 February 2022, EA Engineering, Science, and Technology, Inc., PBC (EA) will be conducting sediment sampling operations along the margins of the Little Creek Entrance Channel and Desert Cove at the Joint Expeditionary Base Little Creek in Virginia Beach, Virginia. Work will be performed both outside and within the Restricted Area during daylight hours aboard the R/V Recovery, a 32 ft pontoon-type sampling vessel with central superstructure owned and operated by Athena Technologies, Inc. The R/V Recovery will be monitoring VHF channels 13 and 16 and can be reached directly via cell phone by contacting Mr. Mike Durbano (609-332-0534) or Ms. Kiersten Miller (239-940-3611).

******VA – LITTLE CREEK HARBOR – SEDIMENT SAMPLING******

Chart 12254 LNM: 03/22

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 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 – ELIZABETH RIVER – EASTERN BRANCH – PIER CONSTRUCTION

Beginning approximately January 31, 2022 and continuing until approximately June 1, 2023, Crofton Construction Services, Incorporated 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, and will not restrict marine traffic.

Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16.

Chart 12253 LNM: 02/22

VA - ELIZABETH RIVER – NORFOLK SOUTHERN #7 BRIDGE – FENDER MAINTENANCE

Fender maintenance will began on the Norfolk Southern, #7 Bridge, mile 5.8 on the Elizabeth River, on Saturday December 18, 2021, and is

VA - ELIZABETH RIVER – NORFOLK SOUTHERN #7 BRIDGE – FENDER MAINTENANCE

projected to be completed by January 31, 2022. The work will be located on the southeast embankment, positioned adjacent to the bridge pier to repair damage to the fender system. Bridge operation should not be impacted by this maintenance work. Maintenance vessels, when used, will be located just east of the navigable channel and south of the #7 bridge. Mariners are requested to proceed at a reasonable speed to make safe transit of the bridge while respecting work crew stability. The project Superintendent may be reached at (419) 944-5791. Mariners should use caution navigating through the area.

Chart 12253 LNM: 51/21

VA – NORFOLK HARBOR AND ELIZABETH RIVER - BRIDGE DEVIATION

Mariners are advised that Norfolk Southern Corporation will be replacing bascule span track and tread and bridge jacking to realign the location of the rolling span at the Norfolk Southern #7 railroad bridge across the South Branch of the Elizabeth River, river mile 5.8, at Chesapeake, VA. To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position 7 p.m. on January 8, 2022, to 11 a.m. on January 11, 2022, 7 p.m. on January 22, 2022, to 11 a.m. on January 25, 2022, 7 p.m. on February 5, 2022, to 11 a.m. on February 8, 2022, 7 p.m. on February 19, 2022, to 11 a.m. on February 22, 2022, 7 p.m. on March 4, 2022, to 11 a.m. on March 7, 2022, and midnight to 6 p.m. on March 13, 2022, and March 20, 2022 . Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies during the maintenance period and the vertical clearance of the bridge in the closed position is 7 feet above mean high water. 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. The bridge will be maintained in the open-to-navigation position from 11 a.m. to 1 p.m. on January 11, 2022, January 25, 2022, February 8, 2022, and February 22, 2022. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(d).

Chart 12253 LNM: 51/21

VA - NORFOLK HARBOR AND ELIZABETH RIVER - BRIDGE CONSTRUCTION

Mariners are advised that placement of structural steel over the navigation span of the I-64 High Rise Bridge across the Southern Branch of the Elizabeth River is scheduled from 6 a.m. to 8 p.m. from January 13, 2022, through January 14, 2022, January 17, 2022, through January 18, 2022, January 25, 2022, through January 26, 2022, and February 1, 2022, through February 2, 2022. Alternate dates are scheduled from 6 a.m. to 8 p.m. on January 15, 2022, January 19, 2022, January 27, 2022, and February 3, 2022. The waterway 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.

Chart 12253 LNM: 02/22

VA – JORDAN POINT TO RICHMOND – JAMES RIVER – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be performing dredging operations at the Richmond Deepwater Terminal on the James River starting 650ft south of James River Channel Light 166 (LLNR 12790) to 3500ft north of light 166. Work will be performed between January 10, 2022 and February 15, 2022. The dredge Richmond monitors VHF channels 13 and 6. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendant equipment will be navigating. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 12252 LNM: 02/22

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 June 30, 2021, through December 26, 2021. 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: 26/21

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

Demolition crews are continuing working near Bonner Bridge in Oregon Inlet, NC. Workers and equipment will be present in, around bent 37, and between bents 24-25 of the Bonner Bridge demolition project. Oregon Inlet has significant shoaling in between Oregon Inlet Lighted Buoy 6 (LLNR 28003) and Oregon Inlet Buoy 7 (LLNR 28005). Mariners should follow the aids to navigation closely and stay clear of demolition Work areas. Mariners are requested to transit at no wake speeds and use extreme caution in this area during work hours. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.

Chart 12205 LNM: 18/16

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

33CFR165.T05-1065 Safety Zone; Oregon Inlet, Dare County, NC.
(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47- N, 75°32'41- W, then southeast to 35°46'37- N, 75°32'33- W, then southeast to 35°46'09-N, 75°31'59- W, then southeast to 35°46'03- N, 75°31'51- W, then southeast to 35°46'01- N, 75°31'40- W (NAD 1983) in Dare County, NC.
(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. Captain of the Port means the Commander, Sector North Carolina. Demolition crews means persons and vessels involved in support of demolition.
(c) Regulations. (1) The general regulations governing safety zones in §165.23 apply to the area described in paragraph (a) of this section.

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

(2) With the exception of demolition crews, entry into or remaining in this safety zone is prohibited.
(3) All vessels within this safety zone when this section becomes effective must depart the zone immediately.
(4) The Captain of the Port, North Carolina can be reached through the Coast Guard Sector North Carolina Command Duty Officer, Wilmington, North Carolina at telephone number 910-343-3882.
(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).
(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.
(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2020.
(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.

Chart 12205 LNM: 31/19

NC – SEACOAST – ECU AUTONOMOUS RESEARCH VESSEL

The East Carolina University Wave Glider "Blackbeard" will be conducting survey operations between 10 Dec 2021 and 04 Feb 2022. The 10-foot long Autonomous Vessel will launch outside of Beaufort Inlet in Onslow Bay and survey the North Carolina coast from the Virginia Border to the South Carolina border in areas near Cape Hatteras, Cape Lookout, Cape Fear, out to 60 nautical miles of the shoreline. See ENC 8 for operation polygon. This mission (Mission 9) will focus on acoustic monitoring of the coast for spawning fish aggregations in the area. The wave glider has a 360-degree white light on a mast, with a radar reflector, and is powered by wave action with limited speed and mobility, approximately 1-2 knots, and is remotely controlled via satellite. For additional information or questions contact Joseph J. Luczkovich, Department of Biology, East Carolina University, luczkovichj@ecu.edu, 252-328-9402 (office), 252-367-0379 (mobile) or Mark Sprague, spraguem@ecu.edu, 252-328-1862 (office) and 252-916-1596 (mobile)."
See ENC 8.

Chart 11520 LNM: 48/21

******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:
Marine Corps Installations East-Marine Corps Base Camp Lejeune, North Carolina, Live firing and training:
Mariners traveling in Atlantic Intracoastal Waterway through this area can expect a delays of about one to four hours during the below times.
Range Control Boats, from Camp Lejeune, NC monitor Channel 16 VHF-FM and the working Channel 82 VHF-FM. Range Control can be reached at 910-451-3064 or 4449.
The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 nm seaward because of firing exercises during the following periods:
1. The restricted areas in the new river, as shown on National Ocean Service chart 11542 that will be closed to navigation because of stone bay rifle range firing exercises during the following periods:
Stone Creek Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
West of the 77 (deg) 26 (min) Longitude line.
The restricted areas that may be closed to navigation because of firing exercises during the following periods:
Traps Bay Sector 12:01 a.m. to midnight daily
Courthouse Bay Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
East of the 77 (deg) 26 (min) longitude line.
Grey Point sector 12:01 a.m. to midnight daily
Farnell Bay sector sunrise to sunset daily
Morgans Bay sector sunrise to sunset daily
Jacksonville sector sunrise to sunset daily
2. 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. Atlantic Intracoastal Waterway, inland waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods:
4. Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating area and all sectors of New River to include Dive
Operations.
5. 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.
6. 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.
6A. 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

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

replace these signs.

7. 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: 31/21

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

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

Chart 11537 LNM: 02/22

NC – CAPE FEAR RIVER – OBSTRUCTION

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

Chart 11537 LNM: 40/20

******NC – SEACOAST - OAK ISLAND BEACH RENOURISHMENT******

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

Dredging and Disposal Operations are often done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area of the dredge. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

Estimated project completion: March 3, 2022

Dredge Area, Beach Subline Locations, and equipment staging area positions are included in ENC 9.

Charts: 11534 11536 11537 LNM: 03/22

NC – MYRTLE GROVE SOUND TO CASINO CREEK – SHALLOTTE INLET – DREDGING

The Dredge CHARLESTON, along with support equipment, will commence dredging operations on or around February 5, 2022, until approximately April 1, 2022 for Ocean Isle Beach - Coastal Storm Risk Management Project. Dredging operations will be conducted in Shallotte Inlet leading away from the Intracoastal Waterway Intersection. Material will be pumped to beach placement areas along Ocean Isle Beach, North Carolina. Dredging operations will occur in and around the Shallotte Inlet. The dredge will be connected to a floating pipeline within Shallotte Inlet channel. This floating pipeline will be connected to submerged pipeline. The submerged pipeline will come on shore west of the inlet. Any used submerged pipeline will be marked with white regulatory buoys with flashing amber lights along the pipeline with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 3000' feet at its longest length. Floating pipeline will be anchored and tended by tender tugboats. Please use extreme caution navigating along the eastern end of Ocean Isle Beach regarding these submerged and floating pipelines. 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.

Chart 11534 LNM: 02/22

NC – HOLDEN BEACH – BEACH RENOURISHMENT PROJECT

Starting approximately 13 December 2021, Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Battery Island, near Southport, NC. The equipment (Tugs Cami, Dot G & Lady Joel, Barges 520, 594 & 595) and dredge pipeline will be anchored between the following approximate positions: 33°54'39.19"N, 78°0'56.21"W and 33°55'15.67"N, 77°59'53.30"W.

Starting approximately 3 January 2022 and continuing until approximately 30 March 2022, the hopper dredge(s) R.N. Weeks and B.E. Lindholm will be operating 3 nautical miles offshore of Holden Beach, NC.

Work limits for borrow areas will be bound by the following approximate positions:

Borrow Area #1:33°52'1.10"N, 78°10'8.36"W, - 33°53'9.37"N, 78° 9'51.29"W, - 33°53'15.13"N, 78°10'42.75"W, - 33°52'12.36"N, 78°10'55.93"W.

Borrow Area #2:

33°52'51.88"N, 78°17'43.98"W, - 33°52'51.25"N, 78°16'39.43"W, - 33°51'43.10"N, 78°16'36.54"W, - 33°51'42.60"N, 78°17'41.55"W.

Pipeline corridor will be bound by the following approximate positions:

33°54'23.71"N, 78°20'12.20"W, - 33°53'26.27"N 78°20'4.08"W, - 33°53'48.55"N, 78°14'58.29"W, - 33°54'50.74"N, 78°15'11.18"W.

Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. 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. The dredge(s), attendant plant, and pipelines will each have all required U.S. Coast Guard lighting for night operations. For more information, contact Project Manager(s) on-site:PM, Doug Nelson – (985) 237-9667, denelson@weeksmarine.com or PM, David McNeil – (985) 237-5069, dcmcneill@weeksmarine.com.

Chart 11534 LNM: 50/21

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	
8441	TOLCHESTER CHANNEL RANGE FRONT LIGHT	39-08-07.859N 076-20-07.902W	Fl W 2.5s (NIGHT) Fl W 2.5s (DAY)	23		On yellow mono-pile structure.	Lighted throughout 24 hours. DAY/NIGHT Visible 1.5° either side of rangeline. NIGHT: Visible all around with higher intensity on range line.	03/22
			*	*		*	*	
29500	Bogue Inlet Buoy 2	34-38-45.819N 077-06-22.097W				Red nun.		03/22
		*						
38643	Money Island Channel Buoy 1	34-42-35.967N 076-43-17.620W				Green can.		03/22
		*						
38731	Causeway Channel Buoy 5A	34-42-49.649N 076-44-01.956W				Green can.		03/22
		*						
38735	Causeway Channel Buoy 6	34-42-51.499N 076-43-58.377W				Red nun.		03/22
		*						
40230	Cape Fear River - Little River Buoy 47A	33-55-14.770N 078-14-10.851W				Green can with yellow square.		03/22
		*						

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. Right Whale Slow Zone.
7. SAILDRONE - Offshore Ocean Survey.
8. ECU OP Area.
9. Oak Island Beach Renourishment

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 – PEPPER CREEK – SHOALING
Shoaling reported by unit during seasonal establishment April 6, 2021. Shoaling Observed in Pepper Creek throughout entire waterway, 2-4 feet at mean low water. The following seasonal buoys aids in Pepper Creek were unable to be established.
A. Pepper Creek Buoy 1 (LLNR 4440).
B. Pepper Creek Lighted Wreck Buoy WR2 (LLNR 4445).
C. Pepper Creek Buoy 4 (LLNR 4450).
D. Pepper Creek Buoy 5 (LLNR 4455).
E. Pepper Creek Lighted Wreck Buoy WR 10 (LLNR 4470).
All fixed aids in pepper creek have been converted to warning day beacons due to shoaling in 2020. SEC DB BNM 077-21
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******
Updated - Hazard to navigation- a USACE survey conducted on January 10, 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 beyond mid-channel to depths of less than seven and a half feet at mean low water. Shoaling has also been identified between Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and Ocean City Inlet Lighted Buoy 12 (LLNR 4757) extending from the south beyond mid-channel with depths of less than seven 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 - 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 – CHESTER RIVER – HARTS ISLAND CHANNEL
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 12272

MD - CHESAPEAKE BAY - HEAD OF CHESAPEAKE BAY - SASSAFRAS RIVER
Hazard to navigation. Shoaling has been reported in Sassafras River extending from Sassafras River Daybeacon 8 (LLNR 27495) to the southeast approximately 520 yards towards Sassafras River Light 10 (LLNR 27500) and into the channel approximately 50 yards to reported depths of seven feet at mean low water. SEC MD-NCR BNM 257-21.
Chart 12274

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

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

VIRGINIA SHOALING

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

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

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

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – 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 – LONG CREEK – SHOALING
ACOE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 6 (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution. SEC VA BNM 114-20
Chart 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 – 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 3 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Day beacon 10 (LLNR 13820). HR BNM 170-14
Chart 12243

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

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST
Shoaling to a depth of 2 Feet at low tide has been identified from 400 yards northeast of Milford Haven East Buoy 7 (LLNR 14593.5) extending to the south 600 yards. Shoaling extends to the west 250 yard and impedes the width of the channel both inbound and out bound.
Shoaling to a depth of 3 feet has been identified in various locations west of Buoy 7 (LLNR 14593.5) To Buoy 18 (LLNR 14625).
Chart 12235

VA – RAPPAHANNOCK RIVER – SHOALING
Rappahannock River mile 60 to 63, Devils Elbow. Shoaling has been reported to a depth of less than 4ft at mean low water along the eastern side of the channel from Horse Head Point to south of 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

VA – RUDEE INLET – SHOALING
Based on the survey dated; 12/29/2021, indicates shoaling from the ends of the North/South Jetties eastward approximately 350’ with a depth of 6.1’ MLLW and westward from the same point approximately 320’ with a depth of 6.6’ MLLW.

NORTH CAROLINA SHOALING

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING
Shoaling exists within Walter Slough Channel. Shoaling to 3-4 feet MLW was observed between Walter Slough Buoy 8 (LLNR 28335) and Walter Slough Lighted Buoy 9 (LLNR 28340). NC BNM 134-20
Chart 12205

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

NC – OREGON INLET – SHOALING
Shoaling has been located in the vicinity of Oregon Inlet Buoy 17 (LLNR 28055) and Oregon Inlet Lighted Buoy 19 (LLNR 28065) encroaching from the south side of the channel. Water depths of 4 feet at MLW. SEC NC BNM 363-21.
Charts 12204

NC – HATTERAS INLET SOUTH FERRY CHANNEL – SHOALING
Shoaling exits along both sides of the channel between South Ferry Terminal Lighted Buoy 6SF (LLNR 28707) and South Ferry Terminal Lighted Buoy 4SF (LLNR 28703) in approximate position 35-11.670N, 075-46.250W and South Ferry Terminal Lighted Buoy 9SF (LLNR 28717) and South Ferry Terminal Lighted Buoy 7SF (LLNR 28715) in approximate position 35-11.615N, 075-46.485W. Shoaling across entire channel to a depth of 2 feet MLW. NC BNM 053-21.

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

NC – BARNEY SLOUGH - SHOALING
Shoaling exists North East of Barney Slough Channel Buoy 3A (28721.6). Reported depths of 4 feet MLW in position 35-47-34.526N, 075-31-34.764W. Shoaling extends to middle of channel to a depth of 4 FT MLW. Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. Shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7) and Barney Slough Channel Lighted Buoy 16 (LLNR 28723.9). NC BNM 204-20, 013-20, 027-22.
Chart 11555

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

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 and fixed aids were converted to non-lateral Danger Beacons. 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 – 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 – INTRACOASTAL WATERWAY – BROWNS INLET – SHOALING
Shoaling exists in the Atlantic Intracoastal Waterway near Browns Inlet Crossing between Bogue Sound - New River Buoy 60 (LLNR 39217) and Bogue Sound – New River Buoy 61A (LLNR 39223), to less than one foot at MLW. Mariners are advised to use extreme caution. NC BNM 372-20
Charts 11541

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

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

NC – NEW TOPSAIL INLET – SHOALING
Significant shoaling has been reported in Banks Channel between New Topsail Inlet Buoy 6 (LLNR 30015), New Topsail Inlet Buoy 7 (LLNR 30020) and New Topsail Inlet Buoy 8 (LLNR 30025). Spanning the width of the channel. Depths of 3' at MLW have been reported. Mariners are advised to transit the area with caution.SEC NC BNM 381-21.
Chart 11541

NC NEW RIVER – CAPE FEAR RIVER – MASON INLET CROSSING – SHOALING
Mariners are advised that shoaling exists in the Intracoastal Waterway in the vicinity of Masons Inlet Crossing between New River – Cape Fear River Buoys 121 (LLNR 39597) and New River – Cape Fear River Buoys 122A (LLNR 39601), to a depth of less than two feet at mean low water. Mariners are advised to use extreme caution while navigating this area. NC BNM 026-21.
Chart 11541

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

NC – BANKS CHANNEL – SHOALING
USACE Surveys revealed significant shoaling in Banks Channel to a depth of 1ft MLW. Banks Channel Light 1 (LLNR 30050) to Banks Channel Daybeacon 3 (LLNR 30065), Daybeacon 9 (LLNR 30085) to Banks Channel Daybeacon 9A (LLNR 30090), Banks Channel Light 11 (LLNR 30095) to Banks Channel Daybeacon 12 (LLNR 30100) and Banks Channel Daybeacon 21 (LLNR 30135) to Banks Channel Buoy 22 (LLNR 30137).
Chart 11541

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

NC - SNOWS CUT - SHOALING
Shoaling exists in Snows Cut to a depth of 3 feet at mean low water in various locations between New River – Cape Fear River Light 161 (LLNR 39755) and New River - Cape Fear River Lighted Buoy 163 (LLNR 39825). Mariners are advised to use caution while navigating this area.
Chart 11534

NC – NEW RIVER - CAPE FEAR RIVER – SHOALING
Shoaling found near New River - Cape Fear River Buoy 99 (LLNR 39547) and New River - Cape Fear River Buoy 99A (LLNR 39548). Depths as low as 4 feet at MLW were observed. SEC NC BNM 140-20
Chart 11541

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

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

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

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

Enclosure (2)

Updated 14DEC2021

(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)

- ***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)

Regulations:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- *Virginia (Southern)*
  Milford Haven Inlet - State Route 223 drawbridge - 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 June 30, 2021, through December 26, 2021. 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. (CT)

SECTOR NORTH CAROLINA

- *North Carolina* – None

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*
  Christina River - Bridge 1-159 (James Street) Bridge – Bridge maintenance will be performed from 7 a.m. to 5 p.m., from July 1, 2021, to March 31, 2022. To facilitate maintenance, a work skiff and a 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 March 1, 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; and complete minor approach highway work to tie the roadways into the new bridge decks. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 16.5 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, support vessels and crew boats are and will be operating or stationed in and around the vicinity of the existing bridge during the duration of the project. During the modification period, the horizontal clearance of the bridge will be reduced to approximately 20 feet. Vessels that can transit through the bridge during periods of reduced horizontal clearance due to the work barges, may safely transit through the bridge, if at least a one-hour prior notice is given to the project foreman. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. R.E. Pierson Construction Co., Inc.'s work vessels and barges are and will continue to monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The DelDOT Resident Engineer may be contacted at (302) 853-1349 or (302) 542-3590 and R.E. Pierson Construction Co., Inc.'s project foreman may be contacted at (609) 743-7167 or (609) 743-0092 (MT)
  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)
  New Jersey (Central & Southern)
  Delaware River – Commodore Barry (fixed) Bridge **–** Repainting of the main (cantilever) truss span, signal gantries, steel barriers along the entire bridge, and water tower will continue through 2023. Work platforms will be installed, reducing the available vertical clearance by 3 feet, reducing the clearance from 190 feet to 187 feet above mean high water. Mariners should exercise caution when transiting the area. (KB)
  Delaware River - Benjamin Franklin Bridge – Bridge maintenance will be performed from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project channel, will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic, however the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.
  Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred

navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended 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), Duck Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance will be conducted from 6 a.m. to 5 p.m.; Monday-Friday; from October 8, 2021, through January 31, 2022. A 60-foot work barge, a 21-foot work boat and divers will be located in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at 609-358-1727. Mariners should use caution navigating through the area. (MT)
New Jersey Intracoastal Waterway (NJICW), Barnegat Bay - SR 37 (J. Stanley Tunney) (fixed) Bridge – Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from October 25, 2021, through December 23, 2023. A 54-foot crane barge, a 40-foot material barge, a 24-foot work barge with push boat, float stages and divers will be located around the vicinity of the bridge. Vessels may safely transit through the navigational channel of the bridge unrestricted at all times. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (609) 941-9677 or (609) 331-2096. Mariners should use caution navigating through the area. (MT)
New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - Route 30 (Absecon Boulevard) Bridge - To facilitate work, the bridge will be maintained in the closed-to-navigation position from 8 a.m. on November 1, 2020, through 5 p.m. on May 15, 2022. A work platform will reduce the horizontal clearance of the navigation channel to approximately 30 feet and temporary shielding will reduce the vertical clearance of the entire bridge to approximately 19 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced clearances may do so, if at least thirty minutes notice is given, to allow for safe navigation. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(e). Mariners should use caution when transiting the area. (MS)
Pennsylvania –
Schuylkill River - Grays Ferry Railroad Bridge - Modification activities that began June 2018, are expected to finish on December 31, 2021. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*
  Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge – Construction will commence in May 2020, with completion estimated in November 2024. Work is scheduled from 7:00 a.m. to 7:00 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, a barge loading facility will be constructed on the Maryland shore and work trestles will be located north of the existing bridge extending outward from the Virginia shore to approximately 320 feet and from the Maryland shore to approximately 200 feet. Dredging will occur from the end of the Virginia work trestle until the water depth reaches 6 feet at mean lower low water. A vertical clearance of 135 feet above mean high water and horizontal clearance of 250 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (KB)
  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)
  Patuxent River - SR 4 (Thomas Johnson Memorial) Bridge – Underwater bridge inspection will be conducted from 9 p.m. to 5 a.m.; Sunday-Friday and 9 a.m. to 3 p.m.; Monday-Friday; on November 21, 2021, through January 14, 2022. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman may be reached at (443)447-0411 or (443) 243-4067 or (443)807-3793. Mariners should notify the work foreman no less than thirty minutes prior to transiting the bridge. Mariners should use extreme caution when 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 is 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)

North Landing River - Pungo Ferry Road Bridge – Bridge maintenance, which began in March 2021, will continue to be conducted from 7 a.m. to 5 a.m.; 7 days a week; through December 31, 2021. During the maintenance period, a work platform will be located underneath the bridge and will be reducing the vertical clearance of the bridge to approximately 60 feet above mean high water. The project foreman may be reached at (727) 259-4064. 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)

Beach Canal - West Great Neck Road Bridge – Bridge maintenance will be conducted from 7 a.m. to 5:30 p.m.; Monday through Saturday; from November 15, 2021, through April 25, 2022. A 45-foot crane barge, snooper vehicle and work platforms will be located on and in and underneath the vicinity of the bridge. During the maintenance period from 7:30 a.m. through 5 p.m., Monday through Friday, the crane barge will be located in the navigational channel, adjacent to the fender system, which will reduce the horizontal clearance of the bridge to approximately 15 feet of horizontal clearance, and will be located outside of the navigation channel during non-work hours. During work hours,

Monday through Saturday, the snooper vehicle will reduce the vertical clearance of the bridge to approximately 32 feet of vertical clearance. Vessels that cannot safely transit through the bridge during periods of reduced vertical and horizontal clearances of the bridge due to the crane barge and snooper vehicle may safely transit through the bridge at scheduled transit time of noon to 12:30 p.m., if at least a one-hour prior notice is given to the project foreman. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Maintenance personnel, crane barge and snooper vehicle will relocate from the navigable channel, upon request. The snooper vehicle may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 705-6615 or (757) 435-2256. Mariners should use extreme caution while navigating through the area. (MT)

Long Creek - West Great Neck Road Bridge – Bridge maintenance will be conducted from 7 a.m. to 5:30 p.m.; Monday through Saturday; from November 15, 2021, through April 25, 2022. A snooper vehicle and work platforms will be located on and in the vicinity of the bridge. During the duration of the maintenance period, the work platforms will be attached underneath the bridge, adjacent to each bridge pier within the navigation channel, which will reduce the horizontal clearance of the bridge to approximately 20 feet. During work hours, the snooper vehicle will be located on and underneath the bridge, which reduce the vertical clearance of the bridge to approximately 17 feet of vertical clearance. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Vessels that can safely transit through the bridge during periods with a reduced vertical and horizontal clearances may do so at any time. Vessels that cannot transit through the bridge during periods of reduced vertical clearance due to the snooper vehicle, may transit through the bridge, if at least a 30-minute prior notice is given to the project foreman. Maintenance personnel, and the snooper vehicle will relocate from the navigable channel, upon request. The snooper truck may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (410) 977-1024. Mariners should use extreme caution while navigating through the area. (MT)

SECTOR NORTH CAROLINA

- *North Carolina*

Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by December 31, 2021. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bridge bents) and bridge bents 20 and 21 (span 21) on the new bridge. The approximate limiting navigation clearances are 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 21 and 22 (span 22) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete pilings are just below the surface of the water near construction activities. (HP)

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

Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 1184 (Atlantic Beach Bridge) – Bridge maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through March 15, 2021. The second phase will be performed from September 13, 2021, through March 15, 2022. During these maintenance periods, two 20-foot work vessels, work floats, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational channel of the bridge. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

Atlantic Intracoastal Waterway (AIWW), Bogue Sound - SR 58 (Emerald Drive) Bridge – Bridge maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through March 15, 2021. The second phase will be performed from September 13, 2021, through March 15, 2022. During these maintenance periods, two 20-foot work vessels, work floats, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational channel of the bridge. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

Atlantic Intracoastal Waterway (AIWW) - SR 904 Bridge – Bridge maintenance will be conducted from Sunday night to Friday morning; from June 1, 2021, through May 1, 2022. During these maintenance periods, two work vessels, work floats, and a snooper truck will be located in and around the navigation channel. During work hours, the snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (CT)

White Oak River - S882 Bridge (near Stella, NC) – Bridge construction will commence in October 2021, with completion estimated in January 2024. Work is scheduled from 6 a.m. to 6 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, temporary work trestle will be installed in the White Oak River between October 2021, and February 2022, and will remain in place until completion. Work trestles will be located immediately adjacent and upstream of the existing White Oak River railroad trestle. The temporary trestle vertical clearance of 10.5 feet above mean high water and horizontal clearance of 33 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (CT)

Northeast Cape Fear River - CSX Hilton Railroad Bridge - To facilitate the repairs, the bridge will be maintained in the closed-to-navigation

position from 7 a.m. on October 25, 2021, to 5 p.m. on December 16, 2021. The bridge has vertical clearance of 6 feet above mean high water in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.829(b). Mariners are urged to use caution when transiting the area. (MS)

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)

Neuse River - Norfolk Southern Railroad Bridge - To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 6 p.m. on December 6, 2021, and December 7, 2021, and from 8 a.m. to noon and 1 p.m. to 6 p.m. on December 8, 2021, December 9, 2021, December 13, 2021, through December 16, 2021. In the closed-to-navigation position, there is zero vertical clearance above mean high water. The bridge will be able to open for emergencies, if at least 10 minutes 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 117.824. Mariners should adjust their transits accordingly and should use caution when transiting the area. (CT)

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*
  Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. Will assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- *Washington, DC* –
  Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (KB)
- *Virginia (Northern)* – None

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

- Mid-Currituck Sound (fixed) Bridge – Proposed new fixed structure. (MS)
- Alligator River – US 64 (fixed) Bridge Proposed new fixed bridge structure to replace (swing) bridge in final review of the design and environmental package. (HP)

Cape Fear River – Wilmington bypass south (fixed) Bridge Proposed new fixed bridge structure in review of the design and environmental package. (MT)

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS
Enclosure (3)

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

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

New Jersey

NJ – SEACOAST – ALLENHUST & DEAL – BEACH NOURISHMENT
Great Lakes Dredge & Dock Company, LLC has been awarded beach fill nourishment along the Atlantic Ocean coastline, approximately1,083,353 cubic yards of beachfill in Allenhurst and Deal. Material for this contract will be dredged from the Borrow Area 3 & 4. Material will be pumped from the Hopper Dredge Liberty Island, to the shoreline using submerged pipelines. All vessels and pipeline will be lit in accordance with US Coast Guard regulations.

Borrow Area 3:

Latitude (N)	**Longitude (W)**
40°24'28.8618"	-073°57'29.4591"
40°24'28.4631"	-073°56'06.1524"
40°24'09.4847"	-073°56'31.8182"
40°23'53.5447"	-073°56'31.9498"
40°23'53.6251"	-073°56'48.6887"
40°24'09.5651"	-073°56'48.5582"
40°24'09.7595"	-073°57'29.6122"

Borrow Area 4:

Latitude (N)	**Longitude (W)**
40°24'48.5496"	-073°56'37.7950"
40°24'48.3328"	-073°55'53.2308"
40°24'24.3489"	-073°55'53.4327"
40°24'21.4467"	-073°56'06.2111"
40°24'28.4631"	-073°56'06.1524"
40°24'28.6173"	-073°56'37.9591"

Equipment involved will include**:**
Hopper Dredge"Ellis Island, Tug Boat Douglas Mackie,Tug Boat Candice, Anchor Barge 116, and Crew Boat Ohio RiverDerrick 73.
Marine VHF Channels 13 & 16 will be monitored throughout 24hr/day, 7 day/week operations. Operation will begin December 2021 and end **March 2022**.
For more information, contact Project Manager: Stuart Hilgendorf, 443) 831-0785, SHilgendorf@gldd.com, or Site Manager: Matt Ferrell, (630) 418 8276, MFerrell@gldd.com,
Chart 12324

NJ – CAPE MAY HARBOR – DREDGE PROJECT AND BEACH NOURISHMENT
Great Lakes Dredge & Dock Company, LLC will begin beach nourishment project for USCG Training Center and Cape May City. Mobilization of equipment will begin on October 7, 2021 using a derrick, anchor barge, tug boats, and various floating pipe and pontoon tanks and will be in the vicinity of Cape May Harbor Light Buoy 3 (LLNR 36730) and Cape May Harbor Light 7 (LLNR 36740). The Dredges will consist of the Hopper Dredge Dodge Island and Hopper Dredge Padre Island. The dredges are scheduled to arrive on November 15, 2021 and begin digging operations.
The operation will consist of using one submerged pipeline and a booster pump and pumping the material from the HopperDredges to the beach.
Coordinates for the dredging areas:
Borrow Area KE1
38 54 44.4275N 074 49 24.7835W
38 54 41.7013N 074 49 12.6042W
38 54 21.28 N 074 49 58.0192 W
38 54 24.1742 N 074 50 2.233 W
38 54 10.1916 N 074 50 34.6673 W
38 54 15.683 N 074 50 39.6403 W
Borrow Area KE3
38 54 38.7242 N 074 49 5.9737 W
38 54 31.4195 N 074 48 58.5524 W
38 54 14.1822 N 074 49 36.6598 W
38 54 14.1822 N 074 49 47.6882 W
Pump-out Location (subject to change depending on pipeline length)
38 55 51.2608N 074 52 03.7565W
More information will be provided in future LNMs. Operations are expected to operate 24 hours per day, 7 days a week with a completion date of **February 9, 2022**.

Staging Area Coordinates:
38°57.02252'N, 074°53.03971'W - 38°57.02302'N, -074°52.62386'W - 38°57.05167'N, -074°52.62386'W - 38°57.05117'N, -074°53.04035'W.
For more information, contact Project Manager: Manny Vianzon, MVianzon@gldd.com (630) 209-6848, Project Engineer: Patrick McNamara PMcNamara@gldd.com (630) 209-4782
Chart 12316

NJ – LITTLE EGG INLET TO CAPE MAY – DREDGING OPERATIONS
Dredging will be conducted within the back bay of Ocean City, NJ at approximately 39° 17' 00.3"N, 074° 34' 53.9" W from December 13, 2021 through **March 15, 2022**. Dredging operations will be conducted from 5 am to 5 pm 7 days per week. Vessels wishing to transit the area are requested to contact the working vessels via VHF-FM channel 3 or Cell phone at 732-865-6754 at least 15 minutes prior to arrival to arrange safe passage.
Chart: 12316.

******NJ – DELAWARE BAY (EAST SIDE) – FORTESCUE CREEK – DREDGE OPERATIONS******
Wickberg Marine Contracting, Inc. will commence dredging operations in Fortescue Creek Channel on or about 23 JAN 2022 and will conclude on or about 28 FEB 2022. Dredging operations will typically be conducted Monday through Saturday with two shifts working from 0600 through 0200. During the course of all dredging operations, WMC's personnel will monitor VHF Channel(s) 16 and 13. Dredging of the channel will progress from south to north with the material being pumped to a beach that is east of the channel. Project approximate position 39-14'-32"N, 075-10'-46"W. Although, it is not anticipated, that Dredge "Wickberg 12" will ever fully block channel, a minimum of 45 minutes is requested if dredge is required to be moved for safe passage of in or outbound vessel. A slow NO WAKE speed is requested of all passing vessels. Dredge "Wickberg 12" can be reached at 732-558-1479.
Chart 12304.

NJ – WILMINGTON TO PHILADELPHIA – OLDMANS CREEK – DREDGING
Starting on **August 9, 2021**, **R.E. Pierson Construction Co., Inc. will be conducting** dredging to facilitate vessel travel and installation of steel sheet bulkhead along Oldman's Creek. Project begins within an area of the Delaware River located at Latitude 39.78221, Longitude -75.442119, near River Mile Marker 76, in New Castle County, Delaware, and extends into Oldmans Creek to Latitude 39.785794, Longitude -75.407103, just west the U.S. Route 130 Bridge, in Oldmans and Logan Townships, Salem and Gloucester Counties, New Jersey. Ellicot 370 floating dredge and "REP 9" #3406 tug boat will utilize 12" diameter HDPE fused dredge pipe supported by orange pipe floats to remove material. All vessels will be marked in accordance with CG regulations. REP 9 will monitor VHF-FM channel 10 and 11. Project completion will be around **March 31, 2022**. For more information, contact R.E. Pierson Construction Co. Inc. 856-769-8244.
Chart 12312.

PA- NJ – UPPER DELAWARE RIVER – DREDGING OPERATIONS
Corman Kokosing Construction Company on behalf of the Army Corps of Engineers (USACE), will commence on or about November 1, 2021 in the Federal Navigation Channel in the Delaware River from the Bridesburg Range to the Beverly Range. Loaded scows will be towed from the work area to the Unloader barge located at the Money Island Dredge Containment Facility for offloading. The unloader barge will be staged on the West bank of the Delaware River outside the channel in the vicinity of the Roebling and Kinkora Range. An 18" submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility.
The Dredge KOKO VI and/or KOKO V will be dredging the area with the assistance of 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 **February 05, 2022.**
Chart 12314

PA/NJ – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER - BRIDGE MODIFICATION
Mariners are advised that a construction firm, on behalf of the City of Philadelphia, will be modifying the existing Grays Ferry Railroad Bridge, over Schuylkill River, mile 5.5, at Philadelphia, PA. 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.
Chart 12313.

PA/NJ – DELAWARE RIVER – SAMUEL S. BAXTER WATER TREATMENT PLANT – DREDGING OPERATIONS
Mobile Dredging & Video Pipe, Inc. (MDVP) will begin installing approximately 3,000 to 4,000 feet of dredge pipeline across the Delaware River to pump from the Philadelphia Water Department Baxter Water Treatment Plant Residuals Lagoon to a confined disposal facility on the southern (New Jersey) side of the river. The dredging work is set to take place between **July 2021** and **December 2022.** The pipeline will be sunk to the bottom of the Delaware River in the navigable channel with heavy marine chain. The pipe will be gradually released to the water surface outside of the navigable channel until it reaches the shorelines. The chain on the pipe will secure the pipeline during any major weather events. Dredging operations will generally operate Monday through Saturday during daylight hours. Approximate GPS positions: 40°2'5.68"N; 74°59'54.26"W to 40°1'31.74"N; 74°59'55.46"W. Mariners are advised to maintain a safe distance from all pipeline equipment. All marine equipment will be marked in accordance with U.S. Coast Guard regulations and requirements. Work boat WB33 and a second work boat will be utilized to stage and lay the pipeline at the beginning of the operation. Furthermore, the crew will be communicating on work channel 72 while also monitoring channel 13.
24 Hour contact: Conor Surgeoner – (610) 299-1252 (MDVP)
24 Hour contact: Frank Branagan – (856) 265-3558 (JPC Group, Inc.)
Chart 12313, 12314

Delaware

******DE/NJ – WILMINGTON HARBOR – CHRISTINA RIVER – DELAWARE RIVER – DREDGING OPERATIONS******

The Dredge ESSEX will commence dredging (pipeline placing) operations in the Delaware and Christina Rivers on or about January 13, 2022. The project at Wilmington Harbor will continue until approximately February 28, 2022. A submerged pipeline will run from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river. At the mouth of the Christina River and continuing along the north bank, a floating pipeline will connect the dredge to the submerged pipeline. The submerged pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13 and #16 VHF-FM. Concerned traffic in the vicinity of Dredge ESSEX and/or within Wilmington Harbor should call 30 minutes prior to expected time of passage.

All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. Operators of vessels of all types should be aware that the dredge and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipelines, barges, derricks, wires and related equipment.

Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Since the project will be conducted twenty –four (24) hours per day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to the commencement of the work.

Chart 12311.

DE – DELAWARE RIVER – CHRISTINA RIVER - BRIDGE MAINTENANCE

An engineering firm on behalf of DelDOT will be conducting maintenance on Bridge 1-159 (James Street) Bridge across the Christina River mile 7.5, at New Castle County, DE, from 7 a.m. on July 1, 2021, to 5 p.m. on **March 31, 2022**. 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 affect navigation. Mariners are urged, to use caution while transiting the area.

Maryland

MD – FENWICK ISLAND TO CHINCOTEAGUE INLET – OCEAN CITY INLET – DREDGE OPERATIONS

UPDATED. Dredging operations have been completed and Demobilization will occur until approximately **January 31, 2022.** Weeks Marine Inc. will demobilize dredge pipeline(s) and equipment in the vicinity of Breakwater Harbor, DE and Ocean City Inlet, MD. Staging area at Breakwater Harbor, DE is located between the following approximate positions:

38°47'44.55"N, 75° 6'1.97"W - 38°47'49.12"N, 75° 6'0.03"W - 38°47'55.53"N, 75° 6'23.70"W - 38°47'50.59"N, 75° 6'25.80"W

Staging area at Ocean City Inlet, MD is located between the following approximate positions:

38°19'42.93"N, 75° 5'28.91"W - 38°19'40.03"N, 75° 5'54.71"W - 38°19'29.27"N, 75° 5'54.21"W - 38°19'29.27"N, 75° 5'54.21"W

The staging areas will be used throughout the duration of the project.

Pipeline corridors will be the area bound by the following approximate positions:

38°20'29.34"N, 75° 4'43.44"W - 38°19'55.86"N, 75° 2'29.23"W - 38°26'39.22"N, 75° 0'42.64"W - 38°26'53.08"N, 75° 3'1.96"W

Demobilization will continue on a twenty-four (24) hours per day, seven days per week basis. Tugs, barges, and dredge pipelines will have all required Coast Guard lighting for night operations. 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. For more information, contact Project Manager(s) on-site:PM, Doug Nelson – (985) 237-9667, denelson@weeksmarine.com or PM, Christopher Gavrity – (985) 705-1477, cpgavrity@weeksmarine.com

Chart 12211.

MD – OCEAN CITY INLET – DREDGING OPERATIONS

Updated Dates: Dredging operations are expected to occur in Ocean City Inlet in Ocean City, MD, on or about **January 23, 2022** until on or about **February 06, 2022**. The work will be conducted within the federal navigation channel focusing on the ebb and flood shoal confluence of the Ocean City Inlet and Atlantic Ocean. Interested mariners may contact the U.S. Army Corps of Engineers dredge MURDEN via marine band radio VHF-FM channels 13 and 16.

Chart: 12211.

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

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

Chart 12231

MD – CHESTER RIVER – LITTLE QUEENSTOWNS HARBOR – DREDGING

Maintenance dredging operations are scheduled to occur within the Little Queenstown Creek federal navigation projects, from on or about **January 15, 2022** until on or before **March 4, 2022**, Monday through Saturday, 7 A.M. until 5 P.M. Big Island Ventures will perform the work in the Little Queenstown Creek, located between approximate positions latitude 38°59'24" N, longitude 076°09'41" W and the south ends of the 1st Avenue and 2nd Avenue Piers. Marine equipment will be located throughout the dredging work areas during operations, utilizing an 80-foot long barge, Hull Number RPS B-169. Dredged material will be transported in watertight trucks. Towing vessel involved is Hull Number MD8162CB. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Mariners can contact the pushing vessel on marine band radio VHF-FM channels 16 and 13.

Charts 12263, 12272, 12270.

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – AERIAL TRANSMISSION LINE CONSTRUCTION
Marine construction operations in support of the installation of aerial electric power transmission lines will occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge until **Oct 7, 2022**. The work will occur 24 hours per day, 7 days per week, in approximate positions: (1) 39°12'46.8737" 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 – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER– DIVING OPERATIONS
Diving operations are scheduled to occur in Bear Creek during **July 19, 2021 - May 30, 2022**. The BG&E transmission line tower foundation repair work will occur at five sites located just to the south of I-695 highway overpass in Baltimore, MD. The work will include the use two barges and two work vessels moored to these barges, positioned adjacent to the navigable channel. All work will take place outside of the navigation channel. Dive crews using surface-supplied air will be conducting dive operations from the two barges. Interested mariners can contact the on scene work vessels JILLIAN V and OLD BAY via marine band radio VHF-FM channels 09, 13 and 16, or the Marine Solutions, Inc. construction superintendent at telephone number 302-250-6073.
Chart: 12281.

MD – CURTIS BAY – FUEL PIER CONSTRUCTION
McLean Contracting Company will begin rehabilitation of Fuel Distribution Pier starting on January 3, 2022 to **July 1, 2022**. Work will be conducted 24 hours, 7 days per week and will require two barges to be moored in the vicinity of pier. Approximate location of project is 39°13'31"N -076°34'03W. for more information contact Mr. Ed Barrickman, Superintendent, 412-228-9715, or Mr. Mike Hodeen, Project Manager, 757-620-0854.
Chart 12281, 12278.

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

MD – HEAD OF CHESAPEAKE BAY – UPPER GUNPOWDER RIVER – DREDGE OPERATIONS
Dredging operations are scheduled to occur on the Bird River during **October 15, 2021- March 15, 2022**. The work is expected to occur Mondays through Saturdays during daylight hours. The dredging operations will be located within the Bird River, starting in approximate position 39°22'43.45" N, 076°22'11.13" W. Work will be conducted by utilizing two Mud Cat Dredges installing approximately 10,000 feet of 8 inch pipeline. The pipeline will be marked with danger buoys. The 25' workboat 'Viking' and supporting skiffs will be used to facilitate movement. When moored, all equipment is marked and lighted in accordance with USCG Regulations. Additionally, during nighttime hours equipment will be marked with blinking warning lights. Interested mariners may contact the on scene work vessels via marine band radio VHF-FM channels 16 and 10.
Chart 12274.

MD – SUSQUEHANNA RIVER – HAVRE DE GRACE CITY YACHT BASIN – DREDGING
Cianelli Construction, Inc will conduct maintenance dredging of Havre de Grace City Yacht Basin starting December 1, 2021 to **March 1, 2022**. Dredge Wolverine and all equipment will monitor VHF – FM CH 16. Dredge, booster, and pipeline will be lighted and marked with floats per Coast Guard regulations. Tender and support vessels will be marked per Coast Guard and MD state regulations. For more information, contact Lou Cianelli, 443-686-1190.
Chart 12274.

MD - HEAD OF THE CHESAPEAKE BAY-SUSQUEHANNA RIVER – BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance on the I-95 (Millard E. Tydings Memorial/John F. Kennedy Memorial Highway) Bridge over the Susquehanna River, mile 3.2, between Port Deposit, MD and Havre de Grace, MD. The 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 work hours, the crane barge and work barge will be located in and around the main navigation span of the bridge. This 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 supervisor can be reached at (484) 798-3224. Mariners should use caution navigating through the area
Chart 12274.

MD – HEAD OF CHESAPEAKE BAY – BUSH RIVER – TOWER CONSTRUCTION
McLean Contracting Company will begin construction on a new foundation and power line tower, as well as removal of old structure, south of the Amtrak Railway Bascule Bridge over the Bush River in Harford County MD. Project position 39.26'08.98" N, 76.14'32.45" W. Project will begin **August 30, 2021** to approximately **January 28, 2022**. McLean Contracting will utilize a 200' x 50' Material Deck barge and a250' x 60' Crane Barge. Both barges will be marked in accordance with Title 33 - Navigation and Navigable Waters, Chapter I - COAST GUARD, DEPARTMENT OF HOMELAND SECURITY, Subchapter E - INLAND NAVIGATION RULES, Part 88 - ANNEX V: PILOT RULES, Section 88.13 -Lights on moored barges. Barges will monitor VHF-10 and VHF-74. For more information contact: Mr. Joshua Schmitz, Site Superintendent, 410-371-5124, Mr. Adrian Hernandez, Safety Officer, 443-226-6236, Mr. James Woodward, Regional Safety Manager, 443-577-6807, Mr. Mike Hodeen, Project Manager, 443-995-3092.
Chart 12274.

MD - VA – 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.
Chart 12288 12287

MD - VA – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – LITTLE HUNTING CREEK – SEWER LINE CONSTRUCTION
Garney Construction (Garney Companies Inc.) will be conducting a sewer pipeline project in Little Hunting Creek during July 19, 2021-**February 28, 2022**. The work be located in approximate position latitude 38°43'17.73"N, longitude 077° 4'50.92"W, and will include the use of an 80' x 40' crane barge, 20' x 60' materials barge and work vessels placed within or adjacent to the navigable channel. All marine equipment on scene will be marked and lighted in accordance with USCG regulations. At times when divers are in the water, a "diver down" flag will be displayed. The on scene work vessels INTEGRITY and EXCELLENCE can be reached via marine band radio VHF-FM channels 13 and 16. The construction superintendent can be reached at 214-770-6221.
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 is anticipated to be **August 2024**.
Chart 12289.

DC

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER – BRIDGE CONSTRUCTION
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 is 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.
Chart 12289.

DC - POTOMAC RIVER-MATTAWOMAN CREEK TO GEORGETOWN CHANNEL – ANACOSTIA RIVER – DREDGING
Southern Maryland Dredging Inc. will begin dredging operations on the Anacostia River in Prince George's County, MD, NAB-2011-61260. The dredge is an Ellicott 670. In addition to the dredge, two small work skiffs, pipeline from the dredge to the spoil site, and one anchor barge will all be in the area. Operation is planned 5 days a week, 12 hours a day, weather permitting and will monitor VHF-FM channel 08. Project completion is estimated by **February 15, 2022**.
Chart 12289.

Virginia

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE CHANNEL –DREDGING
The Dutra Group has been contracted to dredge the Chesapeake Channel from Chesapeake Channel Lighted Buoy 13 & 14 (LLNR 7105, 7110) to Chesapeake Channel Lighted Buoy 3 & 4 (LLNR 7045, 7050). Dredging will be performed by the hopper dredge "Stuyvesant". All dredged material will be transported to Disposal Site Dam Neck Management Area Cell 1, centered at Lat. 36°50'40.67"N Long. 75°53'49.40"W, approximately 9 nm SE of Green Buoy 3 (end of dredge area).
Dredging is scheduled to start on or about December 14, 2021 and completed on or about **April 15, 2022.** Work will continue 24 hours a day, 7 days a week. The Stuyvesant will use and monitor VHF Channels 13 and 16.Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.
Chart 12221.

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 - CAPE HENRY TO THIMBLE SHOAL LIGHT - BEACH CANAL - BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of City of Virginia Beach, will be performing maintenance on the West Great Neck Road Bridge, over Beach Canal, mile 0.1, at Virginia Beach, VA. The maintenance will be conducted from 7 a.m. to 5:30 p.m.; Monday through Saturday; from November 15, 2021, through **April 25, 2022**. A 45 foot crane barge, snooper vehicle and work platforms will be located on and in and underneath the vicinity of the bridge. During the maintenance period from 7:30 a.m. through 5 p.m., Monday through Friday, the crane barge will be located in the navigational channel, adjacent to the fender system, which will reduce the horizontal clearance of the bridge to approximately 15 feet of horizontal clearance, and will be located outside of the navigation channel during non-work hours. During work hours, Monday through Saturday, the snooper vehicle will reduce the vertical clearance of the bridge to approximately 32 feet of vertical clearance. Vessels that cannot safely transit through the bridge during periods of reduced vertical and horizontal clearances of the bridge due to the crane barge and snooper vehicle may safely transit through the bridge at scheduled transit time of noon to 12:30 p.m., if at least a one-hour prior notice is given to the project foreman. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Maintenance personnel, crane barge and snooper vehicle will relocate from the navigable channel, upon request. The snooper vehicle may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 705-6615 or (757) 435-2256. Mariners should use extreme caution while navigating through the area.
Chart 12254

VA - CHESAPEAKE BAY - CAPE HENRY TO THIMBLE SHOAL LIGHT - LONG CREEK - BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of City of Virginia Beach, will be performing maintenance on the West Great Neck Road Bridge, over Long Creek, mile 0.8, at Virginia Beach, VA. The maintenance will be conducted from 7 a.m. to 5:30 p.m.; Monday through Saturday; from November 15, 2021, through **April 25, 2022**. A snooper vehicle and work platforms will be located on and in the vicinity of the bridge. During the duration of the maintenance period, the work platforms will be attached underneath the bridge, adjacent to each bridge pier within the navigation channel, which will reduce the horizontal clearance of the bridge to approximately 20 feet. During work hours the snooper vehicle will be located on and underneath the bridge which reduce the vertical clearance of the bridge to approximately 17 feet of vertical clearance. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. Vessels that can safely transit through the bridge during periods with a reduced vertical and horizontal clearances may do so at any time. Vessels that cannot transit through the bridge during periods of reduced vertical clearance due to the snooper vehicle, may transit through the bridge, if at least a 30-minute prior notice is given to the project foreman. Maintenance personnel, and the snooper vehicle will relocate from the navigable channel, upon request. The snooper truck may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (410) 977-1024. Mariners should use extreme caution while navigating through the area.
Chart 12254

******VA – LYNNHAVEN INLET – CRAB CREEK/LONG CREEK – DREDGING******
On behalf of the city of Virginia Beach, Salmon Inc., will commence dredging operations on or about **January 14, 2022** in the Crab Creek section and continue during daylight hours Monday through Friday until completion on or before February 28, 2022, and in the Long Creek area between March 1, 2022 and completed by **March 27, 2022**. A 40' X 40' dredge barge and two 30' X 40' barges for dredged material, as well pusher boat, Miss Naomi, official number MI02920216 will be conducting work. Mariner should use caution when transiting surrounding area. For more information contact Salmon Inc., at (757) 426-6824.
Chart 12254.

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION
Allan Myers is conducting road widening and bridge replacement on Laskin Road in Virginia Beach, VA until **Oct 2022**. Bridge passes over Great Neck Creek. A cofferdam and turbidity curtains are installed at the site. For more information contact Pat Robinson at 610-960-3139.
Chart 12222.

VA – HAMPTON ROADS – 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.
Chart 12245

VA-HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION
Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through **December 2023**. Marine construction activity will take place 24-hours per day, seven days a week.
The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge spans or located within the specific Mooring/Safe Harbor area.
Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending 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.
Chart 12245 12222

VA – ELIZABETH RIVER – CRANEY ISLAND REHANDLING BASIN – DREDGING
Starting on June 18, 2021 Resilient Seas, LLC will begin Maintenance Dredging of the Craney Island Rehandling Basin and access channels. Project is being completed using a hydraulic cutter head dredge, which will pump the dredged materials through floating and clearly marked high-density polyethylene (HDPE) pipeline directly to Craney Island. Work hours for all dredging operations will be 24 hours per day and 7 days per week till approximately **February 25, 2022**. Dredge "Bering Sea" will be on channel 16 & Working Channel 5. For more information, contact Jason Faria, Project Superintendent: (774)-406-7881 mailto:jfaria@resilientseas.com.
Chart 12245.

VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION
Until **March 2023**, McLean Contracting will be conducting bridge demolition, and replacement of the Churchland Bridge on the Western Branch of the Elizabeth River. Signs have been installed on both sides of the bridge worded "OVERHEAD BRIDGE CONSTRUCTION 500 FEET AHEAD". A temporary pile crane trestle will be extending approximately 600ft from either shoreline on the North side of the bridge. Barges and tugs will be on scene throughout the project and may be contacted on VHF-FM Channels 03, 13 and 16. For information, contact Scott White at 757-641-2132. LNM 23/20
Chart 12253.

VA – ELIZABETH RIVER – EASTERN BRANCH – PIER CONSTRUCTION
Beginning approximately January 31, 2022, and continuing until approximately **June 1, 2023**, Crofton Construction Services Inc. will commence constructing two 200' travel slip concrete piers and dredging down to 24' at the Lyon Shipyard along the Eastern Branch of the Elizabeth River, approx. position 36-50-28"N, 076-16-04"W. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction. Barge(s) & vessel(s), will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined, to the barges with crew boats working in the vicinity. The entire channel, will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels **13** & **16.**
Chart 12253.

VA – ELIZABETH RIVER – PORTSMOUTH WATERFRONT – NORTH STREET FERRY LANDING TO TIDWATER YACHT MARINA – SEAWALL CONSTRUCTION
Crofton Construction will be will be conducting repairs to the seawall located in the Elizabeth River at the following locations: N36° 50'20"and W76 °17'45" and N36° 50'25"and W76 °17'46". Beginning November 09, 2020 and continuing until **January 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 **March 31, 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 - ELIZABETH RIVER – NORFOLK SOUTHERN #7 BRIDGE – FENDER REPAIR
Fender maintenance will began on the Norfolk Southern, #7 Bridger, mile 5.8 on the Elizabeth River, on Saturday **December 18, 2021**, and is projected to be completed by **January 31, 2022**. The work will be located on the southeast embankment, positioned adjacent to the bridge pier to repair damage to the fender system. Bridge operation should not be impacted by this maintenance work. Maintenance vessels, when used, will be located just east of the navigable channel and south of the #7 bridge. Mariners are requested to proceed at a reasonable speed to make safe transit of the bridge while respecting work crew stability. The project Superintendent may be reached at (419) 944-5791. Mariners should use caution navigating through the area.
Chart 12253

******VA - NORFOLK HARBOR AND ELIZABETH RIVER - BRIDGE CONSTRUCTION******
Mariners are advised, that placement of structural steel, over the navigation span, of the I-64 High Rise Bridge, across the Southern Branch of the Elizabeth River is scheduled from 6 a.m. to 8 p.m. from January 13, 2022 through January 14, 2022, January 17, 2022 through January 18, 2022, January 25, 2022 through January 26, 2022, and February 1, 2022 through February 2, 2022. Alternate dates, are scheduled from 6 a.m. to 8 p.m. on January 15, 2022, January 19, 2022, January 27, 2022, and February 3, 2022. The waterway 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.
Chart 12253

VA - NORFOLK HARBOR AND ELIZABETH RIVER - SOUTHERN BRANCH OF ELIZABETH RIVER – I-64 HIGH RISE BRIDGE
An engineering firm, on behalf of Virginia Department of Transportation are performing bridge construction at I-64 High Rise Bridge over Elizabeth River Southern Branch, mile 7.1, in Chesapeake, VA. Mariners should expect construction activity and related equipment in the vicinity of the bridge 24 hours a day; 7 days a week, till **2023**. A crane barge is currently being used within the navigation channel to complete the final stages of bridge fender system work and is removed from the channel at the end of each shift. Work vessels may be reached on VHF-FM channel 13. The project manager can be reached at (757) 579-8400. Mariners should use caution and proceed at a safe speed to minimize wake for work vessels when transiting the area. For questions or concerns regarding this matter, contact Coast Guard Sector Virginia Waterways Management Division at 757-668-5580 or virginiawaterways@uscg.mil.
Chart 12253.

VA-JAMES RIVER - NEWPORT NEW TO JAMESTOWN ISLAND – BREAKWATER CONSTRUCTION
Coastal Design & Construction, Inc. will begin construction of a Stone Breakwater for Carters Grove on the James River, starting on **September 1, 2021** to approximately **June 30, 2022**. Ten barges will be moored in the following positions: Deck Barge - 37° 12.510'N, 76° 38.2756'W, Deck Barge - 37° 12.4683'N, 76° 38.2321'W, Deck Barge - 37° 12.4235'N, 76° 38.1967'W, Deck Barge - 37° 12.3378'N, 76° 38.1409'W, Deck Barge - 37° 12.2523'N, 76° 38.0678'W, Rig Barge - 37° 12.1606'N, 76° 38.0258'W, Rig Barge - 37° 12.1174'N, 76° 38.0021'W, Rig Barge - 37° 12.0734'N, 76° 37.9781'W, Line Barge - 37° 11.8798'N, 76° 37.8551'W, Line Barge - 37° 11.7898'N, 76° 37.8060'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 12248.

VA – HAMPTON ROADS – JAMES RIVER – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Richmond will be performing dredging operations on the James River (Dancing Point – Swann Point Channels) between James River Lighted Buoy 57 (LLNR 12200) and James River Channel Lighted Buoy 66 (LLNR 12250). Work will be performed between **November 24, 2021** and **January 20, 2022.** The dredge Richmond monitors VHF channels 13 and 6. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendant equipment will be navigating. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.
Chart 12248.

VA – JORDAN POINT TO RICHMOND – JAMES RIVER – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be performing dredging operations at the Richmond Deepwater Terminal on the James River starting 650ft south of James River Channel Light 166 (LLNR 12790) to 3500ft north of light 166. Work will be performed between **January 10, 2022** and **February 15, 2022.** The dredge Richmond monitors VHF channels 13 and 6. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendant equipment will be navigating. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.
Chart 12252.

VA – CHESAPEAKE BAY - RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN INLET – 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 June 30, 2021, through **December 26, 2021**. Vessels able to pass through the drawbridge in the closed position may do so at any time. The vertical clearance of the drawbridge in the closed-to-navigation position is 12 feet above mean high water. The drawbridge will be able to open for emergency vessels. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.
Chart 12235

VA – VIRGINIA BEACH – NORTH LANDING RIVER - PUNGO FERRY BRIDGE REHABILITATION PROJECT
Mariners are advised that an engineering firm, on behalf of City of Virginia Beach Public Works, will be performing maintenance on the Pungo Ferry Road Bridge over North Landing River at location [36.614663, -76.049530], at Virginia Beach, VA. The maintenance which began in March 2021, will continue to be conducted from 7 a.m. to 5 a.m.; 7 days a week; through **February 7, 2022**. During the maintenance period, a work platform will be located underneath the bridge and will be reducing the vertical clearance of the bridge to approximately 60 feet above mean high water. The project foreman can be reached at (386) 205-9907. Mariners should use caution navigating through the area.
Chart 12206.

North Carolina

NC – OREGON INLET – BONNER BRIDGE - ARTIFICIAL REEF DEPLOYMENTS
North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while offloading. Deployments will take 2-3 hours each. For more information, contact Jordan Byrum at 252-808-8036 or at jordan.byrum@ncdenr.gov. The following artificial reefs will be used. AR-130 (36° 00.296'N, 75° 31.957'W), AR-140 (35° 56.718'N, 75° 31.965'W), AR-145 (35° 54.017'N, 75° 23.883'W), AR-160 (35° 43.888'N, 75° 26.771'W)
Chart 12204.

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 **DEC 2021** 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-INTRACOASTAL WATERWAY-MOREHEAD CITY HARBOR-BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 1184 (Atlantic Beach Bridge) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 206.7, between Morehead City, NC and Atlantic Beach, NC. The maintenance, which began September 2020, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through March 15, 2022. The maintenance will be performed in two phases. The first phase, which began in **September 2020**, will continue through **March 15, 2021**. The second phase will be performed from **September 13, 2021**, through **March 15, 2022**. During these maintenance periods, two 20-foot work vessels, work floats, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational channel of the bridge. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.
Chart 11547.

NC - INTRACOASTAL WATERWAY-NEUSE RIVER TO MYRTLE GROVE SOUND - BRIDGE MAINTENANCE
Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 58 (Emerald Drive) Bridge, over the Atlantic Intracoastal Waterway (AIWW), Bogue Sound, at mile 266, at Emerald Isle, NC. The maintenance, which began **September 2020**, will continue to be conducted from 7 a.m. to 7 p.m.; 7 days a week; through **March 15, 2022**. The maintenance will be performed in two phases. The first phase, which began in September 2020, will continue through **March 15, 2021**. The second phase will be performed from **September 13, 2021**, through **March 15, 2022**. During these maintenance periods, two 20-foot work vessels, work floats, and a snooper truck will be located in and around the vicinity of the bridge. During work hours, the snooper truck will be located in and around the navigational channel of the bridge. The snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.
Chart 11547.

NC – WHITE OAK RIVER – BRIDGE CONSTRUCTION
Mariners are advised that a construction firm, on behalf of the Marine Corps Base (MCB) Camp Lejeune, will commence construction on replacement of the S882 Bridge over the White Oak River, mile 12.92 near Stella, NC 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.
Chart: 12287.

NC – NEUSE RIVER TO MYRTLE GROVE SOUND - BANKS CHANNEL – BRIDGE MAINTENANCE
Mariners are advised that a construction company, on behalf of North Carolina Department of Transportation, will be performing repairs on the South Bank Channel Bridge over Banks Channel at Wrightsville Beach in New Hanover County, NC 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.
Chart 11541.

NC – NEW RIVER – CAPE FEAR RIVER – SNOWS CUT – DREDGING
Southwind Construction Corp will conduct dredge operations starting on **January 4, 2022** to **February 8, 2022** Snow's Cut, New Hanover County North Carolina, Dredging Atlantic Intracoastal Waterway, Channel Sections 4 & 5, Tangents 1, 3, 4 & 4A with beach placement at Freeman Park south of Carolina Beach Inlet **.** Operations will take place 24 hours a day, seven days a week. Dredge: Andi Rae, Workboat: Ann Kay & Miss Leanne will monitor Channel 13 & 16, and Working Channel 79. Submerged and floating pipeline associated with dredging operation; use extreme caution in the area. Mariners are urged to transit at the slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel along the left descending shoreline of the federal channel thence traversing easterly along Carolina Beach Inlet to Freeman Park. For more information, contact David Lynn (Superintendent) Cell: 812-455-1770, or Chris Barton (Night Shift Supt.) Cell: 812-454-7114.
Chart 11534.

NC-CAPE FEAR RIVER-CAPE FEAR TO WILMINGTON-SMITH CREEK
Mariners are advised that a construction firm, on behalf of North Carolina Department of Transportation, will be constructing a new bridge to replace the SR 2812 (S117-133/Castle Hayne Road, over Smith Creek, at location [34.258784, -77.938943], mile 1.5 near Wilmington, New Hanover, NC. 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.
Chart 11537.

NC – CAPE FEAR RIVER – DREDGING
Southern Dredging Co. be working in the Cape Fear River between the Hwy 17 Cape Fear Memorial Bridge to Cape Fear River Channel Lighted Buoy 61 (LLNR 30935) commencing on or about December 6, 2021. Dredge Brunswick will operate on a 24 hour per day, 7 day per week basis until approximately **February 28, 2022.** Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage in the vicinity of the operation, boaters should establish contact with the dredge on VHF marine channels 13 and 16. The points of contact for this project are Neil Rodgers at 843-729-1269 or Michael Kitchell at 843-830-1015.
Chart 11537.

NC – CAPE FEAR RIVER – CAPE FEAR RIVER – DREDGING
The Dutra Group has been contracted by the US Army Corps of Engineers, to dredge the Cape Fear River reaches. The mechanical dredge, DB Paula Lee, will perform the dredging in the Cape Fear River with the dredged material to be disposed at the New Wilmington ODMDS. The project will use two towing tugs, the Tug "Colonel" and another that is yet to be determined. The tugs will be towing and handling two approximately 5,000 CY scows, the CK-7 and ES-15. The tugs will be transporting dredged material to the New Wilmington ODMDS placement site, which is approximately 9 NM south of the mouth of the Cape Fear River at N 33 deg 44 min 6.946 sec, W 078 deg 02 min 8.979 sec. Dredging is scheduled to commence on **February 01, 2022** and should be completed by **March 15, 2022**. The crews and equipment will be operating 24 hours a day, 7 days a week during this period. Work will be performed in the Cape Fear River between Latitude North 34 degrees, 01 minutes and North 34 degrees, 11 minutes. The DB Paula Lee will continually monitor VHF channels 13, 16, and 81. Additionally, you can contact Project Manager, Danny Myers, at (415) 302-5369.
Chart 11537.

NC – CAPE FEAR RIVER – SUNNY POINT TERMINAL SOUTH ENTRANCE - DREDGING
The Dutra Group has been contracted by the US Army Corps of Engineers, to dredge the Military Ocean Terminal Sunny Point including all wharf and entrance channel areas. The mechanical dredge, DB Paula Lee, will perform the dredging in MOTSU with the spoils being disposed of at the New Wilmington ODMDS. The project will begin with two towing tugs, the Tug Colonel and Tug Ocean Tower, and two CY scows, the CK-7 and ES-15. Approximately 7 days after the start of the project, the Ocean Tower will depart leaving just the Tug Colonel for transit to the ODMDS. The ODMDS is approximately 9 NM south of the mouth of the Cape Fear River at 33-44-06.946N, 078-02-8.979W sec. Dredging is scheduled to commence on November 27, 2021 and should be completed by **January 31, 2022**. The crews and equipment will be operating 24 hours a day, 7 days a week during this period. Work will be performed within a two-mile radius of the Sunny Point Center Wharf located at 34-00-23.42N, 077-57-11.1W.
The DB Paula Lee will continually monitor VHF channels 13, 16, and 81. Additionally, you can contact Project Manager, Danny Myers, at (415) 302-5369. Mariners are urged to proceed with caution at a slow, safe speed once arrangements have been made for passing or overtaking one of the project vessels.
Chart 11537.

******NC – SEACOAST - OAK ISLAND BEACH RENOURISHMENT******

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

Dredging and Disposal Operations are often done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area of the dredge. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

Estimated project completion: March 3, 2022

Dredge Area, Beach Subline Locations, and equipment staging area positions are included in ENC 9.

Chart 11537, 11534, 11536

NC – HOLDEN BEACH – BEACH RENOURISHMENT PROJECT

Starting approximately December 13, 2021, Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Battery Island, near Southport, NC. The equipment (Tugs Cami, Dot G & Lady Joel, Barges 520, 594 & 595) and dredge pipeline will be anchored between the following approximate positions: 33°54'39.19"N, 78°0'56.21"W and 33°55'15.67"N, 77°59'53.30"W.

Starting approximately January 3, 2022 and continuing until approximately **March 30, 2022**, the hopper dredge(s) R.N. Weeks and B.E. Lindholm will be operating 3 nautical miles offshore of Holden Beach, NC.

Work limits for borrow areas will be bound by the following approximate positions:

Borrow Area #1:33°52'1.10"N, 78°10'8.36"W, - 33°53'9.37"N, 78° 9'51.29"W, - 33°53'15.13"N, 78°10'42.75"W, - 33°52'12.36"N, 78°10'55.93"W.

Borrow Area #2:

33°52'51.88"N, 78°17'43.98"W, - 33°52'51.25"N, 78°16'39.43"W, - 33°51'43.10"N, 78°16'36.54"W, - 33°51'42.60"N, 78°17'41.55"W.

Pipeline corridor will be bound by the following approximate positions:

33°54'23.71"N, 78°20'12.20"W, - 33°53'26.27"N 78°20'4.08"W, - 33°53'48.55"N, 78°14'58.29"W, - 33°54'50.74"N, 78°15'11.18"W.

Once underway, dredging operations will continue on a twenty-four (24) hours per day, seven days per week basis. 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. The dredge(s), attendant plant, and pipelines will each have all required U.S. Coast Guard lighting for night operations. For more information, contact Project Manager(s) on-site:PM, Doug Nelson – (985) 237-9667, denelson@weeksmarine.com or PM, David McNeil – (985) 237-5069, dcmcneill@weeksmarine.com.

Chart 11534.

NC – MYRTLE GROVE SOUND TO CASINO CREEK – SHALLOTTE INLET – DREDGING

The Dredge CHARLESTON, along with support equipment, will commence dredging operations on or around February 5, 2022, until approximately **April 1, 2022** for Ocean Isle Beach - Coastal Storm Risk Management Project. Dredging operations will be conducted in Shallotte Inlet leading away from the Intracoastal Waterway Intersection. Material will be pumped to beach placement areas along Ocean Isle Beach, North Carolina.

Dredging operations will occur in and around the Shallotte Inlet. The dredge will be connected to a floating pipeline within Shallotte Inlet channel. This floating pipeline will be connected to submerged pipeline. The submerged pipeline will come on shore west of the inlet. Any used submerged pipeline will be marked with white regulatory buoys with flashing amber lights along the pipeline with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 3000' feet at its longest length. Floating pipeline will be anchored and tended by tender tugboats. Please use extreme caution navigating along the eastern end of Ocean Isle Beach regarding these submerged and floating pipelines.

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.

Chart 11534.

NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) - BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing maintenance on the SR 904 Bridge across Atlantic Intracoastal Waterway (AIWW), mile 333.7, between Shallotte, NC and Ocean Isle, NC. The maintenance will be conducted from Sunday night to Friday morning; from **June 1, 2021**, through **May 1, 2022**. During these maintenance periods, two work vessels, work floats, and a snooper truck will be located in and around the navigation channel. During work hours, the snooper truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.

Chart 11534.

NC – TUBBS INLET - SOUTH JINKS CREEK – DREDGING

Coastal Dredging, LLC will be performing a hydraulic dredging project for the town of Sunset Beach, Brunswick County, North Carolina. Dredge equipment will be in the area of South Jinks Creek. The Dredge Everett Gene will be dredging approximately 49,300 CY from the navigation channel and placement in an approximate 2000 ft long by 200ft wide placement site 600ft off shore in the Atlantinc Ocean. The near shore placement site is in 9ft – 13ft of water. The final grade of the near shore placement site shall not exceed 6ft. Project is anticipated to start **November 16, 2021** and last 120 days. Dredging operations will be conducted 12 hours a day, seven days a week. For more information, contact Coastal Dredging at 910-327-8831.

Chart 11534.

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

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

******None to report******

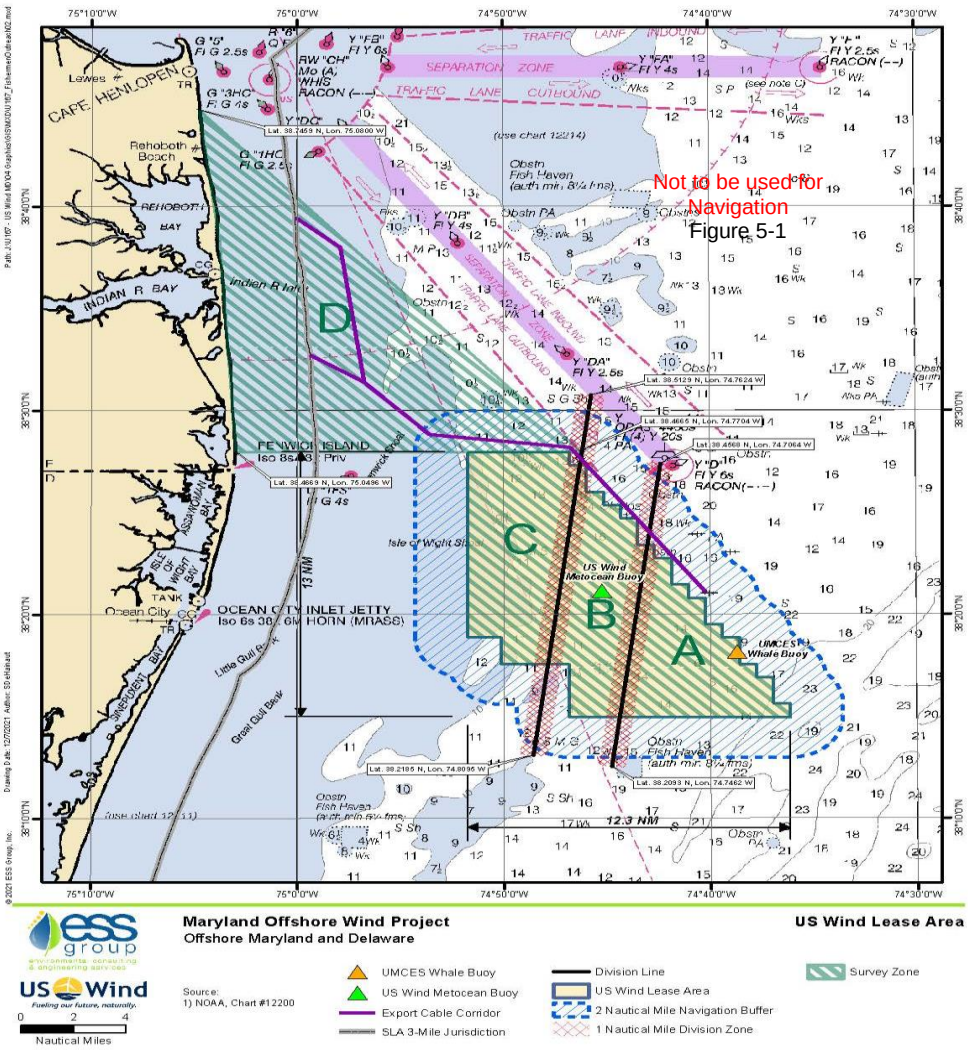
SUMMARY OF OFFSHORE RENEWABLE ENERGY INSTALLATIONS (OREI) AND OPERATIONS IN SUPPORT OF OREI IN THE FIFTH COAST GUARD DISTRICT
ENCLOSURE (5)

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

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
The M/V Fugro Enterprise, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will occur within two survey areas and will begin on October 9, 2021 and continue to approximately **April 1, 2022**.
Operating area #1:
The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:
NE Corner: 39° 40' 22"N / 73° 56' 11"W
SE Corner: 39° 15' 43"N / 73° 56' 34"W
S Corner: 39° 08' 40"N / 74° 05' 50"W
SW Corner: 39° 16' 31"N / 74° 14' 55"W
NW Corner: 39° 35' 14"N / 74° 02' 59"W
Operating area #2:
The survey corridor is located about 2 to 20 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:
NW extent: 40° 30' 00"N / 73° 59' 03"W
NE extent: 40° 30' 38"N / 73° 57' 53"W
NW midpoint: 40° 12' 27"N / 73° 52' 08"W
NE midpoint: 40° 12' 27"N / 73° 49' 53"W
SW midpoint: 39° 55' 34"N / 73° 55' 43"W
SE midpoint: 39° 55' 34"N / 73° 52' 49"W
SW extent: 39° 28' 38"N / 73° 55' 59"W
SE extent: 39° 28' 38"N / 73° 54' 37"W
The M/V Fugro Enterprise will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA.
The M/V Fugro Enterprise will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.
Chart 12323, 12318

DE - MD– OFFSHORE VICINITY OF ENTRANCE TO DELAWARE BAY– SKIPJACK WIND FARM GEOTECHNICAL SURVEY ACTIVITY
The Skipjack Wind Farm (SJWF) is an offshore wind farm planned for federal waters off the coast of Delaware and Maryland. The SJWF will consist of wind turbines, an offshore substation, and subsea transmission system to shore. Marine survey activities are currently ongoing. Marine construction is planned, to start in 2022. Mariners transiting or fishing in the survey area are requested, to provide a wide berth to survey vessels, as they will be limited in their ability to maneuver, and deploying various equipment to the seabed. For more information, contact Edward LeBlanc, Orsted Marine Affairs Manager, at 978-447-2737
Chart 12214

MD – DE SEACOAST – OFFSHORE MARINE SURVEYING OPERATIONS
On behalf of US Wind, Inc., Fugro will be conducting high-resolution geo-physical survey operations in the North Atlantic Ocean near Ocean City, MD, beginning **January 1, 2022**. A survey vessel will be working with restricted maneuverability with equipment in tow up to 300 yards off the stern of the vessel. Mariners transiting or fishing in the area are requested to provide a wide berth to the survey vessel; request a 1/2 NM closest point of approach.
The area of operations is located within the following approximate positions:
38°44.8' N 075°04.8' W
38°28.0' N 075°03.0' W
38°28.0' N 074°54.3' W
38°18.5' N 074°54.2' W
38°13.0' N 074°47.1' W
38°13.0' N 074°35.9' W
38°19.1' N 074°36.0' W
38°28.0' N 074°46.2' W
The Research Vessel FUGRO BRASILIS (Call Sign: C6AP7) will conduct high-resolution geo-physical surveying in the planned area from approximately **January 1, 2022**, to **March 15, 2022**. The vessel will monitor VHF-FM channels 13 and 16 and can be contacted on these frequencies for safe passing arrangements. The vessel may be contacted via email at captain@fbr.Fugro.com.
The FUGRO BRASILIS will host an offshore fisheries liaison onboard the vessel who will support communications with the fishing community and share updates on the survey activities. The offshore fisheries liaison can be contacted at: OFL2@Offshorewfs.com.
The FUGRO BRASILIS will conduct survey operations in a geographically reduced Survey Zone, as seen in the Figure below. US Wind will coordinate with local fishermen to reduce the impact of survey operations in the selected Survey Zone and will widely communicate anticipated survey vessel locations to limit and avoid gear conflict.
Further information can be found on the US Wind website: https://uswindinc.com/mariners/.
See Figure 5-1
Charts: 12200, 12211



MD – DE SEACOAST – OFFSHORE MARINE SURVEYING OPERATIONS

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

38°28.5' N 074°46.2' W
38°26.0' N 074°43.4' W
38°15.6' N 074°34.8' W
38°14.0' N 074°35.2' W
38°14.0' N 074°47.2' W
38°16.6' N 074°48.6' W
38°18.2' N 074°53.2' W
38°28.6' N 074°52.5' W

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

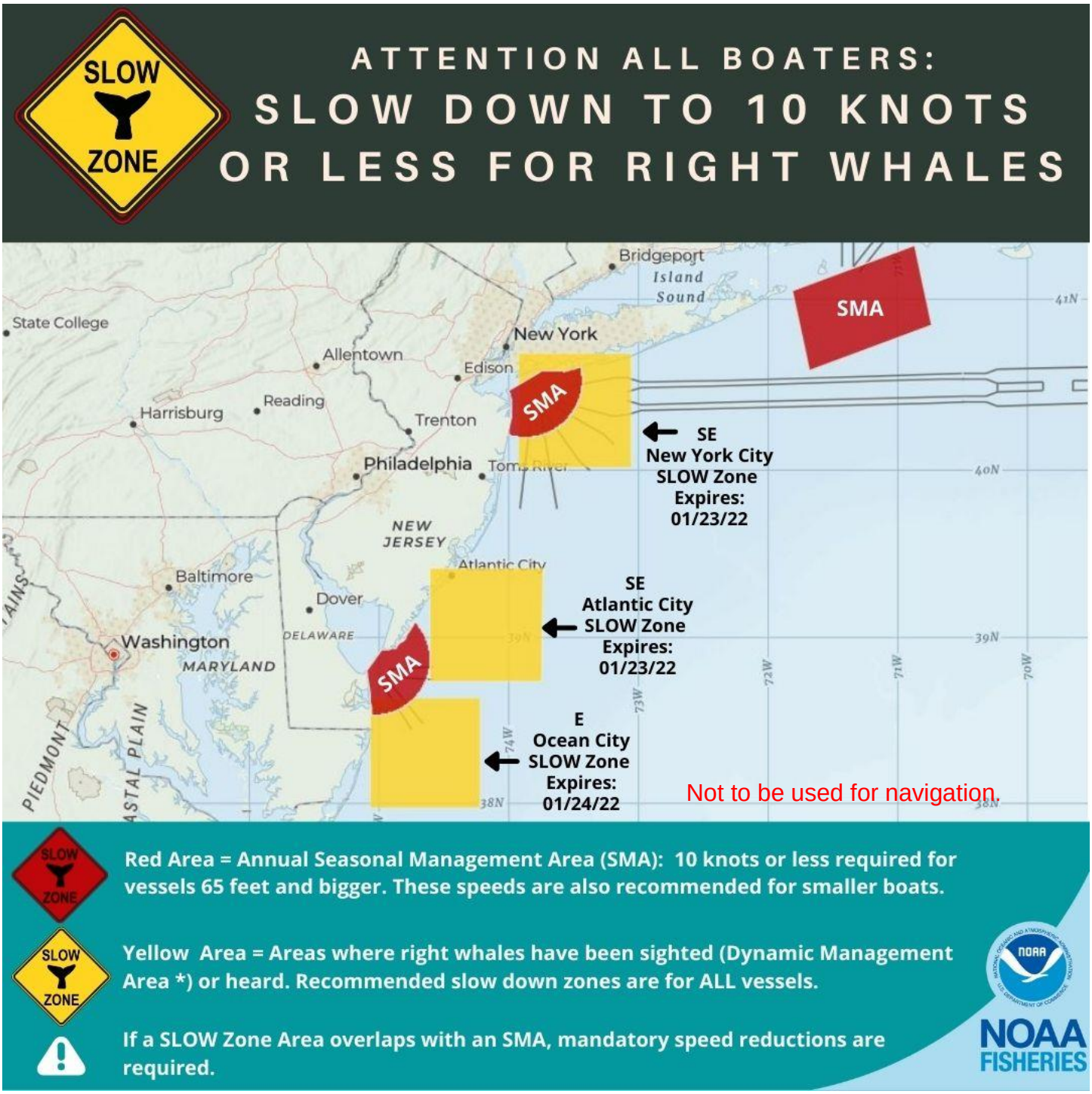
The **PSV REGULUS** will begin survey operations in Survey Zone "A" with an additional two locations in southern section of Zone "B". Local scout vessels will survey ahead of the **REGULUS'** planned movement, and notifications and outreach will be made to the fishing community before the vessel moves to a different Survey Zone.

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

See Figure 5-1.

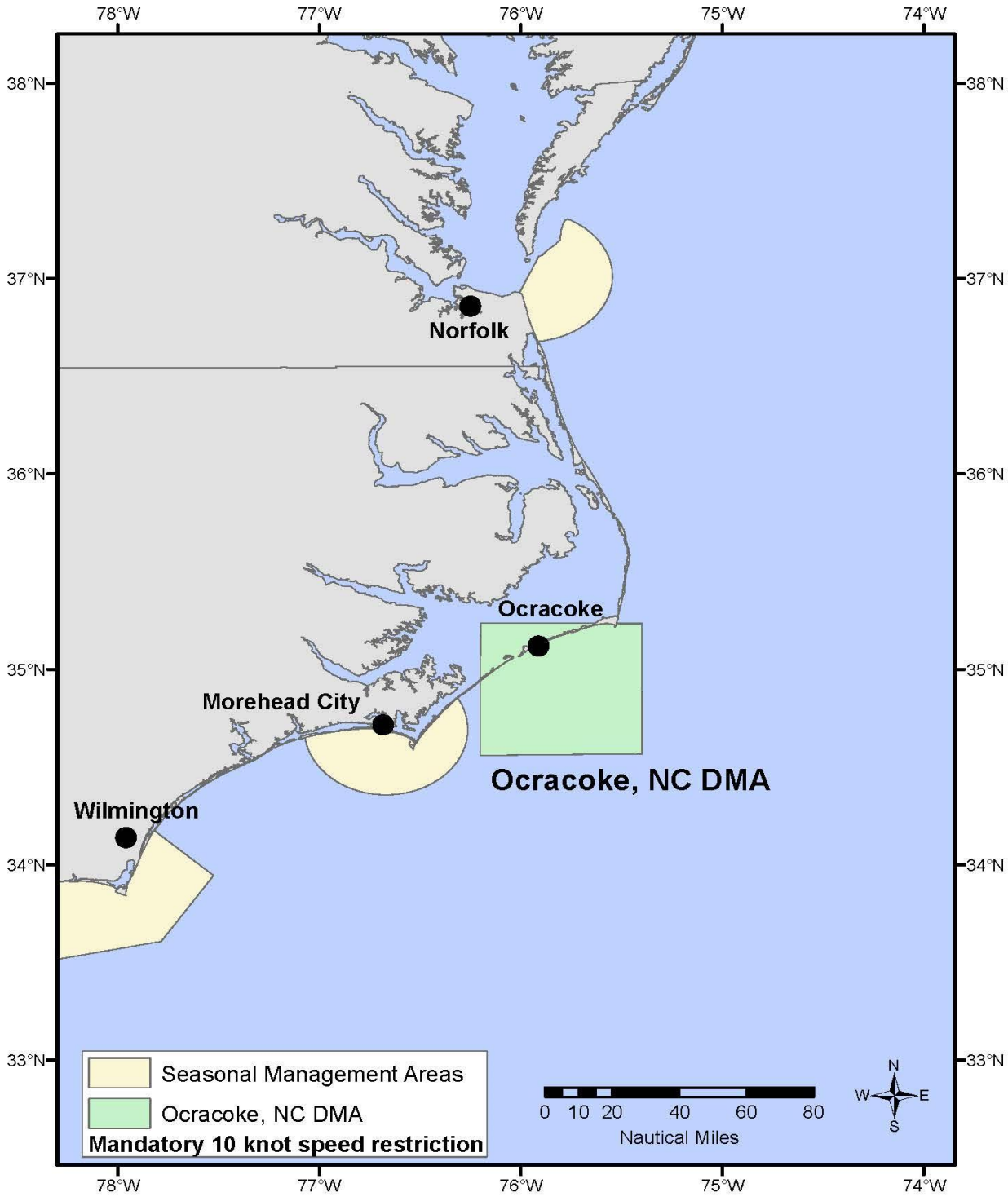
Charts: 12200, 12211

RIGHT WHALE SLOW ZONE
ENCLOSURE (6)



Dynamic Management Area in Effect through January 28, 2022

NOAA urges vessels to route around the DMA or transit through at 10 knots or less



NewSAILDRONE

RESEARCH EQUIPMENT IN WATER

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

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

More information on the project can be found online at:
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**

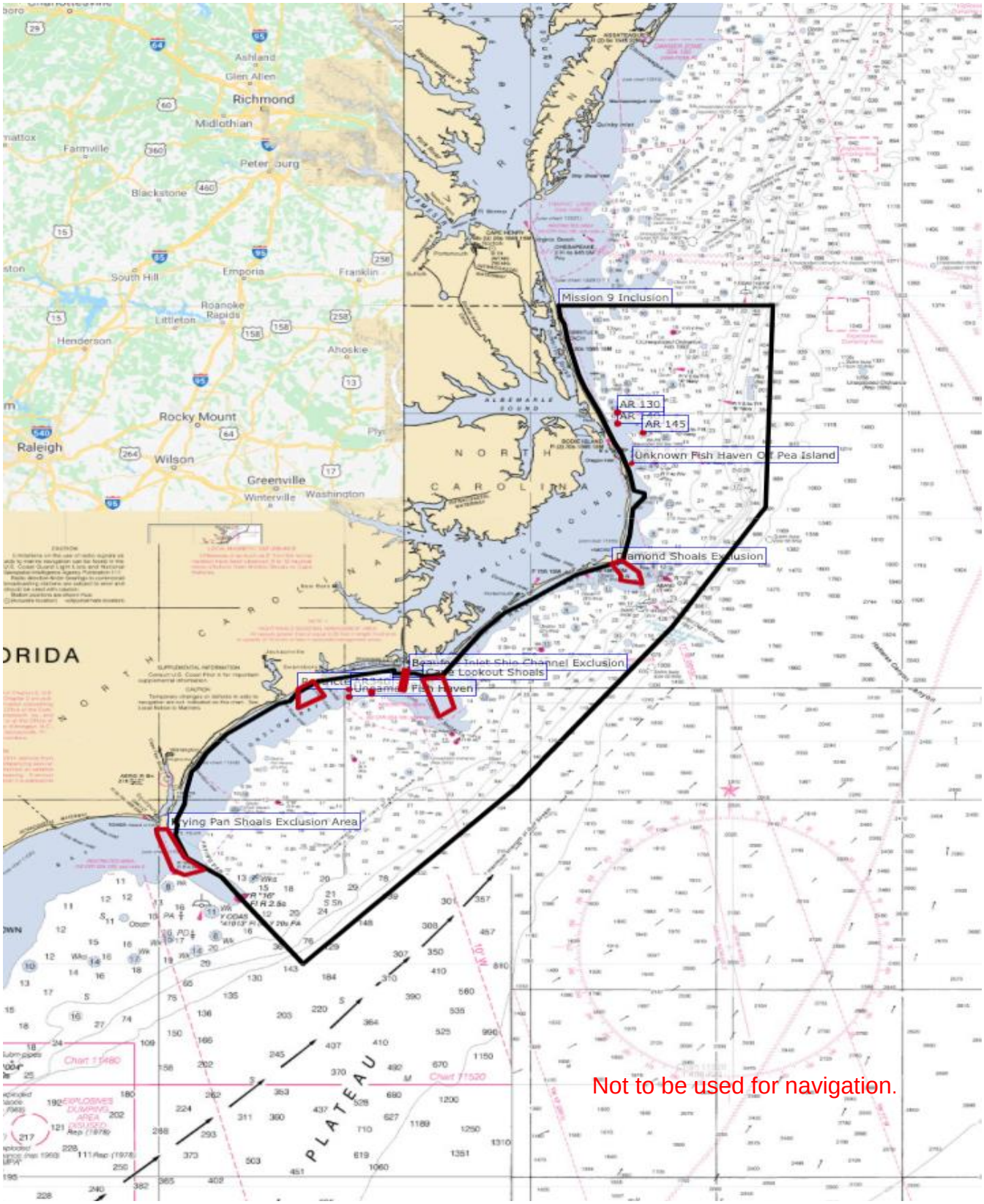
SAILDRONE MISSION CONTROL
(510) 722-6070
missioncontrol@saildrone.com

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

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

Phil Browne (ECMWF)
+44 11899499168
p.browne@ecmwf.int

ECU AUTONOMOUS RESEARCH VESSEL OPERATING AREA



Oak Island Beach Renourishment Areas
ENC 9

See General Section for Article

Dredge Area

Jay Bird Shoals and Central Reach Borrow Area

JBS 1 33 52.856783 N 078 3.674532 W
JBS 2 33 52.838787 N 078 2.586686 W
JBS 3 33 51.961623 N 078 2.614152 W
JBS 4 33 51.962879 N 078 3.677272 W
CR 1 33 53.200503 N 078 10.512572 W
CR 2 33 53.196832 N 078 9.985592 W
CR 3 33 52.479568 N 078 9.731472 W
CR 4 33 52.477405 N 078 10.494155 W

Beach Subline Locations

Name Latitude (Degree Minutes) Longitude (Degree Minutes)
Subline 1a 33 54.412413 N 078 13.320273 W
Subline 1b 33 54.411404 N 078 13.221952 W
Subline 1c 33 54.743697 N 078 13.219263 W
Subline 1d 33 54.742011 N 078 13.317455 W
Subline 2a 33 54.457432 N 078 12.404198 W
Subline 2b 33 54.456583 N 078 12.265475 W
Subline 2d 33 54.798702 N 078 12.400322 W
Subline 2c 33 54.800872 N 078 12.261917 W
Subline 3a 33 54.485204 N 078 10.955617 W
Subline 3b 33 54.483926 N 078 10.816814 W
Subline 3c 33 54.829248 N 078 10.816965 W
Subline 3d 33 54.827246 N 078 10.954535 W
Subline 4a 33 54.488278 N 078 10.044413 W
Subline 4b 33 54.487468 N 078 9.944933 W
Subline 4c 33 54.819565 N 078 9.942163 W
Subline 4d 33 54.817716 N 078 10.040292 W

Equipment Staging Area

SA 1 33 55.151072 N 078 3.27632 W
SA 2 33 55.020127 N 078 2.305486 W
SA 3 33 54.978902 N 078 2.308439 W
SA 4 33 55.066836 N 078 2.776144 W
SA 5 33 55.114465 N 078 3.279813 W