



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 5

Week: 14/22

COASTAL WATERS FROM SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at <https://www.navcen.uscg.gov/>.

If you have questions about the Fifth Coast Guard District Local Notice to Mariners (LNM), please contact:

COMMANDER
FIFTH COAST GUARD DISTRICT (dpw)
431 Crawford Street
Portsmouth, Virginia 23704

or for correspondence and article requests:
gregory.c.goetz2@uscg.mil, (757) 398-6220 and CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

To report any Aids to Navigation discrepancies (missing, damaged, extinguished lights, off station), shoaling or hazards to navigation, discrepancies to bridge lighting, please contact the following 24 hour numbers:

1. For PA, NJ, DE waters, coastal and tributaries contact COGARD SECTOR DELAWARE BAY at (215) 271-4940.
2. For MD, DE in the Upper Chesapeake Bay and tributaries contact COGARD SECTOR MARYLAND - NATIONAL CAPITAL REGION at (410) 576-2525.
3. For VA in Lower Chesapeake Bay below Smith Point Light and tributaries and VA, MD Eastern Shore Bay and coastal contact COGARD SECTOR VIRGINIA at (757) 483-8567.
4. For NC waters, coastal and tributaries contact COGARD SECTOR NORTH CAROLINA at (910) 343-3882.

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2022 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2022 (55th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2021 (53rd) Edition.

NAVIGATION INTERNET SITES

2022 Light List/ Weekly Updates.
<https://www.navcen.uscg.gov/pdf/lightLists/weeklyUpdates/v2d05WeeklyChanges.pdf>

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

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

Coast Pilots, along with corrections are available at
<https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html>

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

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

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

Weather
<http://www.weather.gov>

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - 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](mailto: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 be 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-degree arc from the water's surface
- Visible at night through use of retro-reflective paint and lettering/numbering materials
- If feasible, also labelled below the servicing platform

Lighting:

- Located on all structures, preferably on the servicing platform, visible throughout a 360-degree arc from the water's surface
- 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=InmDistrict®ion=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/boating/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.

U.S. COAST GUARD NAVIGATION CENTER – WEBSITE UPDATE

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

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

Local Notices to Mariners (LNMs)

Current URLs: <https://www.navcen.uscg.gov/?pageName=lnmMain>

Replacement: <https://www.navcen.uscg.gov/local-notice-to-mariners-by-cg-district>

Light Lists Annual Publication

Current URLs: <https://www.navcen.uscg.gov/?pageName=lightLists>

Replacement: <https://www.navcen.uscg.gov/light-list-annual-publication>

Light List - Weekly

Current URLs: <https://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates>

Replacement: <https://www.navcen.uscg.gov/weekly-light-lists>

Light List - Corrections

Current URLs: <https://www.navcen.uscg.gov/?pageName=lightListCorrections>

Replacement: <https://www.navcen.uscg.gov/light-list-summary-of-corrections>

LNLM: 06/22

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.

LNLM: 09/21

BROADCAST NOTICES TO MARINERS

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

CCGD5 (D5) - BNM - 166,169, 170, 172 thru 176-22.

Sector Delaware Bay (DB) - BNM - 065, 066, 067, 068, 069, 070, 072, 074-22.

Sector Maryland-National Capital Region (MD-NCR) - BNM - 098, 106, 109, 111, 113, 116, 118 thru 124-22.

Sector Virginia (VA) - BNM - 061-22.

Sector North Carolina (NC) - BNM - 105, 106, 109, 110, 112, 113, 115-22.

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.	LNLM St	LNLM End
168	NOAA Lighted Data Buoy 44009 (ODAS)	BUOY DMGD/LT EXT	12214	171DB	35/20	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	0110NC	27/12	
615	Oregon Inlet Jetty Light	DAYMK MISSING	12204	166NC	19/21	
637	NOAA Lighted Data Buoy 41025 (ODAS)	MISSING	11555	165D5	12/21	

815	NOAA Lighted Data Buoy 41013 (ODAS)	LT EXT	11536	332NC	35/20
915	Barnegat Inlet Buoy 3	MISSING	12324	064DB	12/22
1055	Barnegat Inlet Buoy 31	MISSING	12324	071DB	14/22
1065	Barnegat Inlet Buoy 33	ADRIFT	12324	071DB	14/22
1100	Little Egg Inlet Lighted Buoy 1	LT EXT	12316	143DB	29/21
1275	Great Egg Harbor Inlet Lighted Buoy 2	MISSING	12316	026DB	07/22
1317	Longport Channel Buoy 7	MISSING	12318	053DB	10/22
1535	Brown Shoal Light	LT EXT/RAC INOP	12214	102DB	23/21
1620	Delaware Bay Main Channel Light 32	LT EXT	12304	0068DB	13/22
1675	Cape May Canal West Entrance North Jetty Light 11	STRUCT DEST/REDUCED INT/SS INOP/TRLB	12316	155DB	32/20
1685	Deadman Shoal Lighted Buoy 1DS	OFF STA	12304	023DB	06/22
2055	Delaware Bay East Icebreaker Light 2	LT EXT	12216	203DB	35/20
2565	Reedy Island Dike Middle Light	MISSING	12311	024DB	46/20
2580	Reedy Island Range Front Light	REDUCED INT	12311	187DB	29/19
2610	Reedy Island Gap South Daybeacon 1	STRUCT DEST	12311	219DB	45/21
2615	Reedy Island Gap North Light 2	STRUCT DEST	12311	069DB	14/22
2874	Pea Patch Island Dike Warning Light E	MISSING/TRLB	12311	214DB	39/18
3500	Eagle Point Range Rear Light	LT EXT	12313	047DB	09/22
3825	Enterprise Lower Range Rear Light	LT IMCH	12314	181DB	36/21
5055	Sinepuxent Bay Channel Light 13	DAYMK MISSING	12211	NONEMD	12/22
5130	Sinepuxent Bay Channel Buoy 33	MISSING	12211	106MD	12/22
5305	Chincoteague Inlet Lighted Buoy 8	MISSING/TRLB	12210	030VA	06/22
6605	Wachapreague Inlet Buoy 1	MISSING	12210	209VA	42/21
6660	Wachapreague Channel Lighted Wreck Buoy WR4	OFF STA	12210	058VA	13/22
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
8090	Craighill Channel Upper Range Front Light	LT EXT	12281	057MD	06/22
8395	Brewerton Channel Eastern Extension Range Rear Light	LT EXT	12272	061MD	18/21
8693	Pooles Island Light	LT EXT	12278	110MD	24/21
9070	Elk River Channel West Range Rear Light	REDUCED INT	12277	327MD	43/20
9165	Bohemia River Light 2	DAYMK MISSING/STRUCT DMGD	12274	082MD	01/22
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
10162	Long Creek Lighted Buoy 1A	OFF STA	12254	NONEVA	04/22
10655	Naval Boat Channel Light 10	LT EXT	12245	015VA	02/22
10843	Golf 2 Anchorage Lighted Mooring Buoy A	OFF STA	12245	041VA	09/22
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/TRLB	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
14070	Mobjack Bay Channel Daybeacon 6MB	DAYMK MISSING	12238	040VA	08/22
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
17285	St. Catherine Sound Upper Entrance Warning Daybeacon D	STRUCT DEST/TRLB	12286	258MD	43/21
19960	Severn River Light 5	DAYMK DMGD	12283	119MD	14/22
20515	North Point Creek Light 2	STRUCT DEST/TRLB	12278	272MD	39/20
21470	Cape Charles City Light 4	DAYMK MISSING	12224	061VA	14/22
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB	12226	005VA	02/20
23375	Manokin River Junction Lighted Buoy MR	MISSING/TRLB	12231	074MD	08/22
23800	Webster Cove Channel Daybeacon 3	STRUCT DEST/TRLB	12261	064MD	19/21
23980	Nanticoke River Channel Light 6	STRUCT DMGD	12261	097MD	11/22
24105	Nanticoke River Channel Light 22	STRUCT DEST/TRLB	12261	096MD	11/22
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV/TRUB	12261	123MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST	12261	383MD	51/19
26165	Miles River Light 1	DAYMK MISSING	12270	100MD	12/22
26665	Langford Creek Junction Light LC	DAYMK MISSING	12272	020MD	04/22
27835	Northeast River Light 2	DAYMK MISSING	12274	120MD	14/22
27840	Northeast River Light 4	DAYMK MISSING	12274	121MD	14/22
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
28405	Roanoke Sound Channel Light 11	DAYMK MISSING	12204	098NC	11/22
28440	Wanchese Channel Buoy 1	MISSING	12204	120NC	14/22
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	MISSING	11555	NONENC	37/19
28667	Hatteras Inlet Lighted Buoy 8	MISSING	11555	NONENC	37/19
28722.3	Barney Slough Channel Lighted Buoy 6	TRLB	11555	353NC	45/21
28722.7	Barney Slough Channel Lighted Buoy 10	TRLB	11555	362NC	38/20
28790	Hatteras Inlet Channel Light 25	STRUCT DEST/TRLB	11555	232NC	29/21
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
29130	Lookout Bight Lighted Buoy 4	LT EXT	11545	399NC	51/21
29130	Lookout Bight Lighted Buoy 4	MSLD SIG	11545	064NC	07/21
29230	Barden Inlet Daybeacon 20	STRUCT DEST/TRUB	11545	051NC	04/22
29710	New River Inlet Buoy 9	MISSING	11541	074NC	08/22
29735	New River Channel Light 12	STRUCT DEST/TRLB	11541	494NC	31/20
29740	New River Channel Light 13	STRUCT DMGD/TRLB	11541	078NC	11/19
30048	Banks Slough Channel Buoy 2BS	MISSING	11541	NONENC	46/21
30048.02	Banks Slough Channel Buoy 3	MISSING	11541	380NC	49/21
30373	Cape Fear River Entrance Channel Lighted Buoy 13	OFF STA	11534	118NC	14/22
30750	Cape Fear River Channel Lighted Buoy 44	OFF STA	11537	116NC	14/22
30775	Big Island Lower South Range Front Light	REDUCED INT	11537	109NC	13/22
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
31015	Lockwoods Folly Inlet Lighted Buoy 2	REDUCED INT	11534	NONENC	10/22
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31360	Durant Island Daybeacon 1D	STRUCT DMGD	12204	390NC	39/21
31632	Albemarle Sound Daybeacon 4AS	DAYMK MISSING	12205	NONENC	10/22
31635	Albemarle Sound Light 5AS	DAYMK MISSING	11553	NONENC	38/19
31825	Chowan River Light 13	LT EXT/DAYMK MISSING	12205	082NC	09/22
32015	Stumpy Point Harbor Lighted Wreck Buoy WR1SP	LT EXT/TRUB	12204	075NC	08/22
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
32221	Buxton Harbor Lighted Wreck Buoy WR8	MISSING	11555	093NC	11/22
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
33020	Pungo River Channel Daybeacon 17	STRUCT DEST/TRUB	11553	103NC	12/22
33345	Pamlico River Channel Light 12	DAYMK MISSING/TRLB	11554	145NC	16/21
33478	Cedar Island Ferry Slip Breakwater Buoy 1	OFF STA	11550	119NC	14/22
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
34290	Trent River Daybeacon 12	STRUCT DEST/TRUB	11552	164NC	18/21
34315	Trent River Lighted Wreck Buoy 20	OFF STA/HAZ NAV/TRLB	11552	084NC	10/22
34830	Beaufort Harbor Channel Daybeacon 6	STRUCT DEST/TRUB	11547	NONENC	05/22
35175	New Jersey Intracoastal Waterway Lighted Buoy 48	MISSING	12324	032DB	07/22
35295	New Jersey Intracoastal Waterway Buoy 76	MISSING	12324	033DB	07/22
35335	New Jersey Intracoastal Waterway Lighted Buoy 86	LT EXT	12324	067DB	13/22
35360	New Jersey Intracoastal Waterway Light 92	STRUCT DEST/TRLB	12324	192DB	38/21
35365	New Jersey Intracoastal Waterway Buoy 94	MISSING	12324	059DB	07/22
35390	New Jersey Intracoastal Waterway Buoy 99	OFF STA	12316	062DB	11/22
35470	New Jersey Intracoastal Waterway Buoy 117	SINKING	12316	070DB	14/22
35538	New Jersey Intracoastal Waterway Buoy 130B	OFF STA	12316	059DB	09/22
35870	New Jersey Intracoastal Waterway Daybeacon 222	STRUCT DEST/HAZ NAV/TRLB	12316	163DB	32/21
36410	New Jersey Intracoastal Waterway Buoy 381	OFF STA	12316	066DB	13/22
36620	New Jersey Intracoastal Waterway Buoy 448	MISSING	12316	063DB	12/22

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
37820	Great Bridge to Albemarle Sound Light 173	STRUCT DEST/TRLB	11553	061NC	05/22
37853	Alligator River Daybeacon 9	STRUCT DEST/TRUB	11553	071NC	07/22
37895	Alligator River Light 26	STRUCT DEST/TRLB	11553	004NC	01/21
38070	Pungo River Channel Daybeacon 17	STRUCT DEST/TRUB	11553	103NC	12/22
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
39620	New River - Cape Fear River Light 127	STRUCT DEST/TRLB	11541	112NC	13/22
39745	New River - Cape Fear River Daybeacon 157	STRUCT DEST/TRUB	11534	251NC	31/21
39750	New River - Cape Fear River Daybeacon 159	STRUCT DEST/TRUB	11534	251NC	52/21
39857	New River - Cape Fear River Light 168	STRUCT DEST/TRLB	11534	366NC	42/21
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
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
2445	Liston Range Front Light	RELIGHTED	12311	241DB	52/21	14/22
7185	Chesapeake Channel Lighted Buoy 31	RELIGHTED	12222	060VA	13/22	14/22
8130	Craighill Channel Lighted Buoy 24	RELIGHTED	12278	NONE MD	14/22	14/22
28760	Hatteras Inlet Channel Buoy 18	RESET ON STATION	11555	072NC	07/22	14/22
28765	Hatteras Inlet Channel Lighted Buoy 19	RESET ON STATION	11555	072NC	07/22	14/22
30237	Wrightsville Channel Lighted Buoy 19	RESET ON STATION	11541	114NC	14/22	14/22
38643	Money Island Channel Buoy 1	RESET ON STATION	11547	115NC	14/22	14/22

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	
7915	Sandy Point State Park Daybeacon 3	MSLD SIG	12282	204MD	33/20	
7925	Sandy Point State Park Buoy 5	MSLD SIG/BUOY DMGD	12282	205MD	33/20	
7940	Sandy Point State Park Danger Marker C	DAYMK MISSING	12282	208MD	33/20	
7957.7	Sandy Point State Park North Beach Buoy 7	MISSING	12270	206MD	33/20	
7957.8	Sandy Point State Park North Beach Buoy 8	MISSING	12270	207MD	33/20	
9310	Thimble Shoal Light	LT EXT	12245	172VA	33/21	
9800	Portsmouth Marine Terminal Range Front Light	LT EXT	12253	217VA	43/21	
9805	Portsmouth Marine Terminal Range Rear Light	LT EXT	12253	217VA	43/21	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10156	Crab Creek Entrance Buoy 2CC	ADRIFT	12254	259VA	50/20	
10157	Crab Creek Wreck Buoy WR3A	OFF STA	12254	182VA	35/20	
10157.05	Crab Creek Buoy 7	MISSING	12254	086VA	21/21	
10157.06	Crab Creek Buoy 8	MISSING	12254	086VA	21/21	
10190	Lynnhaven River Western Branch Daybeacon 3	DAYMK MISSING	12254	103VA	24/20	
10195	Lynnhaven River Western Branch Daybeacon 4	DAYMK MISSING	12254	104VA	24/20	
10200	Lynnhaven River Western Branch Daybeacon 5	DAYMK MISSING	12254	NONEVA	37/21	
10205	Lynnhaven River Western Branch Daybeacon 6	MSLD SIG	12254	105VA	24/20	
10220	Lynnhaven River Western Branch Buoy 9	DAYMK DMGD	12254	NONEVA	37/21	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	
10245	Lynnhaven River Western Branch Daybeacon 14	STRUCT DEST	12254	106VA	24/20	
10260	Lynnhaven River Western Branch Daybeacon 17	DAYMK MISSING	12254	NONEVA	37/21	
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19	
10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17	
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17	
10331.25	Lynnhaven River Western Branch Daybeacon 58	DAYMK MISSING	12222	NONEVA	37/21	
10332	Lynnhaven River Eastern Branch Buoy 1EB	MISSING	12254	057VA	13/22	
10332.01	Lynnhaven River Eastern Branch Buoy 2EB	MISSING	12254	113VA	24/21	
10332.03	Lynnhaven River Eastern Branch Buoy 2A	MISSING	12254	057VA	13/22	
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19	
10332.3	Lynnhaven River Eastern Branch Daybeacon 5	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 Daybeacon 3	DAYMK IMCH	12251	NONEVA	35/20
12143.75	Barretts Point Daybeacon 4	DAYMK IMCH	12251	NONEVA	48/20
12143.85	Barretts Point Light 5	DAYMK IMCH	12251	NONEVA	48/20
12143.9	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	12289	084MD	21/21
18545	Piscataway Creek Warning Daybeacon B	STRUCT DEST	12289	085MD	21/21
18601.01	National Harbor Channel Light 3	LT EXT/STRUCT DMGD	12289	100MD	01/21
18601.06	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
19430	Herrington Harbour North Light 1	LT EXT	12266	146MD	28/21
19435	Herrington Harbour North Light 2	LT EXT	12266	147MD	28/21
19845	Chesapeake Harbor Buoy 3	MSLD SIG	12282	NONEMD	33/20
19850	Chesapeake Harbor Buoy 4	MISSING	12282	136MD	29/20
19855	Chesapeake Harbor Buoy 5	MISSING	12282	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
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
21550	Kings Creek Channel Daybeacon 8	LT EXT	12224	032VA	07/22
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
25735	Solitude Creek Daybeacon 1	LT IMCH	12266	092MD	10/22
25780	Upper Edge Creek Daybeacon 11	DAYMK MISSING	12266	152MD	30/20
26135	Wye River Daybeacon 5	STRUCT DEST	12270	124MD	14/22
26517	Panhandle Point Lighted Data Buoy A	MISSING	12270	268MD	38/20
26525	Castle Harbor Marina Channel Light 1	DAYMK IMCH	12272	191MD	33/20
26535	Castle Harbor Marina Channel Daybeacon 3	DAYMK IMCH	12272	192MD	33/20
26540	Castle Harbor Marina Channel Daybeacon 4	STRUCT DEST/MSLD SIG/TRLB	12272	193MD	33/20
26545	Castle Harbor Marina Channel Daybeacon 5	STRUCT DEST/MSLD SIG/DAYMK IMCH/TRUB	12272	194MD	33/20
26550	Castle Harbor Marina Channel Daybeacon 6	STRUCT DEST/MSLD SIG/TRUB	12272	195MD	33/20
26555	Castle Harbor Marina Channel Daybeacon 7	DAYMK IMCH/TRUB	12272	196MD	33/20
26560	Castle Harbor Marina Channel Daybeacon 8	STRUCT DEST/MSLD SIG/TRUB	12272	197MD	33/20
26667	Grays Inn Creek Lighted Data Buoy B	MISSING	12272	278MD	39/20
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD/TRUB	12272	267MD	44/17
26757	Jarrett Creek Lighted Data Buoy D	MISSING	12272	258MD	38/20
26830	Chester River Channel Buoy 43	ADRIFT	12272	225MD	38/21
26847	Foremans Branch Lighted Data Buoy F	MISSING	12272	251MD	38/20
27065	Longs Creek Daybeacon 1	STRUCT DEST	12278	334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH	12278	336MD	44/20
27115	Glenmar Lighted Race Buoy S	MISSING	12278	046MD	06/22
27255	Upper Gunpowder River Buoy 7	MISSING	12274	159MD	31/20
27275	Upper Gunpowder River Buoy 11	DAYMK IMCH	12274	321MD	31/20
27896	Elk River - Welch Point Buoy 2	OFF STA	12277	077MD	08/22
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31090	Shallotte Inlet Buoy 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
	Barretts Point Lighted Buoy 2	OFF STA	12251	NONEVA	31/20
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
	Coopers Creek Daybeacon 1 / DNR1250	STRUCT DEST	12285	056MD	18/20
	Deep Water Point Light 2	LT EXT	12316	331DB	47/19
	Elizabeth River Eastern BR Water Main South Lt	STRUCT DMGD	12253	125VA	27/20
	Franklin Street Boat Ramp Light 2	LT EXT	12266	353MD	45/19
	Gardner Creek Daybeacon 2	STRUCT DEST	12286	081MD	21/20
	Gosnold Hope Channel Daybeacon 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
	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
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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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
9205	Thimble Shoal Channel Lighted Bell Buoy 1TS	RELOCATED FOR DREDGING	12222	138D5	11/22
9210	Thimble Shoal Channel Lighted Buoy 2	RELOCATED FOR DREDGING	12254	138D5	11/22
9215	Thimble Shoal Channel Lighted Buoy 3	RELOCATED FOR DREDGING	12222	138D5	11/22
9220	Thimble Shoal Channel Lighted Buoy 4	RELOCATED FOR DREDGING	12254	138D5	11/22
9225	Thimble Shoal Channel Lighted Buoy 5	RELOCATED FOR DREDGING	12245	138D5	11/22
9230	Thimble Shoal Channel Lighted Buoy 6	RELOCATED FOR DREDGING	12254	138D5	11/22
9235	Thimble Shoal Channel Lighted Buoy 7	RELOCATED FOR DREDGING	12254	143D5	11/22
9240	Thimble Shoal Channel Lighted Gong Buoy 8	RELOCATED FOR DREDGING	12254	143D5	11/22
9255	Thimble Shoal Channel Lighted Bell Buoy 9	RELOCATED FOR DREDGING	12254	004D5	06/20
9260	Thimble Shoal Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12254	004D5	06/20
9265	Thimble Shoal Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12254	060D5	06/20
9270	Thimble Shoal Channel Lighted Buoy 12	RELOCATED FOR DREDGING	12254	060D5	06/20
9520	Elizabeth River Channel Lighted Buoy 10	RELOCATED FOR DREDGING	12245	518D5	49/19
9525	Elizabeth River Channel Lighted Buoy 11	RELOCATED FOR DREDGING	12245	518D5	49/19
9535	Elizabeth River Channel Lighted Buoy 13	RELOCATED FOR DREDGING	12245	518D5	49/19
9540	Elizabeth River Channel Lighted Buoy 14	RELOCATED FOR DREDGING	12245	518D5	49/19
9545	Elizabeth River Channel Lighted Buoy 15	RELOCATED FOR DREDGING	12245	518D5	49/19
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
28055	Oregon Inlet Buoy 17	DISCONTINUED FOR DREDGING	12204	152D5	12/22
28065	Oregon Inlet Lighted Buoy 19	DISCONTINUED FOR DREDGING	12204	152D5	12/22
28703	South Ferry Terminal Lighted Buoy 4SF	DISCONTINUED	11555	157D5	12/22
28705	South Ferry Terminal Buoy 5SF	DISCONTINUED	11555	157D5	12/22
28707	South Ferry Terminal Buoy 6SF	DISCONTINUED	11555	157D5	12/22
28715	South Ferry Terminal Lighted Buoy 7SF	DISCONTINUED	11555	157D5	12/22
28716	South Ferry Terminal Lighted Buoy 8SF	DISCONTINUED	11555	157D5	12/22
28717	South Ferry Terminal Lighted Buoy 9SF	DISCONTINUED	11555	157D5	12/22
29745	New River Channel Daybeacon 15	TRUB	11541	386D5	28/21

38885	Bogue Sound Warning Daybeacon A	DISCONTINUED	11541	638D5	46/20
40230	Cape Fear River - Little River Buoy 47A	DISCONTINUED FOR DREDGING	11534	115D5	10/22
40340	Cape Fear River - Little River Buoy 81	DISCONTINUED FOR DREDGING	11534	061D5	06/22

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

(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.

11541	42nd Ed.	01-FEB-19	Last LNM: 47/21	NAD 83		14/22
Chart Title: Intracoastal Waterway Neuse River to Myrtle Grove Sound						
CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A						
RELOCATE	Wrightsville Channel Lighted Buoy 19				CGD05 from 34-12-33.813N to 34-12-34.646N	077-48-17.416W 077-48-16.245W
ADD	Beaufort Harbor Channel Warning Daybeacon B				CGD05 at 34-42-21.695N	076-40-43.325W
11545	67th Ed.	01-JUL-19	Last LNM: 52/20	NAD 83		14/22
Chart Title: Beaufort Inlet and Part of Core Sound; Lookout Bight						
CHART NC- BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A						
ADD	Beaufort Harbor Channel Warning Daybeacon B				CGD05 at 34-42-21.695N	076-40-43.325W
11547	40th Ed.	01-JUL-15	Last LNM: 52/20	NAD 83		14/22
Chart Title: Morehead City Harbor						
Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: A						
ADD	Beaufort Harbor Channel Warning Daybeacon B				CGD05 at 34-42-21.695N	076-40-43.325W

11548	43rd Ed.	01-FEB-20	Last LNM: 46/17	NAD 83	14/22
ChartTitle: Pamlico Sound Western Part					
Main Panel 512 PAMLICO SOUND WESTERN PART NORTH CAROLINA - -. Page/Side: -					
				NOS	
LAST EDITION	No new editions of chart 11548 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .				--
11550	33rd Ed.	01-OCT-19	Last LNM: 46/17	NAD 83	14/22
ChartTitle: Ocracoke Inlet and Part of Core Sound					
Main Panel 514 OCRACOKE INLET & PART OF CORE SOUND - -. Page/Side: -					
				NOS	
LAST EDITION	No new editions of chart 11550 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .				--
11552	22nd Ed.	01-FEB-18	Last LNM: 47/17	NAD 83	14/22
ChartTitle: Neuse River and Upper Part of Bay River					
Main Panel 515 NEUSE RIVER AND UPPER PART OF BAY RIVER - -. Page/Side: -					
				NOS	
LAST EDITION	No new editions of chart 11552 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .				--
11554	17th Ed.	01-JAN-12	Last LNM: 41/17	NAD 83	14/22
ChartTitle: Pamlico River					
Main Panel 524 PAMLICO RIVER. Page/Side: N/A					
				NOS	
LAST EDITION	No new editions of chart 11554 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .				--
12205	35th Ed.	01-FEB-17	Last LNM: 47/21	NAD 83	14/22
ChartTitle: Cape Henry to Pamlico Sound, Including Albemarle Sd.; Rudee Heights					
Main Panel 528 CAPE HENRY-PAMLICO SND INCL ALBEMARLE SND VA-NC. Page/Side: _01					
				NOS	
LAST EDITION	No new editions of chart 12205 will be published. It will be canceled on 31-Aug-22. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml .				--
12235	36th Ed.	01-DEC-17	Last LNM: 43/17	NAD 83	14/22
ChartTitle: Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers					
CHART VA -CHESAPEAKE BAY: RAPPAHANNOCK RIVER ENTRANCE (PIANK & GRT WIC RV). Page/Side: N/A					
				CGD05	
RELOCATE	Queens Creek Channel Buoy 10		from 37-29-12.389N to 37-29-12.195N		076-19-54.646W 076-19-54.580W
12237	29th Ed.	01-OCT-20	Last LNM: 52/21	NAD 83	14/22
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	14/22
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>.

12251 **24th Ed.** **01-AUG-13** **Last LNM: 18/19** **NAD 83** **14/22**
ChartTitle: James River Jamestown Island to Jordan Point
Main Panel 589 JAMES RIVER JAMESTOWN ISLAND TO JORDAN POINT. Page/Side: N/A

DELETE	Barretts Point Lighted Buoy 2	CGD05 37-14-15.600N	076-51-44.500W
RELOCATE	Barretts Point Light 5	CGD05 from 37-14-29.900N to 37-14-30.800N	076-51-59.300W 076-51-55.900W
RELOCATE	Barretts Point Light 6	CGD05 from 37-14-29.900N to 37-14-30.500N	076-51-57.600W 076-51-54.500W
ADD	Barretts Point Light 1 Green Fl G 3s 4 Naut Mi	CGD05 at 37-14-18.700N	076-51-47.700W
ADD	Barretts Point Light 2 Red Fl R 3s 4 Naut Mi	CGD05 at 37-14-19.300N	076-51-46.900W

12281 **57th Ed.** **01-NOV-18** **Last LNM: 52/21** **NAD 83** **14/22**
ChartTitle: Baltimore Harbor
Main Panel 640 BALTIMORE HARBOR - -. Page/Side: -

RELOCATE	Colgate Creek Buoy 1C	CGD05 from 39-15-02.431N to 39-15-02.666N	076-32-20.507W 076-32-21.553W
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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

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

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

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

Chart	12311	LNM: 14/22
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DE – NJ – DELAWARE RIVER – AID TO NAVIGATION CHANGE

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

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

Chart	12311	LNM: 11/22
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****MD – COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – AID TO NAVIGATION CHANGE****

Due to recent sinking of a 69 foot vessel, the Coast Guard will establish, on/or about April 7, 2022, Chesapeake Channel Lighted Wreck Buoy 79B in approximate position: 38 40 08.895N-76 25 40.590W with a quick flashing green light with a 5nm nominal range.

Chart	12266	LNM: 14/22
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MD - CHESAPEAKE CHANNEL (SMITH PT TO COVE PT), HONGA RIVER, TANGIER AND POCOMOKE SOUNDS ATON WRECKAGE REMOVAL

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

Discontinue: USN Aerial Gunnery Lighted Wreck Buoy WR3 (LL 7455) upon removal of wreckage.

Discontinue: Holland Island Warning Daybeacon (LL 7550)

Discontinue: Hunting Creek Lighted Wreck Buoy WR9 (LL 22285) upon removal of wreckage.

Change: Broad Creek Channel Daybeacon 13 (LL 22700) to Buoy 13 upon removal of damaged pile.

Rename: Big Thorofare West Wreck Light WR2 (LL 23205) to Big Thorofare West Light 2 upon removal of wreckage.

Change: Big Thorofare West Lighted Wreck Buoy WR15 (LL 23260) (LL 22700) to Lighted Buoy 15 upon removal of wreckage.

Discontinue: Daugherty Creek Daybeacon 3 (LL 23365) upon removal of shoaled in pile.

Discontinue: Daugherty Creek Lighted Wreck Buoy WR5 (LL 23370) upon removal of wreckage.

Discontinue: Haines Point Obstruction Buoy (LL 23555) upon removal of wreckage.

Discontinue: Fishing Bay Lighted Wreck Buoy WR4A (LL24416) upon removal of wreckage.

Discontinue: Honga River Warning Daybeacon A (LL 24550) upon removal of shoaled in pile.

Charts: 12225 12226 12228 12230 12231 12261

LNLM: 13/22

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

Due to significant shoaling in the Lynnhaven Inlet Turning Basin and the Broad Bay/Long Creek Channels, least depth 2.6' MLW to 6.0' MLW, the Coast Guard will make the following changes on or about April 6, 2022 to the aids to navigation marking Long Creek:

Establish: Lighted Buoy 2LC in approximate position: 36 54 24.723N-76 05 27.930W with a quick flashing red light with a 4nm nominal range.

Establish: Buoy 4 in approximate position: 36 54 23.273N-76 05 19.919W

Establish: Buoy 6 in approximate position: 36 54 21.781N-76 05 15.798W

Rename: Light 6 (LLNR 10170) to Light 6A.

Change: Light 1LC (LLNR 10160) to Warning Light A, change flash characteristic to a flashing 4 second flashing white light with a 4nm nominal range and NW dayboards worded "Danger Shoal".

Discontinue: Lighted Buoy 1A (LLNR 10162).

Rename: Warning Daybeacon A (LLNR 10165) to Warning Daybeacon B with NW dayboards worded "Danger Shoal".

Discontinue: Lighted Buoy 2 (LLNR 10166).

Rename: Daybeacon 4 (LLNR 10168) to Warning Daybeacon C with NW dayboards worded "Danger Shoal".

Chart 12254

LNLM: 14/22

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

On or about 24 May 2022 the Coast Guard will renumber Beaufort Harbor Channel aids to navigation to conform to standard numbering practice.

Over the years aids have been added and removed and the numbering sequence was not maintained.

Change Beaufort Harbor Channel LB 3 (LLNR 34815) to Beaufort Harbor Channel LB 1 (LLNR 34804).

Change Beaufort Harbor Channel B 2A (LLNR 34807) to Beaufort Harbor Channel B 4 (LLNR 34807).

Change Beaufort Harbor Channel 3A (LLNR 34820) to Beaufort Harbor Channel 3 (LLNR 34806).

Change Beaufort Harbor Channel DBN 3B (LLNR 24825) to Beaufort Harbor Channel DBN 5 (LLNR 24825).

Change Beaufort Harbor Channel DBN 4 (LLNR 34826) to Beaufort Harbor Channel DBN 6 (LLNR 34826).

Change Beaufort Harbor Channel DBN 6 (LLNR 34830) to Beaufort Harbor Channel DBN 8 (LLNR 34830).

Change Beaufort Harbor Channel DBN 7 (LLNR 34835) to Beaufort Harbor Channel DBN 9 (LLNR 34835).

Change Beaufort Harbor Channel DBN 8 (LLNR 34840) to Beaufort Harbor Channel DBN 10 (LLNR 34840).

Change Beaufort Harbor Channel DBN 10 (LLNR 34845) to Beaufort Harbor Channel DBN 12 (LLNR 34845).

Chart 11545

LNLM: 13/22

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

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

Chart 11534

LNLM: 13/22

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNLM</u>
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/Inms/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

NJ – INTRACOASTAL WATERWAY – AIDS TO NAVIGATION CHANGE PROPOSAL - BUOYS TO FIXED AIDS

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

Change NJICW Buoy 12 (LLNR 35015) to NJICW Daybeacon 14 (LLNR 35015) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 14 (LLNR 35025) to NJICW Daybeacon 14 (LLNR 35025) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Lighted Buoy 27 (LLNR 35070) to NJICW Light 27 (LLNR 35070) Flashing Green 4 second Light, Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 31 (LLNR 35085) to NJICW Daybeacon 31 (LLNR 35085) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 33 (LLNR 35090) to NJICW Daybeacon 31 (LLNR 35090) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 38 (LLNR 35115) to NJICW Daybeacon 38 (LLNR 35115) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 46 (LLNR 35167) to NJICW Daybeacon 46 (LLNR 35167) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 48 (LLNR 35175) to NJICW Daybeacon 48 (LLNR 35175) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Lighted Buoy 52 (LLNR 35195) to NJICW Light 52 (LLNR 35175) Flashing Red, 4 second Light, Red Triangle Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 53 (LLNR 35196) to NJICW Daybeacon 53 (LLNR 35196) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 65 (LLNR 35245) to NJICW Daybeacon 65 (LLNR 35245) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 67 (LLNR 35250) to NJICW Daybeacon 67 (LLNR 35250) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 71 (LLNR 35275) to NJICW Daybeacon 71 (LLNR 35275) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 72 (LLNR 35280) to NJICW Daybeacon 72 (LLNR 35280) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 74 (LLNR 35285) to NJICW Daybeacon 74 (LLNR 35285) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 75 (LLNR 35290) to NJICW Daybeacon 75 (LLNR 35290) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 76 (LLNR 35295) to NJICW Daybeacon 76 (LLNR 35295) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 79 (LLNR 35305) to NJICW Daybeacon 79 (LLNR 35305) Green Square Dayboard with yellow square ICW mark.

Change NJICW Buoy 80 (LLNR 35310) to NJICW Daybeacon 80 (LLNR 35310) Triangle Red Dayboard with yellow triangle ICW mark.

Change NJICW Buoy 84 (LLNR 35330) to NJICW Daybeacon 84 (LLNR 35330) Triangle Red Dayboard with yellow triangle ICW mark.

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/Inms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf

Or you may email comments to CGD5Waterways@uscg.mil, or mail comments to:

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

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

Charts: 12316 12324

LNM: 10/22

NJ – INTRACOASTAL WATERWAY – AIDS TO NAVIGATION CHANGE PROPOSAL – FIXED TO FLOATING

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

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

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

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

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

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

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

Change NJICW Light 179 (LLNR 36800) to NJICW Lighted Buoy 179 (LLNR 35800) Flashing Quick Green Light, Green Can with yellow square ICW mark. Removed when endangered by Ice.

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

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

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

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/Inms/D05 LNM 2015 Special Notice_Waterway_Proposal Feedback Form.pdf

Or you may email comments to CGD5Waterways@uscg.mil, or mail comments to:

U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Ward B. Posey

Portsmouth, VA 23704

All comments will be carefully considered and are requested prior to 12 Apr 2022 to be considered in the analysis. Please refer to project number 05-22-027(D).

Charts: 12316 12324

LNM: 11/22

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

The Coast Guard is proposing renaming the following aids to navigation:

Rename: Wicomico River Junction Buoy WR (LLNR 17250) to Potomac River Junction Buoy PW.

Rename: Wicomico River Junction Buoy WR (LLNR 23675) to Wicomico River Junction Buoy WN.

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

https://www.navcen.uscg.gov/pdf/Inms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to May 23, 2022 to be considered in the analysis. Refer to project number 05-22-030(D).

Send comments to CGD5Waterways@uscg.mil, or mail to:

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Portsmouth, VA 23704

Charts: 12261 12285 12286

LNM: 13/22

MD – BALTIMORE HARBOR – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing making the following changes:

Change: Fort McHenry Buoy 13 (LLNR 8280) to Lighted Buoy 13 with a flashing 2.5 second green light.

Change: Dundalk Terminal East Channel Buoy 5 (LLNR 21026) to Lighted Buoy 5 with a flashing 2.5 second green light.

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/Inms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to April 18, 2022 to be considered in the analysis. Refer to project number 05-22-023(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: 08/22

VA – CHESAPEAKE CHANNEL – AID TO NAVIGATION CHANGE PROPOSAL

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

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

https://www.navcen.uscg.gov/pdf/Inms/D05_Proposal_Feedback_Form.pdf

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

Send comments to CGD5Waterways@uscg.mil, or mail to:

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Albert Grimes

Charts: 12225 12226 12235 12280

LNM: 09/22

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

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

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

https://www.navcen.uscg.gov/pdf/Inms/D05_Proposal_Feedback_Form.pdf

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

Send comments to CGD5Waterways@uscg.mil, or mail to:

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Ward B. Posey
Portsmouth, VA 23704
Chart 12248

LNLM: 11/22

NC – BEAUFORT INLET AND CORE SOUND – BARDEN INLET – AIDS TO NAVIGATION CHANGE PROPOSAL

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

Send comments to CGD5Waterways@uscg.mil, or mail to:

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

Chart 11545

LNLM: 10/22

SECTION VII - GENERAL

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

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

SAILDRONE, INC. is conducting oceanographic surveys in collaboration with the University of Rhode Island on the eastern seaboard between 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

LNLM: 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.

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

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 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Charts: 12200 12205 12221 12222 12245 12254

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

A Danger zone has been established 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, 37-12.0N 075-34.7W.

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

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

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

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

Chart 12200

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.

******NY - NJ - DE - 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 35 minutes North, 39 degrees 56 minutes North, 072 degrees 47 minutes West, 073 degrees 40 minutes West through April 12, 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 April 8, 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 April 1, 2022.

-The east of Virginia Beach Slow Zone Area is bounded by: 37 degrees 18 minutes North, 36 degrees 38 minutes North, 074 degrees 37 minutes West, 075 degrees 26 minutes West through March 31, 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](mailto: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 - INTRACOASTAL WATERWAY - MANASQUAN RIVER - SANDY HOOK TO LITTLE EGG HARBOR******

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

Mariners are advised that an engineering firm, on behalf of the New Jersey Transit Corporation will be performing a dive inspection at the Brielle Point Pleasant Railroad Bridge, at mile 0.9, over the Manasquan River, in Point Pleasant, New Jersey. The inspection will be conducted between March 14, 2022 and April 14, 2022; from 7 a.m. to 3:30 p.m. The inspection will require a 17 foot dive boat to be in and around the navigable channel and divers to be working outside the navigable channel. The team lead can be reached at 914-261-0912, and may be reached on VHF-FM channels 13 and 16. The dive boat will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area.

Chart 12324

LNM: 10/22

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 – CAPE MAY CANAL – CAPE MAY FERRY TERMINAL – DREDGING OPERATIONS

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

Chart 12304

LNM: 11/22

******NJ – CAPE MAY CANAL – CAPE MAY FERRY TERMINAL – DREDGING OPERATIONS******

Hydraulic Dredging at entrance of Cape May Ferries. Dredging will commence on or about March 28, 2022 and continue until May 2, 2022 in the New Jersey Intracoastal Waterway (NJICW).

On May 9, 2022 the Dredge Fullerton will set up at Cape May Harbor and dredge should commence on May 13, 2022 until June 4, 2022.

Demobilization should take place from June 4th through the 10th. The Dredge Fullerton will monitor VHF radio Stations 11, 13 & 16. Mariners are advised to transit the area with extreme caution. For further information regarding this dredging project contact the Sector Delaware Bay Command Center at 215-271-4807.

Chart 12316

LNM: 12/22

PA – 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, will recommence on April 4, 2022, and are expected to finish on June 3, 2022. Work will be performed from 7 a.m. to 3:30 p.m.; M-F. During this bridge modification project, the eastern navigation span will be occupied; the western navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-651-6278 or 215-421-2880.

Chart 12313

LNM: 12/22

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 INSPECTION

Mariners are advised that an engineering firm, on behalf of Delaware River Port Authority, will be performing an underwater bridge inspection on the Delaware Memorial Bridge, over Delaware River, mile 68.9, at New Castle, DE. The inspection will be conducted from 7 a.m. to 6 p.m.; Monday-Saturday; from April 4, 2022, through April 15, 2022. The inspection will require a 28 foot dive boat around the navigable channel and diver to be working outside the navigable channel. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area.

Chart 12311

LNM: 13/22

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

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

Chart 12311

LNM: 45/21

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

****EXTENDED**** The Dredge ESSEX will commence dredging operations in the Cherry Island Range of the Delaware River on or about March 1, 2022. The project at Cherry Island Range will continue until approximately April 15, 2022. A submerged pipeline will run from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river. A floating pipeline will connect the dredge to the submerged pipeline. The submerged pipeline will need to be moved occasionally as the dredge progresses.

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

All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. Operators of vessels of all types should be aware that the dredge and floating pipelines are held in place by cables, attached to

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

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: 12/22

******DE – BRANDYWINE CREEK – CHRISTINA RIVER – WILMINGTON – BRIDGE INSPECTION******

Mariners are advised that an engineering firm, on behalf of Delaware Department of Transportation will be performing inspection on the Northeast Blvd Bridge over Brandywine Creek, at mile 1.3, in Wilmington, New Castle County, DE. The inspection will be conducted on April 11, 2022 and April 12, 2022, from 9 a.m. to 3 p.m., with alternate dates on April 13, 2022 and April 14, 2022, from 9 a.m. to 3 p.m. During these inspection periods, one work vessel and a snooper truck will be located in and around the navigation channel. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request. Work vessel may be reached on VHF-FM channel 13. The project manager may be reached at (443) 753-5540. Mariners should notify the project manager no less than 10 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area.

Chart 12312

LNM: 14/22

DE - DELAWARE BAY - MISPELLION RIVER - EMERGENCY BRIDGE CLOSURE

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

Chart 12304

LNM: 10/22

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

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

Chart 12216

LNM: 14/22

DE – CAPE HENLOPEN TO INDIAN RIVER INLET; BREAKWATER HARBOR

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

Chart 12216

LNM: 09/22

MD - 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 – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – ARTIFICIAL REEF WORK******

On Thursday, April 7, 2022, the Maryland Artificial Reef Program will be placing steel and concrete materials at the southern portion of the Plum Point artificial reef site off of Calvert County, MD, approximately 2 miles southeast of Breezy Point. The material will be deployed from a spudded down barge at or near the following location: 38 35.740' N, 76 29.310' W

The DNR reef coordinator can be reached at Michael.Malpezzi@maryland.gov, or via VHF Channel 16 the day of deployment.

Chart 12263

LNM: 14/22

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

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

Chart 12266

LNM: 46/21

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – BRIDGE CONSTRUCTION

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

Chart 12263

LNM: 09/22

MD - CHESAPEAKE BAY - SANDY POINT TO SUSQUEHANNA RIVER - CRAIGHILL CHANNEL - TEMPORARY SAFETY ZONE

The Coast Guard established a temporary safety zone upon certain waters of the Chesapeake Bay within a 500 yard radius of the container ship

MD - CHESAPEAKE BAY - SANDY POINT TO SUSQUEHANNA RIVER - CRAIGHILL CHANNEL - TEMPORARY SAFETY ZONE

EVER FORWARD through 9 p.m. on April 13, 2022. The vessel is currently aground approximately 800 yards south of Craighill Channel Lighted Buoy 16 (LLNR 8085), in approximate position 39°06'39" N, 076°23'30" W.

The safety zone is necessary to provide for the safety of persons and the marine environment from the potential safety hazards associated with damage assessments, dredge and salvage operations. No vessel or person will be permitted to enter the safety zone without obtaining permission from the Captain of the Port (COTP) or a designated representative. The COTP is currently issuing a Broadcast Notice to Mariners (BNM) via VHF-FM marine channel 16 that allows transit through the safety zone for one-way traffic at a reduced safe speed but is subject to change. Mariners are requested to monitor the VHF channel 16 for the latest information. 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.

Due to the nature and severity of the grounding, dredging operation will need to be conducted around the EVER FORWARD and commenced on March 20, 2022 and take approximately 7-10 days to complete. Dredging will start outside the eastern edge of Craighill Channel and progress eastward towards the starboard side of EVER FORWARD. Dredge assets include the bucket dredge DALE PYATT and the clamshell dredge OYSTER BAY as well as six scows, various tugs and support vessels. All will be working on VHF channel 78 and monitoring channels 13 and 16. Dredged material will be transported by scow to the Northern Access Channel Turning Basin at Poplar Island in Talbot County, MD for placement by the off-loader barge KRAKEN. Mariners are to use extreme caution when transiting in the vicinity and abide by the Safety Zone and any allowances by the COTP advertised in the BNM via VHF-FM marine channel 16.

For any comments or questions regarding the contents of this local notice to mariners article, contact U.S. Coast Guard Sector Maryland-National Capital Region Waterways Management staff at (410) 576-2674, or the Sector Command Center at (410) 576-2693.

Charts: 12273 12280

LNM: 12/22

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

Pier protection/fender construction and bridge deck construction operations are scheduled to continue adjacent to the Federal Navigation Channel at the New Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River in Newburg, MD through June 30, 2022. This work will potentially occur 24 hours per day, 7 days per week. Federal navigation channel closures or restrictions will be required periodically. Such actions will be minimized to the extent possible and will not be required every day, but could be needed any day, pending weather, equipment, and other factors. When a federal navigation channel closure is required, in addition to establishing a temporary safety zone in the area, the Coast Guard Captain of the Port Maryland-National Capital Region will issue a broadcast notice to mariners to announce its action to the affected segments of the public.

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

(1) Structural cross-member steel erection/bolt-up over the channel through mid-March.

(2) Bridge deck construction over the channel from mid-March through end of April.

(3) Concrete closure pours between the segments will continue through June.

(4) Pier protection precast fender ring setting, six of the ten segments, through June.

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

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

Temporary support piling immediately adjacent to the pier protection fender ring construction alongside of the Federal Navigation Channel. The temporary piles will be lit with white flashing lights. Large vessels in transit that require use of the Federal Navigation Channel during the work period described, must provide at least 24 hours advanced notice, to either Mr. Mike Baker at (443) 286-1780 or Mr. Brent Hunt at (757) 544-3964. Mariners can contact the on scene work vessels via marine band radio VHF-FM channels 16 and 13.

Charts: 12287 12288

LNM: 11/22

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

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

Charts: 12287 12288

LNM: 18/21

VA - MD - DC - POTOMAC RIVER - ANACOSTIA RIVER

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

Mariners should use extreme caution when transiting the areas.

Charts: 12285 12289

LNM: 05/22

VA - CHESAPEAKE BAY - THIMBLE SHOAL CHANNEL - DREDGING

Starting approximately April 10, 2022 to April 20, 2022, Weeks Marine Hopper Dredge "Lindholm" will be operating in conjunction with support equipment between Thimble Shoal Channel Thimble Shoal Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Lighted Buoy 7 (LLNR 9235) stopping west of Chesapeake Bay Bridge-Tunnel). All dredged material will be transported to the approved Dam Neck Ocean Disposal Site - DNODS - Cells 5, 6, & 7.

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

37° 1'35.24"N, 76°15'57.82"W

36°59'11.10"N, 76° 6'41.27"W

36°57'37.50"N, 76° 7'8.25"W

36°59'53.72"N, 76°16'36.67"W

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

36°51'41.07"N, 75°55'41.74"W

VA – CHESAPEAKE BAY – THIMBLE SHOAL CHANNEL – DREDGING

36°51'45.15"N, 75°51'16.40"W

36°45'47.19"N, 75°50'54.07"W

36°45'45.72"N, 75°55'33.04"W

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

Chart 12256

LNM: 13/22

VA – MILITARY OPERATIONS – JOINT EXPEDITION BASE (JEB) LITTLE CREEK – ANZIO BEACH

Mariners are advised the US military will occupy waters just east of Little Creek Harbor entrance channel to conduct multi-day military training beginning at 8:00 am on April 4th 2022 and ending at 6:00 pm on April 8th 2022. A barge will be submerged in 16 feet of water at approximate position 36 55 54N, 076 10 04W approximately 900 feet from Anzio Beach. In addition, units will be streaming a floating hose from JEB Little Creek Anzio Beach out to the barge. The barge will be marked with white lights when on the surface and marked with buoys with white lights when submerged. The floating pipe/line is red in color and will be lighted at night with steady white lights and marked with orange buoys during daylight or periods of reduced visibility. Mariners shall, maintain a safe distance of 300 feet from the operational training area during the dates/times listed above. Utility craft 22 and 27 will remain on scene to warn approaching mariners operating in the area. Concerned traffic can contact on-scene patrol craft on marine band channel 72/74 and will be monitoring VHF/FM channel 13/16.

Chart 12221

LNM: 11/22

******VA – MILITARY OPERATIONS – JOINT EXPEDITION BASE (JEB) LITTLE CREEK – ANZIO BEACH******

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

Chart 12221

LNM: 14/22

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

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

Charts: 12222 12245

LNM: 10/22

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

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

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

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

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

The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above 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@hrccpv.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

ELIZABETH RIVER – SEDIMENT SAMPLING

Between March 29, 2022 and May 2, 2022, the Norfolk District of the U.S. Army Corps of Engineers (USACE) in partnership with EA Engineering, Science, and Technology, Inc, PBC (EA) will be conducting sediment sampling operations within the Elizabeth River between the Craney Island Dredged Material Management Area and the Craney Island Reach of the federal navigation channel. Sampling work will be performed outside of the channel limits between the Elizabeth River Lighted Buoy 14 (LLNR 9540) and Elizabeth River Lighted Buoy 18 (LLNR 9600). Work will be conducted during daylight operations aboard the M/V USACE Elizabeth, a 100 ft long, self-propelled barge (MMSI 366999274) owned and operated by the USACE, Norfolk District. The vessel will be moored using spuds and anchors during sampling. The USACE requests all vessels reduce speed to minimize wake when transiting through the area. The M/V USACE Elizabeth will be monitoring VHF channels 13 and 16, and can be reached directly via cell phone by contacting the USACE Vessel Captain John Payne (757-477-3786) or EA Project Lead Mr. John Morris (401-439-1031). <https://www.vesselfinder.com/vessels/USACE-ELIZABETH-IMO-0-MMSI-366999274>

Chart 12245

LNM: 12/22

VA – NORFOLK HARBOR AND ELIZABETH RIVER – BRIDGE DEVIATION

Mariners are advised that the U.S. 460/S.R. 337 (Berkley) Bridge, across the Elizabeth River-Eastern Branch, mile 0.4, at Norfolk, VA, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will remain in the closed position from 5 a.m. on Monday, April 4, 2022, to 5 a.m. on Saturday, April 9, 2022, with alternate closure dates from 5 a.m. on Monday, April 11, 2022, to 5 a.m. on Saturday, April 16, 2022. The horizontal clearance of the bridge will be reduced to 100 feet from 5 a.m. on Monday, April 4, 2022, to 8 a.m. on Wednesday, April 6, 2022, with alternate dates from 5 a.m. on April 11, 2022, to 8 a.m. on Wednesday, April 13, 2022. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed position of 48 feet above mean high water. Vessels able to pass through the bridge in the closed position or reduced horizontal clearance may do so, after notifying the bridge tender. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 12253

LNM: 13/22

VA – NORFOLK HARBOR AND ELIZABETH RIVER – BRIDGE DEVIATION

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

Chart 12253

LNM: 13/22

VA – JAMES RIVER – SKIFFES CREEK CHANNEL – DREDGING

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be performing dredging operations at Skiffes Creek Channel on the James River between Skiffes Creek Channel Lighted Buoy 2 (LLNR 11825) and Skiffes Creek Daybeacon 9 (LLNR 11870). Dredging will be performed between April 4, 2022 and June 27, 2022. The dredge Lexington monitors VHF channels 13 and 6. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendant equipment will be navigating. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.

Chart 12248

LNM: 13/22

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

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

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

Chart 12206 LNM: 11/22

******VA – NORFOLK TO ABLEMARLE SOUND – DISMAL SWAMP CANAL – LOCK CLOSURE******
The Dismal Swamp Canal lock at Deep Creek, Virginia will be closed to navigation starting on Tuesday April 19, 2022 and will reopen for the 3:30 PM locking on Friday April 22, 2022. The lock will be closed due to diving operations being conducted in the Deep Creek Lock. For vessels that are unable to comply with the closure, the Albemarle and Chesapeake Canal through the Great Bridge Lock in Chesapeake, Virginia, will be open 24 hours per day, 7 days per week. Lock Operators monitor Channel 13.

Chart 12206 LNM: 14/22

******NC – SEACOAST – OCEANOGRAPHIC SURVEY******
The US Naval Research Laboratory will be conducting Oceanographic Surveying along the inshore boundary of the Gulf Stream, off the coast of North Carolina. Surveying will extend approximately from 35° 33' 38"N, 74° 45' 41"W to 36° 27' 46"N, 073° 48' 51"W starting at 09:00 on April 3, 2022 to 18:00 on April 6, 2022. Vessel Shearwater will use a 2,000ft line to tow scientific instruments through the water. Small plumes of green dye will be released into the water to trace water motion. Mariners are urged to stay clear 2,000ft off the stern of the Shearwater. The Shearwater will monitor VHF-FM CH 16.

Chart 12200 LNM: 14/22

NC – CAPE HENRY TO PAMLICO SOUND – PERQUIMANS RIVER
Mariners are advised that deck placement for the new swing bridge at the US 17 Bridge, at mile 12.0, across Perquimans River at Hertford, Perquimans County, NC will commence on April 11, 2022. To facilitate the placement and curing of the concrete deck, the bridge will be maintained in the closed-to-navigation position from 10 a.m. on April 11, 2022, through 10 a.m. on April 20, 2022. The vertical clearance of the bridge in the closed-to-navigation position is approximately 13.5 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.835. Mariners should exercise caution when transiting the area.

Chart 12205 LNM: 12/22

NC – SEACOAST – JENNETTE'S PIER – NAGS HEAD – RESEARCH EQUIPMENT
The Coastal Studies Institute (CSI) will test marine energy devices for the Water Power Technologies Office at the Department of Energy's "Waves to Water Prize DRINK stage" in permitted test areas adjacent to the north and south sides of Jennette's Pier in Nags Head, NC, from April 1, 2022 to April 30, 2022. Deployment of test devices includes anchorage to the bottom with cabling and hoses connecting devices to the pier. The four devices will be marked by a white light. Additional information on Waves to Water can be found online at: <https://americanmadechallenges.org/wavestowater/>. Vessels are requested to remain clear of the test areas and remain greater than 300 feet away from Jennette's Pier.

Chart 12200 LNM: 13/22

******NC – OREGON INLET – BONNER BRIDGE – NAVIGATION SPAN – CONSTRUCTION******
Demolition crews are continuing working near Bonner Bridge in Oregon Inlet, NC. Workers and equipment will be present in, around bent 37, and between bents 24-25 of the Bonner Bridge demolition project. Oregon Inlet has significant shoaling in between Oregon Inlet Lighted Buoy 6 (LLNR 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/bonnerbridgeplace/>.

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.
(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,

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

North Carolina at telephone number 910-343-3882.

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

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

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

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

Chart 12205

LNM: 31/19

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

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

Chart 11555

LNM: 12/22

NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – LENOXVILLE POINT – DREDGING

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

Chart 11545

LNM: 13/22

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

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

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoon 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-NEUSE RIVER AND UPPER PART OF BAY RIVER-TRENT RIVER – TEMPORARY BRIDGE DEVIATION

Mariners are advised that the highway drawbridge – U.S. 70 (East Front Street/Alfred C. Cunningham) Bridge across Trent River, at mile 0.0, at New Bern, NC, will be maintained in the closed-to-navigation position to facilitate the Neuse River Bridge Run. The bridge will remain in the closed position from 6:45 a.m. through 10:15 a.m. on Saturday, April 9, 2022. The bridge will be able to open for emergencies, if five minute prior notice is given and there is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.843 (a). Mariners should adjust their transits accordingly and should use caution when transiting the area.

Chart 11552

LNM: 12/22

NC – NEARSHORE/OFFSHORE WATERS – CAPE LOOKOUT – HYDROGRAPHIC SURVEY OPERATIONS

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

Chart 11543

LNM: 12/22

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

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

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

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

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

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

Stone Creek Sector 12:01 a.m. to midnight daily

Stone Bay Sector 12:01 a.m. to midnight daily

West of the 77 (deg) 26 (min) Longitude line.

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

Traps Bay Sector 12:01 a.m. to midnight daily

Courthouse Bay Sector 12:01 a.m. to midnight daily

Stone Bay Sector 12:01 a.m. to midnight daily

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

Grey Point sector 12:01 a.m. to midnight daily

Farnell Bay sector sunrise to sunset daily

Morgans Bay sector sunrise to sunset daily

Jacksonville sector sunrise to sunset daily

2. Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating area and all

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

sectors of New River to include Dive Operations.

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

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

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

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

Charts: 11541 11542 11543

LNM: 10/22

NC – CAPE FEAR RIVER – OBSTRUCTION

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

Chart 11537

LNM: 40/20

NC – CAPE FEAR RIVER – CAPE FEAR RIVER – DREDGING

Great Lakes Dredge & Dock Company, LLC will begin dredging in the Cape Fear River and placing dredge material in Offshore Dredge Material Site (ODMDS). The ODMDS site is south of Baldhead Island in position 33°42'44.3745", 078°01'22.6315", 33°42'44.7997", 078°02'14.7023", 33°41'55.3494", 078°02'15.2760", 33°41'54.9244", 078°01'23.2138". Dredges will consist of the Hopper Dredge Dodge Island and Hopper Dredge Padre Island, and Ellis Island. Dredge areas will be between Cape Fear River Entrance Channel Lighted Buoy 5 (LLNR 30325), and Cape Fear River Entrance Channel Lighted Buoy 10 (LLNR 30360), and between Cape Fear River Channel Lighted Buoy 13A (LLNR 30395), and Cape Fear River Channel Lighted Buoy 16 (LLNR 30450). The dredges are scheduled to arrive on April 15, 2022 and begin digging operations. Operations are expected to operate 24 hours per day, 7 days a week with a completion date of July 15, 2022.

Chart 11537

LNM: 11/22

NC – HOLDEN BEACH – BEACH RENOURISHMENT PROJECT

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 15 April 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, dcmcneil@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	
405	Chesapeake Bay Entrance Lighted Whistle Buoy CH	36-56-08.358N 075-57-26.558W	Mo (A) W		6	Red and white stripes with red spherical topmark.	RACON: C (- . - .) Synthetic AIS MMSI: 993672978.	14/22
410	Chesapeake Bay Southern Approach Lighted Whistle Buoy CB	36-48-59.772N 075-45-36.028W	Mo (A) W		6	Red and white stripes with red spherical topmark.	* RACON: K (- . -) Synthetic AIS MMSI: 993672982.	14/22
7105	Chesapeake Channel Lighted Buoy 13	37-02-26.029N 076-04-17.015W	Fl G 4s		5	Green.	* Synthetic AIS MMSI: 993672080.	14/22
	80 feet outside channel limit.							
							*	

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
7110	<i>Chesapeake Channel Lighted Buoy 14</i>	37-02-31.030N 076-04-02.891W	Fl R 4s		5	Red.	Synthetic AIS MMSI: 993672081.	14/22
	80 feet outside channel limit.							
7240	<i>Chesapeake Channel Lighted Buoy 40</i>	37-21-49.519N 076-04-27.783W	Fl R 4s		5	Red.	* Replaced by nun when endangered by ice. Synthetic AIS MMSI: 993672084.	14/22
7275	<i>Chesapeake Channel Lighted Buoy 42</i>	37-25-37.113N 076-05-06.585W	Fl R 4s		5	Red.	* RACON: O (- - -)	14/22
7440	<i>Chesapeake Channel Lighted Buoy 62</i>	37-46-28.496N 076-10-16.304W	Fl R 4s		5	Red.	* RACON: Y (- . - -) Replaced by nun when endangered by ice.	14/22
7515	<i>Chesapeake Channel Lighted Buoy 68</i>	37-59-53.480N 076-11-48.803W	Fl R 2.5s		5	Red.	* RACON: X (- . . -) Replaced by nun when endangered by ice.	14/22
12143.6	BARRETTS POINT LIGHT 1	37-14-18.700N 076-51-47.700W	Fl G 3s			SG on pile.	* Private Aid.	14/22
*	*	*	*	*	*	*	*	
12143.65	BARRETTS POINT LIGHT 2	37-14-19.300N 076-51-46.900W	Fl R 3s			TR on pile.	* Private Aid.	14/22
*	*	*	*	*	*	*	*	
12143.7	<i>Barretts Point Lighted Buoy 2</i>						* Remove from list.	14/22
12143.7	Barretts Point Daybeacon 3	37-14-22.400N 076-51-52.200W				SG on pile.	* Private Aid.	14/22
*	*	*	*	*	*	*	*	
12143.71	Barretts Point Daybeacon 3						* Remove from list.	14/22
12143.72	Barretts Point Daybeacon 4						* Remove from list.	14/22
12143.73	BARRETTS POINT LIGHT 5						* Remove from list.	14/22
12143.74	BARRETTS POINT LIGHT 6						* Remove from list.	14/22
12143.75	BARRETTS POINT WARNING LIGHT						* Remove from list.	14/22
12143.75	Barretts Point Daybeacon 4	37-14-22.800N 076-51-51.400W				TR on pile.	* Private Aid.	14/22
*	*	*	*	*	*	*	*	
12143.8	BARRETTS POINT WARNING LIGHT	37-14-28.600N 076-51-54.200W	Fl W 3s	7		On pile.	* Private Aid.	14/22
*	*	*	*	*	*	*	*	
12143.85	BARRETTS POINT LIGHT 5	37-14-30.800N 076-51-55.900W	Fl G 6s	7		SG on pile.	* Private Aid.	14/22
*	*	*	*	*	*	*	*	

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
12143.9	BARRETT'S POINT LIGHT 6	37-14-30.500N 076-51-54.500W	Fl R 5s	7		TR on pile.	Private Aid.	14/22
*	*	*	*	*	*	*	*	
14860	Queens Creek Channel Buoy 10	37-29-12.195N 076-19-54.580W				Red nun.	Removed when endangered by ice.	14/22
18385	<i>Upper Potomac River Channel Lighted Buoy 67</i>	* 38-41-27.071N 077-06-36.905W	Fl G 4s		4	Green.		14/22
18390	Upper Potomac River Channel Buoy 69	38-41-36.447N 077-05-49.738W				Green can.	*	14/22
18395	<i>Upper Potomac River Channel Lighted Buoy 71</i>	38-41-45.147N 077-05-12.337W	Fl G 2.5s		4	Green.	*	14/22
18510	<i>Upper Potomac River Channel Lighted Buoy 77</i>	38-42-22.446N 077-02-52.933W	Fl G 4s		4	Green.	*	14/22
18580	<i>Upper Potomac River Channel Lighted Buoy 84</i>	38-44-18.142N 077-02-09.932W	Fl R 4s		4	Red.	*	14/22
18615	Alexandria Channel Buoy 4	38-48-24.438N 077-02-02.932W				Red nun.	*	14/22
18620	<i>Alexandria Channel Lighted Buoy 6</i>	38-48-45.437N 077-02-00.932W	Fl R 2.5s		4	Red.	*	14/22
18660	<i>Alexandria Channel Lighted Buoy 7A</i>	38-49-49.865N 077-01-45.541W	Fl G 4s		4	Green.	*	14/22
18661	Alexandria Channel Buoy 7	38-49-23.378N 077-01-56.582W				Green can.	*	14/22
18705	<i>Hains Point Junction Lighted Buoy HP</i>	38-51-05.815N 077-01-19.731W	Fl (2+1)G 6s		4	Green and red bands.	*	14/22
18735	<i>Anacostia River Lighted Buoy 3</i>	38-51-47.734N 077-00-35.830W	Fl G 4s		4	Green.	Synthetic AIS MMSI 993672308.	14/22
18775	Georgetown Channel Buoy 2	38-51-16.265N 077-01-24.892W				Red nun.	*	14/22
21070	Colgate Creek Buoy 1C 260 feet outside channel limit.	39-15-02.666N 076-32-21.553W				Green can.	*	14/22
	*	*						

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30237	<i>Wrightsville Channel Lighted Buoy 19</i>	34-12-34.646N 077-48-16.245W	Q G		4	Green.	14/22
34812	Beaufort Harbor Channel Warning Daybeacon B	* 34-42-21.695N 076-40-43.325W				NW on pile worded DANGER SUBMERGED JETTY.	14/22
*	*	*	*	*	*	*	*

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. Offshore NC Survey.

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

NEW OR UPDATED INFORMATION

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

NEW JERSEY SHOALING

NJ – INTRACOASTAL WATERWAY – LITTLE EGG HARBOR TO CAPE MAY INLET – SHOALING

Shoaling has been located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently 5 - 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 Little Egg Inlet Lighted Buoy 10 (LLNR 1131) and Little Egg Inlet Lighted Buoy 8 (LLNR 1129). Shoaling has encroached channel ward in between the aids. Little Egg Inlet Buoy 8 (1129) is no longer marking best water.
Chart 12318

NJ-NEW JERSEY INTRACOASTAL WATERWAY- LITTLE EGG HARBOR TO CAPE MAY – SHOALING

The shoal running from New Jersey Intracoastal Waterway Daybeacon 439 (LLNR 36585) to New Jersey Intracoastal Waterway Light 431 (LLNR 36560) has encroached approx 50 to 100 yds into the channel. Depths of 1-2' at MLW. Shoaling to less than 2' MLW has been observed on the red side of the channel between New Jersey Intracoastal Waterway Light 436 (LLNR 36575) and New Jersey Intracoastal Waterway Daybeacon 434 (LLNR 36570).
Chart 12316

NJ – SALEM RIVER – SHOALING

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

PENNSYLVANIA SHOALING

PA – 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 Channel Buoy 3 (LLNR 2100), depths 2-4 feet at mean low water. Rehoboth Bay Channel Buoy 1 (LLNR 2095) was not able to be established. DB BNM 080-21

Chart 12304

DE – REHOBOTH BAY – INDIAN RIVER – BACKERS CHANNEL – SHOALING

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

DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING

Shoaling was observed in White Creek to 2 – 5 feet at MLW. Floating Aids to Navigation have been discontinued while fixed aids to navigation have been converted to Warning Daybeacons with "Danger Shoal" on them. SEC DB 055-20

Chart 12216

MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET- OCEAN CITY INLET – SHOALING

Hazard to navigation- a USACE survey conducted on March 08, 2022 has identified shoaling between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Ocean City Inlet Lighted Buoy 10 (LLNR 4750) extending from the north to mid-channel to depths of less than 9.5 feet at mean low water. Shoaling has also been identified on the south side of the channel between Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and Ocean City Inlet Lighted Buoy 12 (LLNR 4757) to depths of less than 9.5 feet at mean low water. Mariners are advised to use caution in the area.

See SEC MD-NCR BNM 184-21.

Chart 12211

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY SHOALING

There has been a report of shoaling in Sinepuxent Bay within the channel boundaries between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) and Sinepuxent Bay Channel Buoy 7 (LLNR 5017), to a depth of 4.5 feet at mean low water. Shoaling has also been reported between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) in the channel, to a depth of 3.0 feet at mean low water.

Chart 12211

MD-CHESAPEAKE BAY-NANTICOKE SHOALING

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

MD - CHESAPEAKE BAY - HONGA RIVER – SHOALING

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

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT – FLAG HARBOR – SHOALING

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

MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING

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

MD - POTOMAC RIVER - ST. PATRICK CREEK – SHOALING

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

MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING

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

MD - VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING

Shoaling exists in St. Catherine Sound Lower Entrance (1) off the northeastern tip of St. Catherine Island extending channel ward between 38-14-17.586N, 076-47-15.562W and 38-14-32.841N, 076-47-14.761W, (2) IVO St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16,
Chart 12286

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – CHESAPEAKE BEACH – SHOALING

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

MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING

Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555), to reported depths less than 4.5 feet at MLW centerline, 2.3 feet on the red side of the channel, and 3.2 feet on the green side. MD-NCR BNM 299-21.
Chart 12228

MD - LITTLE CHOPTANK RIVER - SLAUGHTER CREEK – SHOALING

Shoaling in the western portion of Slaughter Creek IVO of Holland Point has encroached easterly in most of the channel. The shoal adjacent to Slaughter Creek Light 2SC (LLNR 24645) has encroached approx 50-100 yds easterly with observed depths of 3-4' in between tide cycles. Shoaling to 5' MLW has been observed on the red side of the channel between Slaughter Creek Buoy 6 (LLNR 24670) and Slaughter Creek Buoy 8 (LLNR 24683). Sec MD-NCR BNM 045-17,
Chart 12264, 12266

MD - CHESAPEAKE BAY - HONGA, NANTICOKE AND WICOMICO RIVERS – FISHING BAY - TAR BAY

A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Warning Daybeacon E (LLNR 24595) and Tar Bay Channel Warning Daybeacon K (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4' at high tide. Sec MD-NCR BNM 044-17
Chart 12261

MD – FISHING BAY – FARM CREEK – SHOALING

Shoaling reported from channel entrance to Farm Creek Channel Daybeacon 2 (LLNR 24430), least depth of 5 feet within the channel limits. From Farm Creek Channel Daybeacon 2 (LLNR 24430) to Farm Creek Channel Daybeacon 7 (LLNR 24445) least depth of 2.0 feet on the red side of channel, 3.9 Ft centerline of channel, and 2.8 feet on the green side of channel. Ref LNM 16/18.

MD – CHESTER RIVER – KENT ISLAND NARROWS NORTH APPROACH – SHOALING

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

MD - CHESAPEAKE BAY - CHESTER RIVER - QUEENSTOWN CREEK

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

MD – APPROACHES TO BALTIMORE HARBOR – HARTS ISLAND CHANNEL

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

MD - CHESAPEAKE BAY - HEAD OF CHESAPEAKE BAY - SASSAFRAS RIVER

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

MD-NORTHEAST RIVER – SHOALING

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

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING

U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel.
Chart 12286

VIRGINIA SHOALING

VA – CHINCOTEAGUE CHANNEL – SHOALING

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

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CHANNEL – SHOALING

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

VA – NANDUA CREEK

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

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE - WALLOPS ISLAND – SHOALING

There has been a report of shoaling in the vicinity of Wallops Island Lighted Buoy 2 (LLNR 5520) to a depth of one foot.
Chart 12210

VA – VIRGINIA INSIDE PASSAGE (VIP)

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

VA – LYNNHAVEN INLET – SHOALING

Army Corp of Engineer Survey has indicated shoaling between Lynnhaven Inlet Light 1L (LLNR 10130) and Lynnhaven Inlet Light 3 (LLNR 10136) on the east side of the channel extending into the channel with the Minimum depth of 5 feet. Additional shoaling has been located between Lynnhaven Inlet Light 4 (LLNR 10138) and Lynnhaven Inlet Daybeacon 6 (LLNR 10145) on the western side of the channel extending into the Channel with a minimum depth of 2 feet. Navigation in these areas requires extreme caution. SEC VA BNM 022-22
Chart 12222, 12221, 12254, 12205

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING

ACOE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 6 (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution. SEC VA BNM 114-20 Chart 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; March 14, 2022 indicates shoaling from the ends of the North/South Jetties eastward approximately 350' with a depth of 7.2' MLLW and westward from the same point approximately 320' with a depth of 6.2' MLLW.

NORTH CAROLINA SHOALING

NC – CAPE HENRY TO PAMLICO SOUND – WALTER SLOUGH – SHOALING

Shoaling exists within Walter Slough Channel. Shoaling to 3-4 feet MLW was observed between Walter Slough Buoy 8 (LLNR 28335) and Walter Slough Lighted Buoy 9 (LLNR 28340). NC BNM 134-20 Chart 12205

NC – OREGON INLET – SHOALING

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

NC – OREGON INLET – SHOALING

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

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

Significant shoaling exists in South Ferry Terminal in Hatteras Inlet, to a depth of less than two feet at mean low water. Multiple aids to navigation in the channel are unreliable and not marking good water. The Coast Guard has temporarily discontinued South Ferry Terminal buoys 4SF (LLNR 28703) thru 9SF (LLNR 28717) due to shoaling. Mariners are advised to use extreme caution while navigating this area.
Chart 11555

NC - HATTERAS INLET - SHOALING

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

NC – BARNEY SLOUGH - SHOALING

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

NC – BIG FOOT SLOUGH – SHOALING

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

NC - OCRACOE 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. Pending dredging operations or waterway improvements, Barden Inlet Channel no longer connects to Back Sound Channel. Mariners should navigate the area with caution, local knowledge is recommended. NC BNM 409-20
Chart 11545

NC – PAMLICO SOUND – CORE SOUND – WAINWRIGHT SLUE – SHOALING

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

NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING

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

NC – BOGUE INLET – SHOALING

Mariners are advised that significant shoaling has been reported in IVO of Bogue Inlet Lighted Buoy 1 (LLNR 29495), shoaling is encroaching the southwest side of the channel at the entrance of Bogue Inlet. Observed depths as low as 2ft MLW have been identified. Shoaling extends approx 15 yards into the channel. SEC NC BNM 113-22.

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

NC – NEW RIVER INLET – SHOALING

Significant shoaling exists in New River Inlet between New River Inlet Channel Buoy "1" (LLNR29655) and New River Inlet Channel Buoy "10" (LLNR29680). Multiple aids to navigation may be unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area.
Chart 11542

NC – BOGUE SOUND – SHOALING

Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895). Survey indicates depths as low as 5FT MLW encountered in channel center and depths as low as 4FT have been reported. Depths close to channel markers may be less. Conditions may change rapidly and mariners are advised to transit the area with caution. The most recent ACOE survey can be found here:

<https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/aiww>

Chart 11541

NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING

Shoaling exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760). NC BNM 294-18. Chart 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 occurred between New River Inlet Lighted Buoy 2(LLNR 29660) and New River Inlet Buoy 4 (LLNR 29670). Depths of 4-5' MLW spanning the width of the channel. Additionally, shoaling has increased between New River Inlet Buoy 9 (LLNR 29710) and New River Inlet Buoy 10 (LLNR 29720) with depths of 1-2 MLW. Mariners are advised to exercise caution while transiting this area. See SEC NC BNM 238-21

Chart 11541

NC – NEUSE RIVER TO MYRTLE GROVE SOUND - NEW RIVER – NEW RIVER INLET CROSSING

Shoaling in New River Inlet Crossing near Bogue Sound - New River Buoy 72A (LLNR 39300) to a depth of 3 feet MLW. NC BNM 011-19 Chart 11542

NC – OLD TOPSAIL CREEK – SHOALING

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

Chart 11541

NC NEW RIVER – CAPE FEAR RIVER – MASON INLET CROSSING – SHOALING

Mariners are advised that shoaling exists in the Intracoastal Waterway in the vicinity of 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 - 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 April 5, 2022

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR DELAWARE BAY

- **Delaware**
Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
Broadkill River – Bridge 3-155 N&S (SR 1/SR 14/Coastal Highway) – Permit (2-21-5) signed October 14, 2021, for a fixed bridge across Broadkill River, mile 8.08, near Milton, Sussex County, DE with a horizontal clearance of 50 feet and a vertical clearance of 16.5 feet above mean high water. (MT)
- **New Jersey (Central & Southern)**
Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)
Glimmer Glass - W9 (Brielle Road) Drawbridge – Fixed bridge replacement and drawbridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on October 22, 2019. A fixed bridge replacement will provide a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water and a drawbridge replacement will provide a vertical clearance of 9 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 31.9 feet. (MS)
Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB)(HP)
- **Pennsylvania**
Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in the west navigation span and 65 feet in the east navigation span. (MT)
Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland –**
Potomac River – Governor Harry Nice Memorial Bridge – Permit (1a-20-5) signed June 25, 2020, for a fixed replacement bridge with a vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the new bridge will be shifted approximately 115 feet to the west of the center of the current navigation span. (KB)
Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)
- **Washington DC –**
Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (CT)
- **Virginia (Northern) –** None.

SECTOR VIRGINIA

- **Virginia (Southern)**
Western Branch of the Elizabeth River – Churchland Bridge - Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)
Hampton Roads – Permit (5-20-5) signed November 16, 2020, for a fixed bridge replacement of I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT). North Approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 80 feet; south approach bridge – vertical clearance of 16 feet above mean high water and horizontal clearance of 100 feet. (MT)
Willoughby Bay – Permit (140b-68-5) signed December 22, 2020, for I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - fixed bridge modification; vertical clearance of 25 feet above mean high water, horizontal clearance of 50 feet, and width of 168.84 feet (MT)
Blackwater River - Permit (4-20-5) signed July 29, 2020, for a fixed bridge replacement providing a vertical clearance of 35 feet above mean high water and a horizontal clearance of 60 feet. (MS)
Cat Creek - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on May 11, 2021; vertical clearance of 12.8 feet above mean high water and a horizontal clearance of 60 feet. (MS)

SECTOR NORTH CAROLINA

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

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

Pamlico Sound – Bridge No. 71 (Rodanthe) Bridge – new fixed bridge carrying NC 12 on the mainland side of the outer bank along the northeastern shore of Pamlico Sound from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the 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 Aydlott (on the mainland) and Corolla (on the Outer Banks), at Currituck County, NC. Preliminary Navigation Clearance Determination (PNCD) issued on February 9, 2021; vertical clearance of 20 feet above mean high water and a horizontal clearance of 40 feet. (MS)

Regulations:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR VIRGINIA

- *Virginia (Southern)* - None

SECTOR NORTH CAROLINA

- *North Carolina*
Trent River - U.S. 70 (East Front Street/Alfred C. Cunningham) Bridge - To facilitate the Neuse River Bridge Run, the bridge will remain in the closed position from 6:45 a.m. to 10:15 a.m. on Saturday, April 9, 2022. The bridge will be able to open for emergencies, if at least five minutes notice is given, and there is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels able to pass through the bridge in the closed position may do so at any time. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.843 (a). Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

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 May 30, 2022. Work is and will be on-going 24-hours per day, seven days a week. The project will involve replacement of the deck and steel superstructures of the fixed highway bridge; make minor modifications to the supporting concrete piers to support the new superstructures; replace the existing pile jackets at all piers; replace the existing riprap on the slopes to stabilize the embankments; complete minor approach highway work to tie the roadways into the new bridge decks; and bridge painting. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 16.5 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, support vessels and crew boats are and will be operating or stationed in and around the vicinity of the existing bridge during the duration of the project. During the modification period through April 1, 2022, the horizontal clearance of the bridge will be reduced to approximately 20 feet, at all other times the clearances of the bridge will be unrestricted. Vessels that can transit through the bridge during periods of reduced horizontal clearance due to the work barges, may safely transit through the bridge, if at least a one-hour prior notice is given to the project foreman. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. R.E. Pierson Construction Co., Inc.'s work vessels and barges are and will continue to monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The DelDOT Resident Engineer may be contacted at (302) 853-1349 or (302) 542-3590 and R.E. Pierson Construction Co., Inc.'s project foreman may be contacted at (609) 743-7167 or (609) 743-0092. (MT)
Lewes and Rehoboth Canal - Lewes Railroad Swing Bridge - A cofferdam was installed February 22, 2022, the fender piled and pier are anticipated to be removed by April 1, 2022. Due to fisheries time of year restriction the cofferdam will be removed October 7, 2022. Horizontal clearance of the canal will be constricted by approximately 5 feet until October 7, 2022. Mariners should use caution when transiting the area. (CT)
Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through October 2022. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)
Mispillion River - Route 1/Rehoboth Blvd. Bridge – Bridge sustained a casualty and will not be capable of normal operations. The bridge will remain in the closed position until further notice. Vessels able to transit through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 5 feet above mean high water. The bridge will not be able to open for emergency vessels. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)
Delaware River - Delaware Memorial Bridge – Bridge underwater inspection will be conducted from 7 a.m. to 6 p.m.; Monday-Saturday; from April 4, 2022, through April 15, 2022. The inspection will require a 28-foot dive boat around the navigable channel and diver to be working

outside the navigable channel. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area. (CT)

Brandywine Creek - Northeast Blvd Bridge – Bridge inspection will be conducted on April 11, 2022 and April 12, 2022, from 9 a.m. to 3 p.m., with alternate dates on April 13, 2022 and April 14, 2022, from 9 a.m. to 3 p.m. During these inspection periods, one work vessel and a snooper truck will be located in and around the navigation channel. Inspection personnel, equipment and the vessel will relocate from the navigable channel, upon request. Work vessel may be reached on VHF-FM channel 13. The project manager may be reached at (443) 753-5540. Mariners should notify the project manager no less than 10 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (CT)

Indian River Inlet - State Route 1 (Charles W. Cullen) Bridge – Bridge inspection will be conducted on Tuesday, April 19, 2022, through Friday, April 29, 2022 from 8 a.m. to 5 p.m. Inspection personnel will be using a snooper truck to gain access to the under-side of the bridge from April 25, 2022, to April 29, 2022. The snooper truck will reduce the bridge's vertical clearance while in operation and will not restrict access / boating traffic along the entire width of the navigable channel and can relocate accordingly. A safety boat will be in vicinity of the navigation channel and on VHF/FM Ch. 13 to coordinate the movement of the snooper truck, if needed. Mariners should use caution when transiting the area. (MS)

New Jersey (Central & Southern)

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

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

Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended 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 April 29, 2022. A 60-foot work barge, a 21-foot work boat and divers will be located in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at 609-358-1727. Mariners should use caution navigating through the area. (MT)

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

Manasquan River - Brielle Point Pleasant Railroad Bridge – Bridge inspection will be conducted between March 14, 2022 and April 14, 2022; from 7 a.m. to 3:30 p.m. The inspection will require a 17-foot dive boat to be in and around the navigable channel and divers to be working outside the navigable channel. The team lead may be reached at 914-261-0912, and may be reached on VHF-FM channels 13 and 16. The dive boat will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (CT)

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

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

Pennsylvania –

Schuylkill River - Grays Ferry Railroad Bridge – Modification activities, which began June, 2018, will recommence on April 4, 2022, and are expected to finish on June 3, 2022. Work will be performed from 7 a.m. to 3:30 p.m.; M-F. During this bridge modification project, the eastern

navigation span will be occupied; the western navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, and support vessels will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channels 13 and 16 when working or vessels are operating. The City of Philadelphia construction manager may be contacted at 215-275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at 215-651-6278 or 215-421-2880. (MT)

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- Maryland
 - Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge - Construction will commence in May 2020, with completion estimated in November 2024. Work is scheduled from 7:00 a.m. to 7:00 p.m., Monday through Saturday, with limited work outside these hours for special operations. To facilitate bridge construction, a barge loading facility will be constructed on the Maryland shore and work trestles will be located north of the existing bridge extending outward from the Virginia shore to approximately 320 feet and from the Maryland shore to approximately 200 feet. Dredging will occur from the end of the Virginia work trestle until the water depth reaches 6 feet at mean lower low water. A vertical clearance of 135 feet above mean high water and horizontal clearance of 250 feet will be maintained throughout construction. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners and broadcast notice to mariners. Mariners are urged to use caution when transiting the area. (KB)
 - Lower Potomac River - Harry W. Nice/Thomas "Mac" Middleton (US 301) Bridge – To facilitate the setting of structural steel across the federal navigation channel at the new bridge the Coast Guard will establish a temporary safety zone for certain navigable waters of the Potomac River, during **January 21, 2022 – February 4, 2022**. At all times during this period, a large crane barge is required to be positioned within the federal navigation channel. The critical heavy lift operations will impede vessels requiring the use of the channel in this area. The safety zone will cover all navigable waters of the Potomac River, encompassed by a line connecting the following points beginning at 38°21'50.96" N, 076°59'22.04" W, thence south to 38°21'43.08" N, 076°59'20.55" W, thence west to 38°21'41.00" N, 076°59'34.90" W, thence north to 38°21'48.90" N, 076°59'36.80" W, and east back to the beginning point, located between Charles County, MD and King George County, VA. These coordinates are based on datum NAD 83. The safety zone will be enforced continuously, from 7 a.m. on January 21, 2022, through 8 p.m. on February 4, 2022. Under the general safety zone regulations in subpart C of 33 CFR part 165, except for marine equipment operated by Skanska-Corman-McLean, Joint Venture, or its subcontractors, you may not enter the safety zone described unless authorized by the Captain of the Port Maryland-National Capital Region (COTP) or the COTP's designated representative. To seek permission to enter, contact the COTP or the COTP's representative by telephone number 410-576-2693 or on Marine Band Radio VHF-FM channel 16. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies. Vessel traffic not required to use this section of the federal navigation channel may be able to safely transit around the safety zone under the next bridge span to the east or the west of the federal navigation channel, but do so at their own discretion. A "bridge work—danger—stay AWAY" sign facing the northern and southern approaches of the navigation channel will be posted on the sides of the marine equipment on-scene within the location described. The Coast Guard will issue a Broadcast Notice to Mariners via VHF-FM marine band radio about the status of the safety zone. Interested persons can contact U.S. Coast Guard Sector Maryland-NCR Waterways Management Division at telephone number (410) 576-2674 or (410) 576-2693. (KB/RH)
 - Susquehanna River - I-95 (Millard E. Tydings Memorial/John F. Kennedy Memorial Highway) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; from June 15, 2021, through April 6, 2023. A 60 x 60 foot crane barge, a 34 x 90 foot work barge, and a work vessel will be located in and around the vicinity of the bridge. During the work hours, the crane barge and work barge will be located in and around the main navigation span of the bridge, which will reduce the horizontal clearance of the main navigation span to approximately 390 feet of horizontal clearance, and/or, will be located in one of the adjacent alternative navigation spans of the bridge, reducing the horizontal clearance of the adjacent alternative navigation span to approximately 330 feet of horizontal clearance. Maintenance personnel, equipment and vessels will relocate from the main navigation span and/or adjacent alternative navigation spans, upon request. Vessels that can safely transit through the main navigation span and/or the adjacent navigation span of the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge main navigation span and/or adjacent alternative navigation span during periods with a reduced horizontal clearance may transit through the bridge spans may do so if at least a two-hour prior notice is given to the project foreman. During non-work hours the crane barge and work barge will be spudded or tied parallel to the pier. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (484) 798-3224. Mariners should use caution navigating through the area. (MT)
- Washington DC
 - Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues into 2022. The work is primarily being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night and Sunday work. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled "DANGER" mark the active and ongoing bridge work east and/or west of the Federal Channel. Floating turbidity curtain and buoys are positioned around the old piers being demolished and supported by lit temporary piles. To support active demolition construction operations, a vessel/barge may be intermittently positioned within the east navigable channel. During these periods, the federal navigation channel to the west of the original center pier, approximately 150 feet wide, will be available to navigation. Mariners intending to transit this area are urged to contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work site. Interested mariners can contact the vessel MS. BECKY or vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (CT)
- Virginia (Northern) – None.

SECTOR VIRGINIA

- *Virginia (Southern)*

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

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

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

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

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

Willoughby 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@hrcpiv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at <https://hrbtexpansion.org>. (MT)

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

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

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Eric Satterwaite 484-477-2108. You may also contact Hampton Roads Connector Partners at 757-536- 9863 and/or email MarineOps@hrcpiv.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 snoop vehicle, may transit through the bridge, if at least a 30-minute prior notice is given to the project foreman. Maintenance personnel, and the snoop vehicle will relocate from the navigable channel, upon request. The snoop 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)

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

North Landing River - S165 (North Landing Bridge) – Bridge will not be capable of normal operation until further notice. The north span of the bridge is fully operational and the south span of the bridge will have limited operational capabilities. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021, except for recreational vessels. Recreational vessels able to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a limited opening (north span). Recreational vessels unable to safely transit through the north span of the bridge with a horizontal clearance of approximately 38 feet should request a full opening (both spans). Public vessels of the United States, commercial vessels, government vessels, and emergency vessels may transit through the bridge unrestricted at any time in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. The bridge will be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. (MT)

Elizabeth River-Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridge – Bridge will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will remain in the closed position from 5 a.m. on Monday, April 4, 2022, to 5 a.m. on Saturday, April 9, 2022, with alternate closure dates from 5 a.m. on Monday, April 11, 2022, to 5 a.m. on Saturday, April 16, 2022. The horizontal clearance of the bridge will be reduced to 100 feet from 5 a.m. on Monday, April 4, 2022, to 8 a.m. on Wednesday, April 6, 2022, with alternate dates from 5 a.m. on April 11, 2022, to 8 a.m. on Wednesday, April 13, 2022. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed position of 48 feet above mean high water. Vessels able to pass through the bridge in the closed position or reduced horizontal clearance may do so, after notifying the bridge tender. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area. (CT)

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

SECTOR NORTH CAROLINA

- North Carolina

Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by April 30, 2022. During demolition of the old bridge, the designation of navigation spans and placement of bridge lighting will be changed several times, as reflected below, and provided via updated local notice to mariners and broadcast notice to mariners. Phase 2 (Effective April 24, 2019): The navigation spans are between bridge bents 173 and 176 (old bridge, with no superstructure between bridge bents) and bridge bents 20 and 21 (span 21) on the new bridge. The approximate limiting navigation clearances are 70 feet above mean high water (new bridge, span 21) and 169 feet between bridge bents (old bridge, between bridge bents 173 and 176). Temporary bridge lighting has been placed between bridge bents 173 and 176 of the old bridge and between bridge bents 20 and 21 (span 21) of the new bridge. Phase 3 (to be announced): The navigation span will be between bridge bents 22 and 23 (span 23) of the new bridge. The adjacent spans of the old bridge will have been removed. The limiting navigation clearances (approximate) will be 70 feet above mean high water and 275 feet between bridge bents. Permanent bridge lighting will be placed between bridge bents 21 and 22 (span 22) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, follow the aids to navigation closely and remain at least 500 feet clear of all construction vessels and equipment. Submerged concrete 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 snoop truck will be located in and around the vicinity of the bridge. During work hours, the snoop truck will be located in and around the navigational channel of the bridge. The snoop 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 snoop truck will be located in and around the vicinity of the bridge. During work hours, the snoop truck will be located in and around the navigational channel of the bridge. The snoop truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance in the navigation

span to approximately 55 feet above mean high water. Maintenance personnel, equipment and the vehicle will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 598-1847. Mariners should notify the work foreman no less than 30 minutes prior to transiting through the bridge. Mariners should use caution navigating through the area. (MT)

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

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

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

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

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

Perquimans River - US 17 Bridge - To facilitate the placement and curing of the concrete deck, the bridge will be maintained in the closed-to-navigation position from 10 a.m. on April 11, 2022, through 10 a.m. on April 20, 2022. The vertical clearance of the bridge in the closed-to-navigation position is approximately 13.5 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.835. Mariners should exercise caution when transiting the area. (HP)

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

- *Virginia (Northern)* – None

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS

CURRENTLY IN PROGRESS

Enclosure (3)

NEW OR UPDATED INFORMATION

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

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

New Jersey

NJ – SEACOAST – ALLENHURST & DEAL – BEACH NOURISHMENT

Great Lakes Dredge & Dock Company, LLC has been awarded beach fill nourishment along the Atlantic Ocean coastline, approximately 1,083,353 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 River Derrick 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 CANAL – CAPE MAY FERRY TERMINAL – DREDGING OPERATIONS

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

Chart 12304.

NJ – WILMINGTON TO PHILADELPHIA – OLDMANS CREEK – DREDGING

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

Chart 12312.

Pennsylvania

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 **March 30, 2022**.

Chart 12314

PA – SCHUYLKILL RIVER – DREDGING AND CONSTRUCTION

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

PA/NJ – DELAWARE RIVER – SAMUEL S. BAXTER WATER TREATMENT PLANT – DREDGING OPERATIONS

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

24 Hour contact: Conor Surgeoner – (610) 299-1252 (MDVP)

24 Hour contact: Frank Branagan – (856) 265-3558 (JPC Group, Inc.)

Chart 12313, 12314

Delaware

DE/NJ – WILMINGTON HARBOR – CHRISTINA RIVER – DELAWARE RIVER – DREDGING OPERATIONS 4.32

****EXTENDED**** The Dredge ESSEX will commence dredging operations in the Cherry Island Range of the Delaware River on or about March 1, 2022. The project at Cherry Island Range will continue until approximately **April 15, 2022**. A submerged pipeline will run from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river. A floating pipeline will connect the dredge to the submerged pipeline. The submerged pipeline will need to be moved occasionally as the dredge progresses.

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

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

Owners and lessees of fishnets, 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. Since the project will be conducted twenty-four (24) hours per day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to the commencement of the work.

Chart 12311.

Maryland

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

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

Chart 12231

MD – CHESAPEAKE BAY – EASTERN BAY – COVE CREEK CLUB MARINA DREDGING

Starting on March 15, 2022 Cove Creek Club Marina will begin maintenance dredging. Dredging is expected to be completed by **April 15, 2022**.

Chart 12270

MD – BALTIMORE HARBOR – SEAGIRT BERTH 3 –DREDGING OPERATIONS

Corman Kokosing Construction Company will begin dredging operations, on behalf of Ports America, will commence on or about March 15, 2021 at Seagirt Berth 3, in the vicinity of 39°14'10" N, 076°32'40" W. Loaded scows will be towed from this location to the Unloader "SN3" located at the Masonville Dredge Containment Facility (39°15'10" N, 076°35'20" W) for offloading on a daily basis. A 16" submerged HDPE pipeline will be placed on the sea bottom from the Unloading Barge into the placement Facility, located in the vicinity of 39°15'15" N, 076°35'30" W.

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

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

Chart 12281.

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

Maintenance dredging operations are scheduled to occur within the Baltimore Harbor and Approaches federal navigation projects, from on or about **March 2, 2022 until on or before July 20, 2022**, 24 hours daily (Monday through Sunday). Cashman Dredging and Marine Contracting Co., LLC will perform the work in the Baltimore Harbor Channels, including Craighill Entrance Channel, Cutoff Angle, and Fort McHenry Channel. Bar dragging operations will be conducted in the Northwest Harbor East Channel. Marine equipment will be located throughout the dredging work areas during operations, utilizing the 180-foot long Clamshell Dredge DALE PYATT. Dredged material will be transported in the dump scows JOE VERROCHI, M.E.R.C. SHEVLIN, KURT SCHULTE and WEEKS 118 to the Northern Access Channel Turning Basin at Poplar Island in Talbot County, MD for placement by the off-loader barge KRAKEN. Loaded scows from the Fort McHenry Channel will be transported to the Cox Creek Dredged Material Containment Facility in Baltimore Harbor for placement by the off-loader barge KRAKEN. Towing vessels involved include the CHARLES JAMES, MICHAEL DAIGLE, JOHN JOSEPH, BERING DAWN and MISS ILA. The marine equipment will be accompanied by the survey vessel CAPE ELIZABETH and support vessel BROOKS HOOKS. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Mariners can contact the vessels on marine band radio VHF-FM channels 16, 13 and 67. Charts 12278, 12281, 12270.

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

Marine construction operations in support of the installation of aerial electric power transmission lines will occur on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge until **Oct 7, 2022**. The work will occur 24 hours per day, 7 days per week, in approximate positions: (1) 39°12'46.8737" 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 – CURTIS BAY – FUEL PIER CONSTRUCTION

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

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

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

MD – 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 **April 1, 2022**. McLean Contracting will utilize a 200' x 50' Material Deck barge and a 250' 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 – UPPER CHESAPEAKE CHANNEL – DREDGE OPERATIONS

Corman Kokosing Construction Company will begin mechanical dredging operations on or about January 24, 2022 in the Federal Navigation Channel in the Chesapeake Bay and Elk River from Worton Point to Old Town Point. Loaded scows will be towed from the work area to the Unloader barge located at the Pearce Creek Dredge Containment Facility for offloading. The unloader barge will be staged on the South of the channel and North of Wroth Point. An 18" submerged HDPE pipeline will be placed on the river bottom from the Unloading Barge into the placement Facility. The Dredge KOKO VI and/or KOKO V will be dredging the area with the assistance of tender tug, towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue daily until the estimated completion date of **March 31, 2022**. For more information, contact Adam Donder, (443) 695-3788, adondero@kokos.com Charts 12273, 12274, 12280.

VA – POTOMAC RIVER – ALEXANDRIA CHANNEL – CONSTRUCTION

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

DC

None

Virginia

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE CHANNEL –DREDGING

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

Dredging is scheduled to start on or about December 14, 2021 and completed on or about **April 15, 2022**. Work will continue 24 hours a day, 7 days a week. The Stuyvesant will use and monitor VHF Channels 13 and 16. Mariners are urged to transit at their slowest safe speed to 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 – THIMBLE SHOAL CHANNEL – DREDGING

Starting approximately **April 10, 2022 to April 20, 2022**, Weeks Marine Hopper Dredge "Lindholm" will be operating in conjunction with support equipment between Thimble Shoal Channel Thimble Shoal Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Lighted Buoy 7 (LLNR 9235) stopping west of Chesapeake Bay Bridge-Tunnel). All dredged material will be transported to the approved Dam Neck Ocean Disposal Site – DNODS - Cells 5, 6, & 7.

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

37° 1'35.24"N, 76°15'57.82"W

36°59'11.10"N, 76° 6'41.27"W

36°57'37.50"N, 76° 7'8.25"W

36°59'53.72"N, 76°16'36.67"W

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

36°51'41.07"N, 75°55'41.74"W

36°51'45.15"N, 75°51'16.40"W

36°45'47.19"N, 75°50'54.07"W

36°45'45.72"N, 75°55'33.04"W

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

Chart 12256.

VA – LYNNHAVEN BAY – LINKHORN BAY – BRIDGE CONSTRUCTION

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

Chart 12222.

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

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

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

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

Chart 12245.

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

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be performing dredging operations at the Navy deperming station and in the Elizabeth River Channel. Work will begin south of Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) and continue to Elizabeth River Channel Lighted Buoy 30 (LLNR 9735) and will be performed between **February 10, 2022** and **April 15, 2022**. The dredge Lexington monitors VHF channels 13 and 6. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendant equipment will be navigating. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.
Chart 12253.

VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION

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

VA – ELIZABETH RIVER – EASTERN BRANCH – PIER CONSTRUCTION

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

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

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

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be performing dredging operations at Skiffes Creek Channel on the James River between Skiffes Creek Channel Lighted Buoy 2 (LLNR 11825) and Skiffes Creek Daybeacon 9 (LLNR 11870). Dredging will be performed between **April 4, 2022** and **June 27, 2022**. The dredge Lexington monitors VHF channels 13 and 6. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendant equipment will be navigating. Dredging operations will be conducted twenty-four (24) hours a day seven (7) days a week, all fishnets, crab pots and structures in the general area must be removed prior to commencement of any work, a slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.
Chart 12248.

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

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 - JAMES RIVER - NEWPORT NEWS TO JAMESTOWN ISLAND – BREAKWATER CONSTRUCTION

Coastal Design & Construction, Inc. will begin construction on a Stone Seawall on Jamestown Island on the James River, starting on **March 14, 2022** to approximately **June 30, 2022**. Seven barges will be moored in the following positions: Shuttle Barge - 37° 11.660'N, 76° 46.745'W, Shuttle Barge - 37° 12.612'N, 76° 46.961'W, Rig Barge - 37° 12.668'N, 76° 47.025'W, Rig Barge - 37° 12.727'N, 76° 47.079'W, Line Barge - 37° 11.513'N, 76° 46.637'W, Line Barge - 37° 11.358'N, 76° 46.525'W, Line Barge - 37° 12.302'N, 76° 46.613'W, Line Barge - 37° 12.191'N, 76° 46.440'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, Steve Bailey – Superintendent, Cell: 240-298-8701. Chart 12248.

VA – VIRGINIA BEACH – 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 **March 31, 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 (727) 259-4064. Mariners should use caution navigating through the area. Chart 12206.

VA – SEACOAST – RUDEE INLET – DREDGE OPERATIONS

The Dredge CHARLESTON, along with support equipment, will commence dredging operations on or around **March 23, 2022** until approximately **May 4, 2022** for Rudee Inlet Maintenance Dredging. Operations will be conducted between Outer Sand Deposition area to Owl Creek, Lake Wesley, Lake Rudee Intersection. Material will be pumped to beach placement areas on Croatan Beach and Resort Area Beach.

Although, the dredging operations will occur in and around the channel a floating pipeline will be placed, parallel along the north side of the channel for Resort Area Beach Placement. Floating pipeline will be placed, parallel along the south side of the channel and in the “Sand Trap” for Croatan Beach Placement. Any used submerged pipeline will be marked with buoys every 120' with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 1500' feet at its longest and will be anchored and tended by tender tug boats.

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

Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredging plant and are requested to contact the dredge prior to passing.

Chart 12200.

North Carolina

NC – PAMLICO SOUND – OUTER BANKS – US 12 - BRIDGE CONSTRUCTION

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

NC – BARNEY SLOUGH CHANNEL – DREDGE OPERATIONS

McLean Contracting will conduct dredge operations starting on January 30, 2022 to mid-**April 2022** in Barney Slough Channel in Ocracoke, NC.

Dredging will take place in Sloops 5-8 in vicinity of Barney Slough Channel Lighted Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Operations will occur 7 days a week with anticipated work times being 0600-1800 with a possibility of 24 hour operations. Dredge: KS-5540 Tugs: Little Nancy & Little Mary will monitor VHF Channels 13 & 16 if passing arrangements are needed. Mariners are advised to use caution when transiting this area.

Chart 11555.

NC – BEAUFORT INLET AND SOUTHERN CORE SOUND – LENOXVILLE POINT – DREDGING

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

Chart 11545

NC – SEACOAST – KURE BEACH & CAROLINA BEACH – BEACH NOURISHMENT

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

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

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

Project is anticipated to be complete by **April 31, 2022**.

Chart 11541.

NC – CAPE FEAR RIVER – DREDGING

Southern Dredging Co. be working in the Cape Fear River between the Horseshoe Shoal and Snows Marsh reaches of the Cape Fear River in vicinity of Cape Fear River Channel Lighted Buoy 27 (LLNR 30550) and Buoy 25 (LLNR 30530), commencing on or about February 21, 2022. Dredge Brunswick will operate on a 24 hour per day, 7 day per week basis until approximately **March 21, 2022**. Dredged material will be transported by pipeline to the Ferry Slip Island disposal site on the East 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 William Walters at 843-729-2105.

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

Chart 11537.

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

Great Lakes Dredge & Dock Company, LLC will begin dredging in the Cape Fear River and placing dredge material in Offshore Dredge Material Site (ODMDS). The ODMDS site is south of Baldhead Island in position 33°42'44.3745", 078°01'22.6315", 33°42'44.7997", 078°02'14.7023", 33°41'55.3494", 078°02'15.2760", 33°41'54.9244", 078°01'23.2138". Dredges will consist of the Hopper Dredge Dodge Island and Hopper Dredge Padre Island, and Ellis Island. Dredge areas will be between Cape Fear River Entrance Channel Lighted Buoy 5 (LLNR 30325), and Cape Fear River Entrance Channel Lighted Buoy 10 (LLNR 30360), and between Cape Fear River Channel Lighted Buoy 13A (LLNR 30395), and Cape Fear River Channel Lighted Buoy 16 (LLNR 30450). The dredges are scheduled to arrive on April 15, 2022 and begin digging operations. Operations are expected to operate 24 hours per day, 7 days a week with a completion date of **July 15, 2022**.

Chart 11537.

NC – SEACOAST - OAK ISLAND BEACH RENOURISHMENT

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

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

Beach Subline Locations

33 54.412413 N	078 13.320273 W
33 54.411404 N	078 13.221952 W
33 54.743697 N	078 13.219263 W
33 54.742011 N	078 13.317455 W
33 54.457432 N	078 12.404198 W
33 54.456583 N	078 12.265475 W
33 54.798702 N	078 12.400322 W
33 54.800872 N	078 12.261917 W
33 54.485204 N	078 10.955617 W
33 54.483926 N	078 10.816814 W
33 54.829248 N	078 10.816965 W
33 54.827246 N	078 10.954535 W
33 54.488278 N	078 10.044413 W
33 54.487468 N	078 09.944933 W
33 54.819565 N	078 09.942163 W
33 54.817716 N	078 10.040292 W

Dredge Area

Jay Bird Shoals	
33 52.856783 N	078 03.674532 W
33 52.838787 N	078 02.586686 W
33 51.961623 N	078 02.614152 W
33 51.962879 N	078 03.677272 W
Central Reach Borrow Area	
33 53.200503 N	078 10.512572 W
33 53.196832 N	078 09.985592 W
33 52.479568 N	078 09.731472 W
33 52.477405 N	078 10.494155 W
Equipment Staging Area	
33 55.151072 N	078 03.27632 W
33 55.020127 N	078 02.305486 W
33 54.978902 N	078 02.308439 W
33 55.066836 N	078 02.776144 W
33 55.114465 N	078 03.279813 W

Estimated project completion: **March 31, 2022**. For more information, contact Project Manager, Mike Hungerford (630) 991-6633 or Project Engineer, Camden Murray (781) 910-8528.

Chart 11537, 11534, 11536

NC – HOLDEN BEACH – BEACH RENOURISHMENT PROJECT

****Extended****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 15 April 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.

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 – 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 Atlantic 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.

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

Mariners are advised that an annual sailboat race is scheduled to occur in the Chesapeake Bay on **April 30, 2022** from 9 a.m. to 5 p.m. Up to 25 sailboats (20-45 feet in length) will compete along a designated, triangular racecourse located in the Chesapeake Bay between the mouth of the Magothy River, the mouth of the Patapsco River and Swan Point. Information on the event can be found at <http://www.magothysailing.org/spring-fling>. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Chart 12282

MD – CHESAPEAKE BAY – SEVERN RIVER - REGULATED AREA

Mariners are advised that an intercollegiate rowing competition is scheduled to occur on the Severn River on Saturday, **April 16, 2022** from 6:30 a.m. to 10 a.m. The 2,000-meter rowing course is located from the entrance to College Creek, upriver to Severn River Light 2 (LLN-19945); Two alternate courses are located as follows: Secondary "A" course from Severn River Light 2 (LLN-19945), upriver to the entrance to Chase Creek, and Secondary "B" course from the Severn River (US-50) Bridge, upriver past the entrance to Saltworks Creek. As described in 33 CFR Sec. 100.501, a regulated area is established for all waters of the Severn River from shoreline to shoreline, bounded to the northwest by a line drawn from the south shoreline at latitude 39°00'58" N, longitude 076°31'32" W thence to the north shoreline at latitude 39°01'11" N, longitude 076°31'10" W. The regulated area is bounded to the southeast by a line drawn from the U.S. Naval Academy Light at latitude 38°58'39.5" N, longitude 076°28'49" W thence easterly to Carr Point, MD at latitude 38°58'58" N, longitude 076°27'41" W. The regulated area will be enforced from 6 a.m. through 10:30 a.m. on April 16, 2022. The effect will be to restrict vessel traffic on certain waters of the Severn River. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The marine event patrol and Patrol Commander may be contacted on marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12282, 12283

MD – CHESAPEAKE BAY – SEVERN RIVER - REGULATED AREA

Mariners are advised that an intercollegiate rowing competition is scheduled to occur on the Severn River on Saturday, **April 23, 2022** from 6:30 a.m. to 10 a.m. The 2,000-meter rowing course is located from the entrance to College Creek, upriver to Severn River Light 2 (LLN-19945); Two alternate courses are located as follows: Secondary "A" course from Severn River Light 2 (LLN-19945), upriver to the entrance to Chase Creek, and Secondary "B" course from the Severn River (US-50) Bridge, upriver past the entrance to Saltworks Creek. As described in 33 CFR Sec. 100.501, a regulated area is established for all waters of the Severn River from shoreline to shoreline, bounded to the northwest by a line drawn from the south shoreline at latitude 39°00'58" N, longitude 076°31'32" W thence to the north shoreline at latitude 39°01'11" N, longitude 076°31'10" W. The regulated area is bounded to the southeast by a line drawn from the U.S. Naval Academy Light at latitude 38°58'39.5" N, longitude 076°28'49" W thence easterly to Carr Point, MD at latitude 38°58'58" N, longitude 076°27'41" W. The regulated area will be enforced from 6 a.m. through 10:30 a.m. on **April 23, 2022**. The effect will be to restrict vessel traffic on certain waters of the Severn River. The Coast Guard Patrol Commander or designated marine event patrol may forbid and control the movement of all vessels in the regulated area. When hailed or signaled by an official patrol vessel, a vessel in the area shall immediately comply with the directions given. Failure to do so may result in expulsion from the area, citation for failure to comply, or both. The marine event patrol and Patrol Commander may be contacted on marine band radio VHF-FM channel 16. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12282, 12283

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

A sailing regatta is scheduled to occur in the Chesapeake Bay between Sandy Point, MD and Bloody Point, MD on **April 23, 2022**, between 9 a.m. and 4 p.m. Approximately 25 auxiliary sail boats (20-66 feet in length) of various classes will compete along designated race courses located between Chesapeake Channel Lighted Buoy 95 (LLNR 7970) and Chesapeake Channel Lighted Buoy 86 (LLNR 7755). Race starts will occur near the mouth of the Severn River at 10 a.m. Information on this "NASS Race to the Lighthouses" event is available at website <http://nassregattas.com/>. Interested mariners can contact the Naval Academy Sailing Squadron Race Committee via marine band radio VHF-FM channels 16 and 78. For any comments or questions, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.
Charts 12270, 12263.

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

An annual sailing regatta is scheduled to occur on the Patapsco River on **April 16, 2022**, between 12 p.m. to 7 p.m. Up to 20 sail boats (20 to 40 feet in length) of various classes and fleets will compete in a pursuit-type race along a designated course located between the Inner Harbor and the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge at Baltimore, MD. More information on the Baltimore City Yacht Association Icebreaker 2022 event can be obtained at website <https://www.bcyva.com>. Interested mariners may contact the race committee boat via marine band radio VHF-FM channel 72. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.
Charts 12278, 12281.

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

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

DC – POTOMAC RIVER - UPPER POTOMAC RIVER – ANACOSTIA RIVER – FIREWORKS DISPLAY SAFETY ZONE

Mariners are advised that the annual "National Cherry Blossom Festival" fireworks display is scheduled to occur in the Anacostia River on Saturday, **April 16, 2022**, at 8:30 p.m. A safety zone is established within a 500-foot radius of the fireworks barge in approximate position latitude 38° 52' 15.39" N, longitude 077° 00' 09.39" W, located within the Anacostia River in Washington, DC. The zone will be enforced from 7:30 p.m. to 9:30 p.m. on **April 16, 2022**. The effect will be to restrict vessel traffic in the Anacostia River. The fireworks barge within the regulated area will have a diamond-shaped, 4 feet by 4 feet sign with orange retro-reflective border affixed to the port and starboard sides of the barge labeled "FIREWORKS—DANGER—STAY AWAY" with black block letters on a white background to provide on scene notice that the safety zone will be enforced. The Captain of the Port Baltimore can be contacted by telephone at (410) 576-2693 or by marine band radio on VHF-FM Channel 16. Official patrol vessels can be contacted on marine band radio VHF-FM Channel 16. Comments or questions should be directed to Coast Guard Sector Baltimore, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693. Chart 12289.

DC – UPPER POTOMAC RIVER – GEORGETOWN CHANNEL - ROWING REGATTA

Mariners are advised that an annual inter-scholastic rowing competition is scheduled to occur in the Upper Potomac River on **April 30, 2022**, between 7 a.m. and 3 p.m. The event consists of 700 total participants competing in 8-person rowing shells along a designated marked course located between the Georgetown waterfront and the Theodore Roosevelt (I-66/US-50) Bridge in Washington, DC. Additional information on the Charlie Butt Regatta can be obtained from the website <http://www.vasra.org/>. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Chart 12289.

VA – VIRGINIA BEACH, VIRGINIA – OCEANFRONT

Mariners are advised the Event Wave Daze will be held at the Virginia Beach Oceanfront in the vicinity of 10TH Street on **April 7, 2022** and ending on **April 10, 2022**. Small personal water craft will be near the shoreline beginning at 8 a.m. until at 7 p.m. Mariners are requested to use caution when transiting in the vicinity of the race area. Chart: 12200

******VA – CAPE HENRY TO THIMBLE SHOAL LIGHT - BBSA LITTLE CREEK RACERS WEDNESDAY NIGHT SERIES******

The Broad Bay Sailing Association is sponsoring the Little Creek Racers Wednesday Night Series on April 6th running until **September 21, 2022** in Southern Chesapeake Bay, off the shores of Norfolk and Virginia Beach, VA. The sailboats will begin transiting to the racing area at 4:30 p.m. Mariners are requested to use caution when transiting the area. Chart 12254

******VA – HAMPTON ROADS - WILLOUGHBY BAY - BBSA WILLOUGHBY RACER WEEKLY SERIES******

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

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

Norfolk Tides Baseball is sponsoring the post-game fireworks launching from land at the conclusion of each game on the following dates: **April 9, 23; May 14; June 4, 18; July 2, 3, 16; August 6, 20; September 3, 10, 17, 2022**. Vessels will be asked to avoid the northern shore line of the Eastern Branch Elizabeth River in the Vicinity of Harbor Park when provided notice by the on water patrol craft in order to maintain public safety around a fireworks fallout zone. Mariners are requested to use caution when transiting the area on these dates. Chart 12253

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

The City of Chesapeake Parks and Recreation is sponsoring the 2022 Paddle for the Border in Dismal Swamp Canal. The paddle boat regatta will begin on **May 7, 2022** at 7:30 a.m. and end at 2:30 p.m. Mariners are requested to use caution when transiting the area. Chart 12206

******VA – LAKE ANNA - RUMPUS IN BUMPASS TRIATHLON 2022******

KINETIK ENDEAVORS LLC is sponsoring the Rumpus in Bumpass Triathlon 2022 on Lake Anna, VA. The Triathlon will begin on April 23rd at 9:00 a.m. and end at 11:00 a.m. Mariners are requested to use caution when transiting the area.

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

****Extended**** The M/V Fugro Enterprise, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will occur within two survey areas and will begin on October 9, 2021 and continue to approximately **July 31, 2022**.
Operating area #1:

The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnegat Light and Atlantic City bounded by the following approximate positions:

NE Corner: 39° 40' 22"N / 73° 56' 11"W

SE Corner: 39° 15' 43"N / 73° 56' 34"W

S Corner: 39° 08' 40"N / 74° 05' 50"W

SW Corner: 39° 16' 31"N / 74° 14' 55"W

NW Corner: 39° 35' 14"N / 74° 02' 59"W

Operating area #2:

The survey corridor is located about 2 to 20 miles off the New Jersey coast, between Sandy Hook and Brigantine bounded by the following approximate positions:

NW extent: 40° 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

NJ - OFFSHORE VICINITY OF GREAT HARBOR AND GREAT EGG HARBOR WIND FARM SURVEY ACTIVITY

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

See Figure 5-1 (Page 4 of ENC 5)

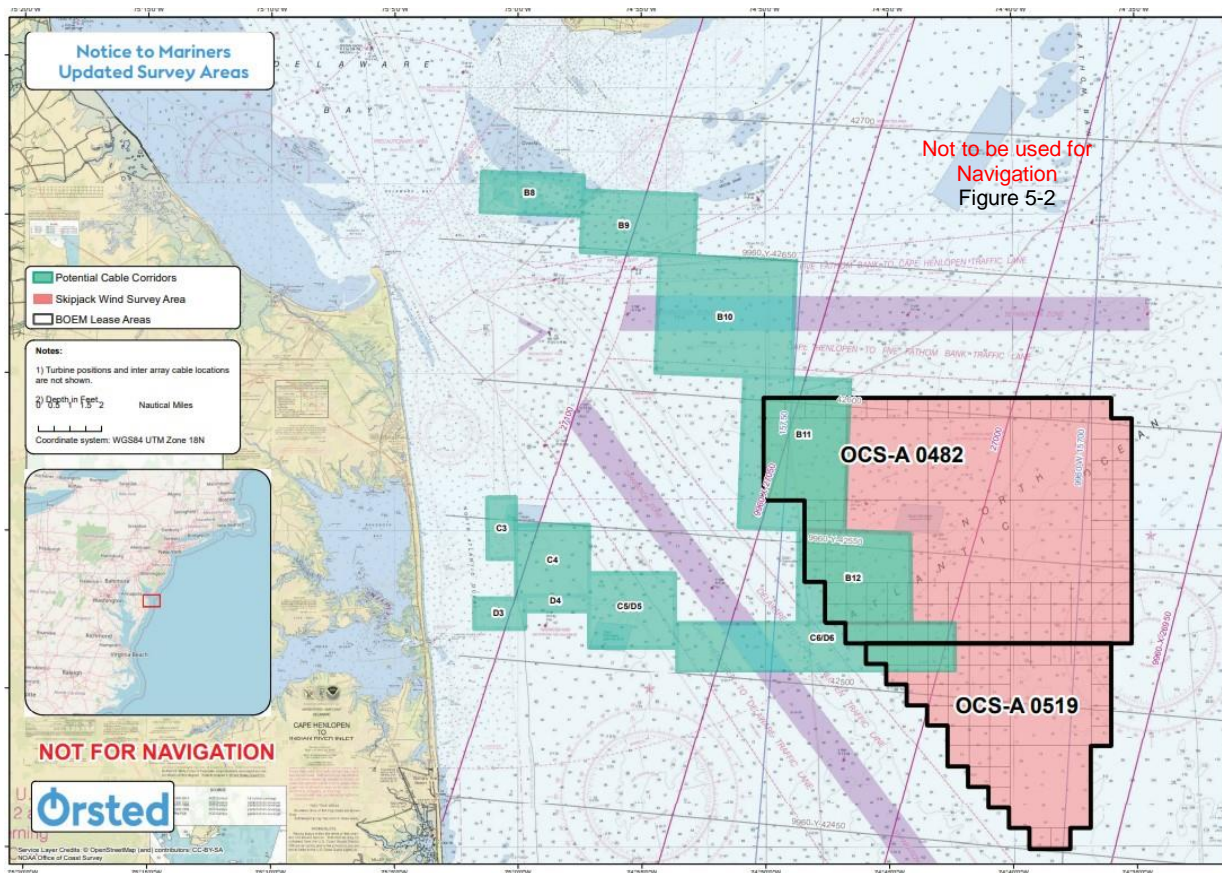
Charts 12318, 12214

DE - MD- OFFSHORE VICINITY OF ENTRANCE TO DELAWARE BAY- SKIPJACK WIND FARM SURVEY ACTIVITY

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

See Figure 5-2

Chart 12214.



MD – DE SEACOAST – OFFSHORE MARINE SURVEYING OPERATIONS

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**. The Research Vessel **FUGRO BRASILIS** 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°41.5' N 075°04.3' W
 38°32.5' N 075°03.2' W
 38°14.5' N 074°48.5' W
 38°14.5' N 074°35.5' W
 38°17.5' N 074°35.5' W
 38°39.7' N 074°57.7' W

The **R/V FUGRO BRASILIS** (Call Sign: C6AP7) will conduct high-resolution geo-physical surveying in the planned area from approximately **January 1, 2022**, to **March 31, 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 **R/V 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.

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

See Figure 5-3

Charts: 12200, 12211

MD – DE SEACOAST – OFFSHORE MARINE SURVEYING OPERATIONS

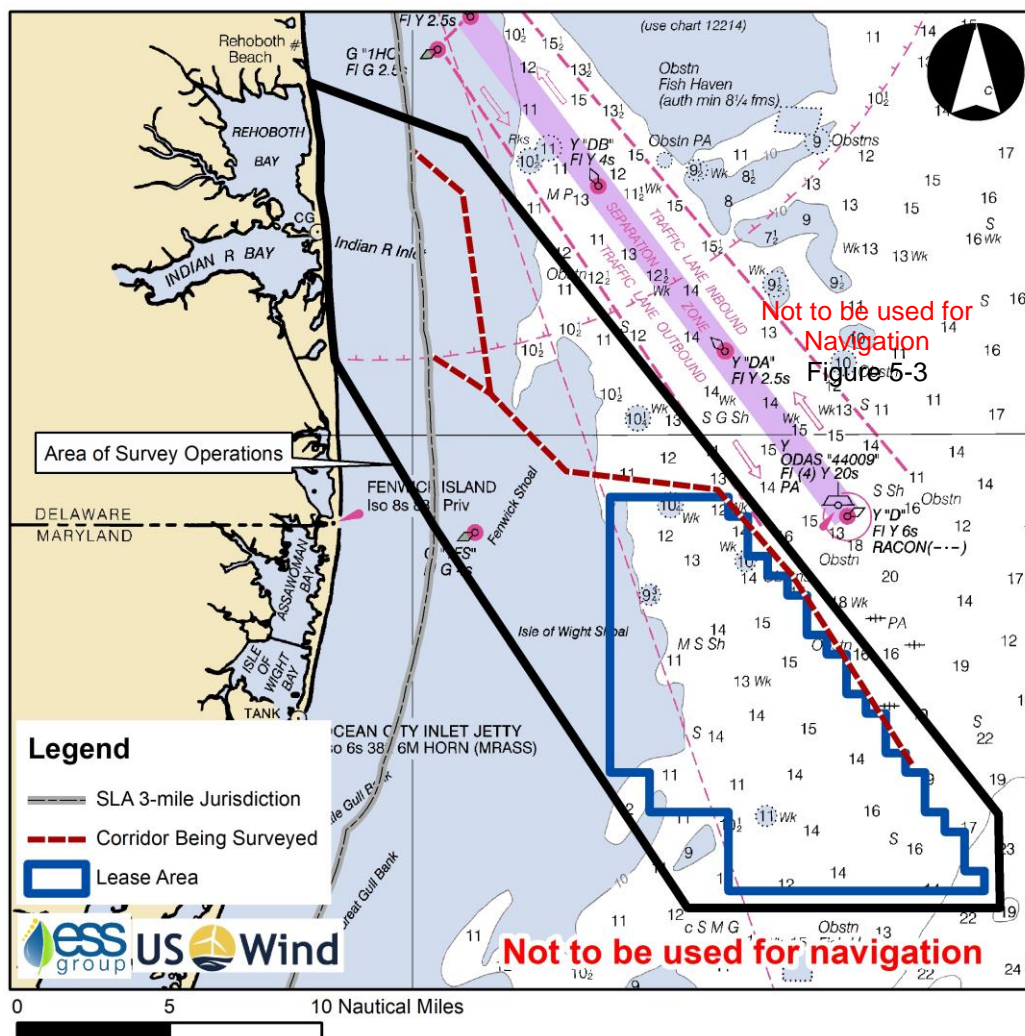
The Research Vessel **WESTERLY** (Call Sign: WDF7918) will conduct high resolution geophysical survey operations from **March 28, 2022** to approximately **May 15, 2022**. The survey area is bounded by the following approximate positions:

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

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

See Figure 5-3.

Charts: 12200, 12211



MD – DE SEACOAST – OFFSHORE MARINE SURVEYING OPERATIONS

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

38°28.5' N 074°51.7' W
38°18.9' N 074°51.7' W
38°14.5' N 074°48.5' W
38°14.5' N 074°35.5' W
38°17.5' N 074°35.5' W
38°28.5' N 074°46.0' W

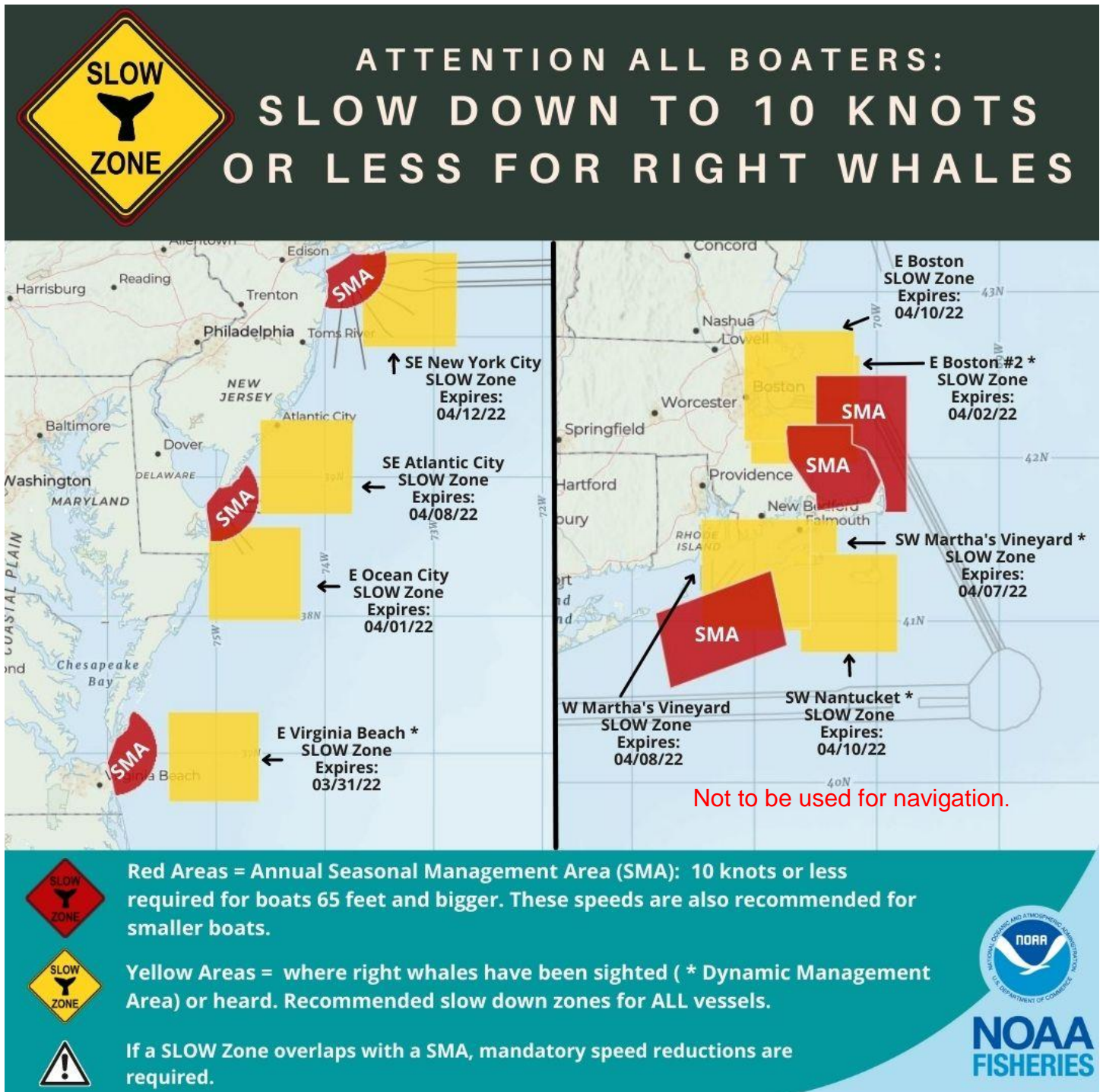
PSV REGULUS will be restricted in its ability to maneuver and is requesting mariners operating in or transiting the area to give a 1/2 NM closest point of approach. The vessel will be monitoring VHF channels 13 and 16 and can be contacted on these frequencies for safe passing arrangements. The vessel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

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

See Figure 5-3.

Charts: 12200, 12211

RIGHT WHALE SLOW ZONE
ENCLOSURE (6)





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

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missioncontrol@saildrone.com

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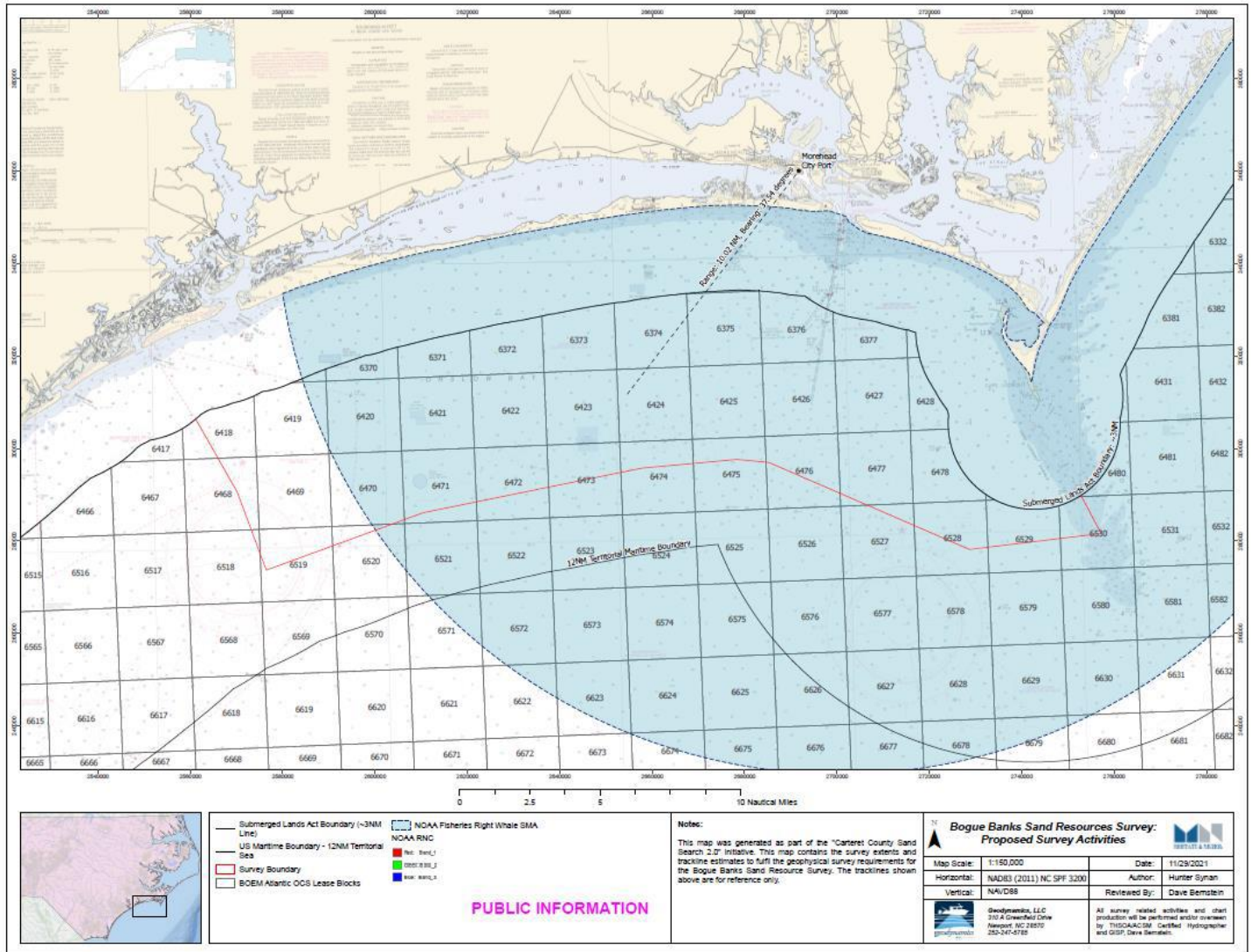
+44 11899499168

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****NC – NEARSHORE/OFFSHORE WATERS – CAPE LOOKOUT – HYDROGRAPHIC SURVEY OPERATIONS****

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

Chart 11543



Reference Point	Latitude	Longitude
A	34° 36' 56" N	077° 09' 54" W
B	34° 29' 12" N	077° 05' 13" W
C	34° 32' 40" N	076° 43' 27" W
D	34° 29' 24" N	076° 34' 54" W
E	34° 29' 51" N	076° 29' 12" W
F	34° 37' 10" N	076° 37' 03" W