LOCAL NOTICE TO MARINERS

District: 5  
Week: 27/20

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:
ward.b.posey@uscg.mil, (757) 398-6229 and CGD5Waterways@uscg.mil

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

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

REFERENCES
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2019 (51st) Edition.

NAVIGATION INTERNET SITES
2020 Light List/ Weekly Updates.

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

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

Coast Pilots, along with corrections are available at

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

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

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

Weather
http://www.weather.gov
**** 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.

****ESTABLISHMENT - SHIPPING SAFETY FAIRWAYS ALONG THE ATLANTIC COAST****

The Coast Guard seeks comments regarding the possible establishment of Shipping Safety Fairways along the Atlantic Coast of the United States identified in the Atlantic Coast Port Access Route Study. This potential system of fairways is intended to ensure that traditional navigation routes are kept free from obstructions that could impact navigation safety. Comments and related material must be received by the Coast Guard on or before August 18, 2020. Please use the link below to see the entire Advance notice of proposed rulemaking.


There is an uncharted, buried fiber-optic submarine telecommunications cable leading from a shore landing point at approximately 36 49 2.431N, 75 58 4.9872W, near the Croatan Parking Lot, eastward approximately 32 km to 36 49 38.91N, 75 36 31.47W. The newly laid cable runs from the Virginia Beach coastline in an east-northeast direction roughly parallel and just to the north of two existing and currently charted cables MAREA and BRUSA s1. Vessels are requested to anchor at a minimum 500 m from the cable. For more information or if you think you have snagged the cable, maintain your position and contact: SubCom GTSC/NOC Hotline: 732-578-7474 (Press #3), Email: rrapp@subcom.com. For a chartlet showing the approximate location of the cable see Enclosure 11.

Charts: 12200 12204 12207 13003

LNM: 25/20

****VA - OSHORE - VIRGINIA BEACH - UNCHARTED CABLE****

LNM: 19/20

****NC - VA - MD - DE - NJ - ATLANTIC OCEAN - OFFSHORE - SURFACE WAVE GLIDER DATA COLLECTION****

LNM: 27/20
ThayerMahan, Inc. autonomous, unmanned maritime vehicle (Wave Glider-WG) will be transiting from approximately 100 NM East of Port Canaveral, FL to about 100 NM East of Cape May, NJ. The transit will commence on or about 27 May, 2020 and is expected to terminate on or about 27 August, 2020. 24/7 operations consist of scientific ocean data collection. The Wave Glider carries no fuel, lubricants or hydrocarbons. It is wave powered and remotely attended from the ThayerMahan Operations Center, moving at speeds of about 1kt, and is designed to automatically give way if encountered by a vessel transmitting AIS. It is approximately 6.5’ x 2’ (surfboard size), copper in color, with a contact plaque and mast extending 3’ above the water surface. Mariners are requested to transit the area with caution. For more details, contact the ThayerMahan Operations center at 860-969-3171.

Charts: 12200 12300  

LNM: 20/20

****NJ – DE – VA - UNMANNED MARITIME VEHICLE OPERATIONS****

Liquid Robotics (www.liquid-robotics.com) will conduct continuous autonomous, unmanned maritime vehicle operations from 23 March through 31 JULY 2020, within five miles of the line between the following two coordinates: 

40° 4' 27.3416" N, 73° 16' 29.8513" W (40.074699665039563, -73.27522018765522)

36° 48' 29.2032" N, 73° 16' 29.9208" W (36.808812043329565, -73.27497835937501)

Operations consist of scientific ocean data collection. Wave Gliders carry no fuel, lubricants, or hydrocarbons, are wave powered, remotely attended from our Wave Glider Operations Center (WGOC), moving at speeds of typically 1kt, and designed to give way or part if encountered by a vessel. They are surfboard size, black in color, with a contact plaque. Mariners are urged to transit the area with caution. For up-to-date information, mariners can contact Liquid Robotics Operations Center at +1 408 636 4205, or by email at support@liquid-robotics.com.

Charts: 12200 12300  

LNM: 12/20

****NOVEL CORONAVIRUS – MARINERS AND MARITIME COMMERCE - PART 1****

UPDATED. An outbreak of respiratory illness caused by a novel COVID-19 continues to affect mariners and maritime commerce. Vessel arriving to or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

Vessel Reporting Requirements:

Illness of a person onboard any vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be reported immediately to the U.S. Coast Guard Captain of the Port (COTP). Cases of persons who exhibit symptoms consistent with COVID-19 must be reported to the COTP. This requirement is separate and additional to any other required Coast Guard or Center for Disease Control and Prevention (CDC) reporting, and applies to vessels departing from or arriving to any port or place in the U.S., includes internal waters, the territorial seas, and deep water ports. In addition to Coast Guard reporting requirements, 42 CFR 71.21 requires vessels destined for a U.S. port to report to the Center for Disease Control and Prevention (CDC) any sick or deceased crew/passengers during 15 days prior to arrival at the U.S. port. Guidance to vessels to report deaths and illnesses to the CDC can be found at: Cargo vessels and Cruise ships. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon. Further, 42 CFR 70.4 states the master of any vessel or person in charge of any conveyance engaged in interstate traffic, on which a case or suspected case of a communicable disease develops shall, as soon as practicable, notify the local health authority at the next port of call, station, or stop, and shall take such measures to prevent the spread of the disease as the local health authority directs. See Headquarters MSIB 06-20, (or Sector Virginia MSIB 20-063) “Vessel Reporting Requirements for Illness or Death”, for further information.

Vessel Control Actions:

Presidential Proclamations have placed entry restrictions from persons arriving from or through the following countries: Iran, China (excluding Hong Kong and Macau), the European states within the Schengen Area (Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland), United Kingdom and Republic of Ireland.

Non-passenger Commercial Vessels: Non-passenger commercial vessels that have been to the countries noted above or embarked crewmembers from the countries noted above within the last 14 days, and do have sick crewmembers should expect delays and need to work with local health and/or crewmember visa, may be permitted to disembark the vessel to conduct vessel operations pier side or for the immediate and continuous normal operations, provided that crewmembers remain aboard the vessel except to conduct specific activities directly related to vessel cargo or transit through the U.S. to another country. When entering the U.S. port or traveling between any U.S. port or place must follow reporting and infection control measures to maintain the safety of personnel onboard vessels as well as within the port.

Passenger Vessels: On April 15, 2020, the CDC updated their existing No Sail Order. This Order will remain in effect until the Secretary of Health and Human Services’ declaration that COVID-19 constitutes a public health emergency, the CDC Director rescinds or modifies the order based on specific public health or other considerations, or 100 days from the date publication in the Federal Register. This renewed order requires all cruise ship operators to provide “an appropriate, actionable and robust plan to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships” prior to operating in waters subject to U.S. jurisdiction. In addition to the plan, there are further restrictions.

LNM: 17/20

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

Hazardous inlets. To heighten public awareness about the hazards that exist in and around the North Carolina, this information is provide to
mariners. Shoaling conditions exist at following North Carolina coastal 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:
Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the area. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:
https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5
To report any aids to navigation discrepancies (missing, damaged, off station, extinguished lights), shoaling, hazards to navigation, or discrepancies on bridge lighting, please contact Sector North Carolina Command Center (910) 343-2200.

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

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

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

WESTERN ATLANTIC AND U.S. COASTAL WATERS - NORTH CAROLINA – SUNKEN MILITARY CRAFT ACT (SMCA) –PROHIBITION ON DISTURBING, REMOVING ARTIFACTS OR DAMAGING SUNKEN CRAFT
All mariners are advised of the special protections 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 (commonly called U-boats) located in waters off the North Carolina 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 except as authorized by law. 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 U.S. Coast Guard unit.

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

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER
The United States 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: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at https://www.navcen.uscg.gov.

BROADCAST NOTICES TO MARINERS
Broadcast Notices to Mariners (BNMs) that are still in effect at the date of this publication.
Sector Virginia (VA) - 122, 125, 126, 127-20.

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

DISCREPANCIES (FEDERAL AIDS)

<table>
<thead>
<tr>
<th>LLNR</th>
<th>Aid Name</th>
<th>Status</th>
<th>Chart No.</th>
<th>BNM Ref.</th>
<th>LNM St</th>
<th>LNM End</th>
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<td>SINKING</td>
<td>12318</td>
<td>096DB</td>
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31445  Pasquotank River Light 9 LT EXT/DAYMK MISSING  12206  154NC  16/20
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31750  Edenton Light LT IMCH/DAYMK MISSING  12204  182NC  21/20
31820  Chowan River Light 12 STRUCT DMGD/TRLB  12205  022NC  03/20
31970  Roanoke Island West Side Daybeacon 6 STRUCT DEST/TRUB  12204  327NC  38/19
32030  Stumpy Point Channel Light 10 STRUCT DEST/TRLB  12204  089NC  05/18
32145  Gull Shoal Light GS STRUCT DEST/TRLB  11548  090NC  40/18
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32295  Frisco Approach Light 4 STRUCT DEST/TRLB  11555  355NC  42/19
32320  Durant Point Lighted Buoy 2 OFF STA  11555  088NC  12/20
32835  Oyster Creek Daybeacon 8 STRUCT DEST/TRUB  11545  048NC  06/20
32910  Pungo River Light 7 STRUCT DEST/TRLB  11553  172NC  20/20
33345  Pamlico River Channel Light 12 LT EXT  11554  148NC  18/20
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34126  Neuse River Channel Daybeacon 50BB STRUCT DEST/TRUB  11552  NONENC  39/18
34260  Trent River Daybeacon 4A STRUCT DEST/TRUB  11552  374NC  34/18
34280  Trent River Daybeacon 9 STRUCT DEST/TRUB  11552  NONENC  39/18
34690  Core Sound Daybeacon 48 STRUCT DEST/TRLB  11545  411NC  38/18
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35090  New Jersey Intracoastal Waterway Daybeacon 33 STRUCT DEST/TRUB  12324  106DB  01/20
35285  New Jersey Intracoastal Waterway Light 74 STRUCT DEST/TRUB  12324  320DS  20/20
35290  New Jersey Intracoastal Waterway Daybeacon 75 STRUCT DEST/TRUB  12324  322DS  26/20
35330  New Jersey Intracoastal Waterway Daybeacon 84 STRUCT DEST/TRUB  12324  322DS  19/19
35340  New Jersey Intracoastal Waterway Buoy 87 OFF STA  12324  113DB  27/20
35345  New Jersey Intracoastal Waterway Light 88 STRUCT DEST/TRUB  12324  325DS  26/20
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35800  New Jersey Intracoastal Waterway Daybeacon 197 STRUCT DEST/TRUB  12316  105DB  24/19
36605  New Jersey Intracoastal Waterway Daybeacon 444 STRUCT DEST/TRUB  12316  109DB  26/20
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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.

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This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections. It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

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<td>Last LNM: 26/97</td>
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<td>NY-NJ-NEW YORK HARBOR - RARITAN RIVER</td>
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<td>(Temp) ADD NATIONAL DOCK CHANNEL BUOY 3</td>
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(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

SECTION IV - CHART CORRECTIONS

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PLATFORM TEMPORARY CHANGES

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PLATFORM TEMPORARY CHANGES CORRECTED

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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

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**Coast Guard District**

LNM: 27/20

07 July 2020
**Advance Notice(s)**

****MD – CHOPTANK RIVER – HAM BROOKS BAR WARNING LIGHT – CHANGE TO AID TO NAVIGATION****

Hambrooks Bar Warning Light (LLNR 24995) is extinguished. Due to structural failure of the light, it cannot be accessed to relight the light or for maintenance. On or about July 6, 2020 the aid will be renamed to Hambrooks Bar Warning Daybeacon until the structure can be removed.

Charts: 12263 12266 12268

LNM: 25/20

****NC – CURRITUCK BEACH LIGHT TO WIMBLE SHOAL – AID TO NAVIGATION – REMOVAL****

UPDATED DATE. On or about second week of September 2020, the Coast Guard will discontinue Currituck Lighted Buoy 6 (LLNR 560) and Bodie Island Lighted Buoy 8 (LLNR 565).

Charts: 12200 12204

LNM: 23/20

****NC – CAPE HENRY TO PAMLICO SOUND – OREGON INLET – AIDS TO NAVIGATION ESTABLISHMENT – OREGON INLET CUT****

On or about the third week of July, the Coast Guard will establish four buoys to mark Oregon Inlet Cut starting in the vicinity of Oregon Inlet Channel Buoy 26 (LLNR 28083) traveling north and ending in the vicinity of Walter Slough Buoy 8 (LLNR 28335).

The following new Aids to Navigation will be established.

Oregon Inlet Cut Buoy 2 (LLNR 28084.2)
Oregon Inlet Cut Lighted Buoy 3 (LLNR 28084.3) with characteristics Fl G 4s 4M
Oregon Inlet Cut Buoy 4 (LLNR 28084.4)
Oregon Inlet Cut Buoy 5 (LLNR 28084.5)

Charts: 11520 11534 11536

LNM: 26/20

****NC – SEACOAST – CAPE HATTERAS TO LITTLE RIVER INLET – SHALLOTTE INLET – AID TO NAVIGATION REMOVAL****

On or about the middle of August 2020, the Coast Guard will discontinue Shallotte Inlet Lighted Whistle Buoy SH (LLNR 870).

Chart 11520

LNM: 23/20

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**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 the aid is considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

**Proposed Project(s)**

**Closing**

**Docket No.**

**Ref. LNM**

None

**Proposed Change Notice(s)**

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

Periodically, the Coast Guard evaluates the 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 the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website: 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 with a request for comments as indicated.

LNM: 04/20

****NJ – NEW JERSEY INTRACOASTAL WATERWAY – PROPOSAL TO CONVERT FIXED AIDS TO FLOATING AIDS****

Manasquan to Atlantic City.

Due to extensive deterioration, associated hazards, and inaccessibility of the waterway; the Coast Guard is proposing to convert the following aids to unlit seasonal buoys.

New Jersey Intracoastal Waterway Daybeacon 31 (LLNR 35085)
New Jersey Intracoastal Waterway Daybeacon 33 (LLNR 35090)
New Jersey Intracoastal Waterway Light 74 (LLNR 35285)
New Jersey Intracoastal Waterway Daybeacon 75 (LLNR 35290)
New Jersey Intracoastal Waterway Daybeacon 84 (LLNR 35330)
New Jersey Intracoastal Waterway Light 88 (LLNR 35345)
New Jersey Intracoastal Waterway Light 99 (LLNR 35390)
New Jersey Intracoastal Waterway Light 189 (LLNR 35770)
New Jersey Intracoastal Waterway Daybeacon 197 (LLNR 35800)

Due to extensive deterioration, associated hazards, and inaccessibility of the waterway; the Coast Guard is proposing to convert the following aid to a lighted seasonal buoy.

New Jersey Intracoastal Waterway Light 189 (LLNR 35770)

Atlantic City to Cape May.

Due to extensive deterioration, associated hazards, and inaccessibility of the waterway; the Coast Guard is proposing to convert the following aids to unlit seasonal buoys.

New Jersey Intracoastal Waterway Daybeacon 444 (LLNR 36605)
New Jersey Intracoastal Waterway Daybeacon 448 (LLNR 36620)
New Jersey Intracoastal Waterway Daybeacon 450 (LLNR 36630)

LNM: 27/20

07 July 2020
New Jersey Intracoastal Waterway Daybeacon 473 (LLNR 36705)

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/lnmms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to August 24, 2020 to be considered in the analysis. Refer to project number 05-20-055(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: Ethan Coble
Portsmouth, VA 23704
Charts: 12316 12324

****MD – POTTOMAC RIVER – PROPOSED CHANGE TO FORT WASHINGTON LIGHT 80****

In association with the National Park Services refurbishment of the lighthouse structure at Fort Washington the Coast Guard Fifth District is proposing to remove the lighting equipment and dayboard and establish a new light in the river.

Relocate/Rename: Fort Washington Light 80 (LLNR 18560) to Light 80 in approximate position 38 42 40.788N, 77 02 16.476W, with a flashing 6 second red light at an optic height of 18 ft., a nominal range of 4nm and TR dayboards.

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/lnmms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to August 10, 2020 to be considered in the analysis. Refer to project number 05-20-053(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: 12285 12289

****VA – NORFOLK HARBOR AND ELIZABETH RIVER – PROPOSED AID TO NAVIGATION CHANGES****

The Fifth District Coast Guard is proposing the following changes to the aids to navigation marking the Western Branch Channel.

Convert: Daybeacon 7 (LLNR 9765) to Buoy 7 in approximate position 36 51 18.833N, 76 21 20.418W after wreckage from former daybeacon has been removed.

Convert: Daybeacon 9 (LLNR 9770) to Buoy 9 in approximate position 36 51 09.624N, 76 21 20 418W.

Convert: Daybeacon 10 (LLNR 9775) to Buoy 10 in approximate position 36 50 48.569N, 76 21 35.125W.

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/lnmms/D05_Proposal_Feedback_Form.pdf

All comments will be carefully considered and are requested prior to August 3, 2020 to be considered in the analysis. Refer to project number 05-20-048(D)

Send comments to CGD5Waterways@uscg.mil, or mail to:
U.S. Coast Guard Fifth District
Attn: Albert Grimes
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Chart 12253

****VA – HAMPTON ROADS – ELIZABETH RIVER – PROPOSED AID TO NAVIGATION CHANGES****

The Coast Guard Fifth District is proposing the following changes to the aids to navigation marking the Elizabeth River Channel. All of the Elizabeth River aids will be positioned approximately 75’outside the channel limits. Channel will be removed from all the aids names.

Elizabeth River:
Relocate: Lighted Buoy 1ER (LLNR 94450) to approximate position 36 59 16.150N—76 18 40.580W.
Relocate: Lighted Bell Buoy 3 (LLNR 9465) to approximate position 36 58 25.620N—76 19 43.890W, remove bell and rename to Elizabeth River Lighted Buoy 3.
Relocate: Lighted Gong Buoy 5 (LLNR 9470) to approximate position 36 58 00.230N—76 19 59.790W, remove gong and rename to Elizabeth River Lighted Buoy 5.
Relocate: Lighted Buoy 7 (LLNR 9475) to approximate position 36 57 44.480N—76 20 01.080W and change the flash characteristic to flashing 2.5 second light.
Relocate: Lighted Buoy 8 (LLNR 9500) to approximate position 36 57 01.580N—76 20 21.720W. Relocate: Lighted Buoy 9 (LLNR 9515) to approximate position 36 56 37.040N—76 20 06.610W.
Relocate: Lighted Bell Buoy 10 (LLNR 9520) to approximate position 36 56 35.900N—76 20 24.000W, remove bell and rename to Elizabeth River Lighted Buoy 10.
Relocate: Lighted Buoy 11 (LLNR 9525) to approximate position 36 55 47.531N—76 20 10.288W.
Relocate: Lighted Buoy 12 (LLNR 9530) to approximate position 36 55 47.570N—76 20 27.950W.
Relocate: Lighted Buoy 13 (LLNR 9535) to approximate position 36 55 06.613N—76 20 14.004W.
Relocate: Lighted Buoy 14 (LLNR 9540) to approximate position 36 55 05.830N—76 20 31.370W.
Relocate: Lighted Buoy 15 (LLNR 9545) to approximate position 36 54 44.159N—76 20 15.821W.
Relocate: Lighted Buoy 17 (LLNR 9595) to approximate position 36 54 16.950N—76 20 11.230W.
Relocate: Lighted Buoy 18 (LLNR 9600) to approximate position 36 54 15.740N—76 20 22.840W.
Relocate: Lighted Buoy 19 (LLNR 9605) to approximate position 36 53 44.080N—76 20 05.620W, 120 feet outside charted “Cable Area”.
Relocate: Lighted Buoy 20 (LLNR 9620) to approximate position 36 53 32.150N—76 20 15.360W.
Relocate: Lighted Buoy 21 (LLNR 9625) to approximate position 36 53 07.190N—76 19 59.320W.
Discontinue: Lighted Buoy 23 (LLNR 9630) and remove from charted “Pipeline Area”.
Relocate: Lighted Buoy 25 (LLNR 9710) to approximate position 36 52 27.880N—76 19 52 500W.
Relocate: Lighted Buoy 29 (LLNR 9715) to approximate position 36 52 13.420N—76 19 42.850W.
Relocate: Lighted Buoy 30 (LLNR 9735) to approximate position 36 52 00.590N—76 19 41.340W.
Discontinue: Buoy 31 (LLNR 9835).
Relocate: Lighted Buoy 32 (LLNR 9840) to approximate position 36 51 35.030N—76 19 04.570W and change the flash characteristic to flashing 2.5 second light.
Relocate: Lighted Buoy 33 (LLNR 9850) to approximate position 36 51 27.860N—76 18 37.230W and change the flash characteristic to a flashing 2.5 second light.
Discontinue: Buoy 34 (LLNR 9855).
Relocate: Lighted Buoy 36 (LLNR 9900) to approximate position 36 50 49.740N—76 17 59.310W.
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 Coast Guard Fifth District Waterway Data Sheet, available at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf.
All comments will be carefully considered and are requested prior to July 27, 2020 to be considered in the analysis. Refer to project number 05-20-041(D). Send comments to CGDSWaterways@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

Due to severe shoaling, the Coast Guard is proposing to discontinue the following aids;
Peletier Creek Entrance Warning Daybeacon A (LLNR 38820)
Peletier Creek Entrance Channel Buoy 2 (LLNR 38825)
Peletier Creek Entrance Channel Daybeacon 3 (LLNR 38830)
Peletier Creek Entrance Channel Buoy 4 (LLNR 38833)
Peletier Creek Entrance Warning Daybeacon B (LLNR 38835)
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at https://www.navcen.uscg.gov/pdf/lnms/D05_Proposal_Feedback_Form.pdf.
All comments will be carefully considered and are requested prior to August 24, 2020 to be considered in the analysis. Refer to project number 05-20-057(D).
Send comments to CGDSWaterways@uscg.mil, or mail to: U.S. Coast Guard Fifth District Waterways Management (dpw) 431 Crawford Street, Room 100 Portsmouth, VA 23704 Attn: Ethan Coble Portsmouth, VA 23704

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**SECTION VII - GENERAL**

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

**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

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

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

Charts: 12222 12254
VA - WILLOUGHBY BAY - THIMBLE SHOAL CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:
- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

VA - 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 075-30.0W, 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 VH-FM channels.

****NJ - OFFSHORE – APPROACHES TO NEW YORK – SURVEYING****

From 10 Jun to 01 Aug 2020, The TIDEWATER ROYAL and TIDEWATER HIGHLAND EAGLE will be conducting Surveys and Core Penetration Testing in the area between the Ambrose to Nantucket Traffic Lane and the Hudson Canyon to Ambrose Traffic Lane surveying. The vessels may be contacted on VHF-FM Channel 16 or at 504-264-5038. For more information, contact Flanery Tangang at 757-364-6111.

Chart 12300

LNM: 22/20

**** NJ - OFFSHORE – AMBROSE TO NANTUCKET TRAFFIC LANE TO FIVE FATHOM BANK – SURVEYING****

The OCEAN ENDEAVOUR will be conducting surveying operations from the Ambrose to Nantucket Traffic Lane south to 39-09N, approximately east of Five Fathom Bank. Starting 10 Jul until 15 Oct, operations will be conducted 24 hours a day, 7 days a week. It is requested that other vessels give at least 1000 Meter separation from the subject vessel, when sighted as various data and hydrographic information is being collected by instrumentation deployed by the Ocean Endavour, as well as in consideration of their restricted maneuverability. For more information or questions, contact Julian Hanton at 44-1493-845600 or julian.hanton@gardline.com.

Chart 12300

LNM: 27/20

NJ - SHARK RIVER INLET – DREDGING

The US Army Corps of Engineers will be conducting maintenance dredging with the hopper dredge CURRITUCK in the vicinity of Shark River Inlet daily from 6:00 a.m. to 6:00 p.m. beginning July 19 through July 24, 2020. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels. The dredge CURRITUCK can be contacted on VHF-FM Channel 13 or 16.
NJ - SHARK RIVER INLET – DREDGING
Chart 12324 LNM: 25/20

NJ - SEA GIRT TO LITTLE EGG INLET – GLIMMER GLASS – W9 - MONMOUTH COUNTY BRIDGE – CLOSED TO NAVIGATION
The Monmouth County Bridge (W-9) across the Glimmer Glass, (Debbie’s Creek) at Manasquan, NJ, that was placed in the closed-to-navigation position at 12:01 a.m. on April 22, 2020, will remain in the closed-to-navigation position until 11:59 p.m. on October 18, 2020; except for scheduled openings on the hour if any vessels are waiting to pass. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal on the hour if any vessels are waiting to pass. The vertical clearance of the bridge in the closed-to-navigation position is 9 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies. At all other times the bridge will operate per 33 CFR 117.719. Mariners should use caution when transiting the area.

Charts 12324

NJ – OFFSHORE – MANASQUAN - BARNEGAT LIGHT - ATLANTIC CITY – SURVEY ACTIVITIES
The M/V FUGRO ENTERPRISE, call sign WDD9388, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel until approximately August 15, 2020. Survey operations will occur within two route corridors. Corridor 1 extends from approximately 3 to 10 miles off the Atlantic City, New Jersey coast bounded by the following approximate positions:
NE Corner: 39° 17' 44"N / 74° 14' 56"W
SW Corner: 39° 16' 56"N / 74° 14' 57"W
North Central Mid-Point: 39° 19' 51"N / 74° 21' 39"W
South Central Mid-Point: 39° 19' 06"N / 74° 21' 51"W
NW Corner: 39° 21' 09"N / 74° 26' 11"W
SW Corner: 39° 20' 33"N / 74° 23' 23"W
Corridor 2 extends from approximately 0.5 to 9 miles off the New Jersey coast, between Barnebarg Light and Manasquan Inlet bounded by the following approximate positions:
SE Corner: 39° 40' 22"N / 73° 55' 51"W
SW Corner: 39° 40' 22"N / 73° 56' 32"W
East Central Mid-Point: 40° 00' 26"N / 73° 57' 11"W
West Central Mid-Point: 40° 00' 22"N / 73° 58' 03"W
NE Corner: 40° 07' 30"N / 74° 01' 44"W
NW Corner: 40° 06' 32"N / 74° 01' 55"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. For more information contact Bruce Grimball 713-369-5672.
Charts 12318 12323 LNM: 19/20

NJ – OFFSHORE – BARNEGAT LIGHT TO ATLANTIC CITY – SURVEY ACTIVITIES
The M/V FUGRO BRASILIS, call sign C6AP7, will be conducting survey operations, using sensors towed approximately 150 meters behind the survey vessel. Operations will begin on April 28, 2020 and continue to approximately August 14, 2020. The survey area is located about 9 to 20 miles off the New Jersey coast, between Barnebarg Light and Atlantic City bounded by the following approximate positions:
NE Corner: 39° 40′ 22″N / 73° 55′ 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° 39′ 14″N / 74° 02′ 59″W
The M/V FUGRO BRASILIS 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 BRASILIS will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements. For more information contact Bruce Grimball 713-369-5672.
Charts 12318 LNM: 15/20

NJ – ATLANTIC CITY – OF SHORE – SURVEY ACTIVITY
The M/V GEOQUIP SAENTIS will be conducting survey operations in the offshore wind area OCS-A 0499 off Atlantic City NJ as depicted on Enclosure 8. All vessels are requested to remain 1nm clear of the GEOQUIP’s position and pass with at a reduced speed. For more information contact Torran Purchase at 411 376 3068.
Chart 12318 LNM: 23/20

NJ – ATLANTIC CITY – OFF SHORE – SURVEY ACTIVITY
From 01 Aug to 30 Sep 2020, the M/V TIDEWATER ROYAL will be conducting surveys and vibrocore sampling in the offshore wind area OCS-A 0499 off Atlantic City NJ as depicted on Enclosure 8. All vessels are requested to remain 1nm clear of the GEOQUIP’s position and pass with at a reduced speed. For more information contact Torran Purchase at 44 117 376 3068.
Chart 12318 LNM: 22/20

NJ – OFFSHORE – ATLANTIC CITY – MANASQUAN TO BARNEGAT LIGHT – SURVEY ACTIVITY
Marine Geophysical Survey Operations will take place offshore of Atlantic City and Point Pleasant, NJ. R/V AQUEOS SPLASH, call sign WD9259, is planned to arrive in the area on or about June 27 and is expected to be in operation through August 15, 2020. Average vessel speed will be 3.5 knots while surveying, maximum vessel speed is 10 knots during transits. The Aqueos Splash will be restricted in her ability to maneuver and is requesting mariners operating in or transiting the area to give a 1 NM CPA.
Charts 12316 12324 LNM: 26/20
NJ – BARNEGAT INLET TO OCEAN CITY – OFF SHORE – SURVEY ACTIVITIES
UPDATED VESSEL INFORMATION. Survey Vessels NORTHSTAR COMMANDER AND EXPLORER are conducting surveys in the Ocean Wind offshore wind area and cable route. See Enclosure 8. All Mariners transiting or fishing in the survey area are requested to give a wide berth to survey vessels, as they may be limited in their ability to maneuver (VRAM) and towing gear out to 300 meters behind the vessel. For additional information or questions, contact John O'Keefe at 857-332-4485.
Chart 12318 LNM: 04/20

****NJ – SEA GRYT TO LITTLE EGG INLET – OCEAN SIDE OF BARNEGAT BAY - SURVEY ACTIVITIES****
Ocean Wind Survey Vessels HENRY HUDDSON and VISION will be conducting survey activities on the ocean side of Barnegat Bay.
Chart 12323 LNM: 23/20

NJ – GREAT EGG HARBOR INLET TO TOWNSENDS INLET, AND PECK BEACH – DREDGING – BEACHFILL
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations from Great Egg Harbor Inlet to Townsends Inlet, and Peck Beach, Cape May County, New Jersey. Operations will commence in June and continue until Oct 2020. Material will be dredged from the L1 Borrow Area and be pumped directly to shore from the hydraulic dredge OHIO. VHF- FM Channels 13 & 16 will be monitored 24hr/day, 7 days/week. For more information or questions contact Stuart Hilgendorf Project Manager (443) 831-0785 or SHilgendorf@gldd.com.
Chart 12318 LNM: 25/20

NJ – SEA ISLE CITY – DREDGING – BEACHFILL
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations in Sea Isle City. Operations will commence in June and continue until Oct 2020. Material will be dredged from the L1 Borrow Area and be pumped directly to shore from the hydraulic dredge LIBERTY ISLAND. VHF- FM Channels 13 & 16 will be monitored 24hr/day, 7 days/week. For more information or questions contact Stuart Hilgendorf Project Manager (443) 831-0785 or SHilgendorf@gldd.com.
Chart 12318 LNM: 25/20

NJ – LITTLE EGG INLET TO HEREFORD INLET - SURVEY ACTIVITIES
Ocean Wind Survey Vessels HENRY HUDDSON and VISION are conducting survey activities in nearshore waters off Ocean City.
Chart 12318 LNM: 26/20

NJ – INTRACOASTAL WATERWAY – STONE HARBOR BOULEVARD BRIDGE – CLOSED TO NAVIGATION
UPDATED DATES. Bridge maintenance will be performed on the Stone Harbor Boulevard Bridge (CR 657) over Great Channel, New Jersey Intracoastal Waterway, mile 102.0, between Stone Harbor and Nummy Island, NJ, from June 8, 2020, through July 1, 2020. To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 8 p.m. to 6 a.m. from June 8, 2020, through July 1, 2020. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies, if at least one hour notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.720. Mariners should use caution when transiting the area.
Chart 12316 LNM: 24/20

NJ - DE – OFFSHORE – ENTRANCE TO DELAWARE BAY - GEOTECHNICAL SURVEYING
The Skipjack Wind Farm (SJWF) is an offshore wind farm planned for federal waters off the coast of Delaware and Maryland. The SJWF will consist of wind turbines, an offshore substation, and subsea transmission system to shore. Marine survey activities are currently ongoing. Marine construction is planned to start in 2022. Mariners transiting or fishing in the survey area are requested to provide a wide berth to survey vessels, as they will be limited in their ability to maneuver, and deploying various equipment to the seabed. For more information, contact Edward LeBlanc, Orsted Marine Affairs Manager, at 978-447-2737.
Chart 12214 LNM: 33/19

****PA – DELAWARE RIVER - SCHUYLKILL RIVER - SUBMERGED OBJECT****
A submerged object has been reported in the Schuykill River near Mud Island. Mariners are advised to use extreme caution when transiting this portion of the Schuykill River as depth at mean low-low water could be hazardous to navigation. Vessels drafting over 25 feet should avoid this area and transit around the object. Minimum depth 31.6 feet at mean low-low water. Approximate location 39˚53.275063N, 075˚11.698723W. Approximately 25 feet west of channel centerline.
The U.S. Army Corps of Engineers is currently evaluating the object and assessing the potential for removal. If you have any questions regarding the content of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Command Center at (215) 271-4807.
Chart 12313 LNM: 02/20

****PA – NJ – DELAWARE RIVER – PHILADELPHIA HARBOR – SUBMERGED OBSTRUCTIONS****
The Army Corps of Engineers in Philadelphia has located five submerged objects within the Philadelphia Harbor area of the Delaware River. These objects are as follows:
Object 1: Latitude: 39 58.163308 N, Longitude: 075 07.013911 W Depth at MLLW=21’
Object 2: Latitude: 39 58.011515 N, Longitude: 075 07.35325 W Depth at MLLW=39.9’
Object 3: Latitude: 39 57.703381 N, Longitude: 075 07.013911 W Depth at MLLW=38.4’
Object 4: Latitude: 39 57.692964 N, Longitude: 075 07.925196 W Depth at MLLW=38.7’
Object 5: Latitude: 39 58.011515 N, Longitude: 075 07.35325 W Depth at MLLW=35.7’
See Enclosures 10, 11 and 12.
There is currently no timetable for removal of these objects.
Chart 12312 LNM: 25/20

****PA – NJ – DELAWARE RIVER – FRANKFORT CHANNEL – TACONY CHANNEL – MUD ISLAND RANGE - SUBMERGED OBJECTS****
Submerged objects that have been reported in the Frankford Channel, Tacony Channel, Mud Island Range and Edgewater Channel on the Delaware River. Mariners are advised to use extreme caution when transiting these portions of the Delaware River as some depths at mean low-low water could be hazardous to navigation. Vessels drafting over 35 feet should avoid these areas and transit around the objects.
Frankford Channel:

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LNM: 27/20
07 July 2020
Sediment test boring operations are scheduled to commence at two locations in the middle Chesapeake Bay during April 30, 2020-July 31, 2020, during daylight hours only. Drilling will occur at the existing sites located: (1) north, west and south of Barren Island, in approximate position latitude 38°20′00″ N, longitude 076°17′00″ W; and (2) north and west of James Island, in approximate position latitude 38°31′00″ N, longitude 076°21′00″ W. Work will be performed using two drilling rigs (crane on large barge, drill rig on small barge), along with support tugs and shallow draft workboats. At other times when operations are not being conducted, barges will be secured to mooring buoys established at or near these locations. All marine equipment will be marked and lighted as required by U.S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting these areas, and to operate at minimum speed necessary to maintain safe course that minimizes wake near the work sites. Interested mariners can contact the support vessels operating at these sites via marine band radio VHF-FM channels 16 and 13, or Smith Shipyard at telephone number (410) 355-7626.
MD – CHESAPEAKE BAY – PATUXENT RIVER AND VICINITY – SEDIMENT TEST BORING OPERATIONS
Chart 12264  LNM: 15/20

****MD – CHOPTANK RIVER – HAMBROOKS BAR WARNING LIGHT – DEMOLITION****
Dissen and John Company will be conducting demolition of Hambrooks Bar Warning Light (LLNR 24995) from 15 Jun to 30 July 2020. A spud barge and the Tug CONSTRUCTOR will be on scene or transporting materials to Cambridge Municipal Marina and may be contacted on VHF-FM channel 13. Contact Mark Dissen for more information or questions 410-507-5553.
Chart 12268  LNM: 20/20

MD – CHESAPEAKE BAY – POPLAR ISLAND NARROWS – FERRY COVE – MARINE CONSTRUCTION
Lane Engineering will be conducting marine construction operations in Ferry Cove near Lowes Wharf, in approximate position 38-46-08.04N, 76-19-47.35W. Work will begin 29 Jun and continue until 25 Sep 2020 and consist of installing a pier and water intakes. For more information or questions contact Sean Callahan at 410-221-0818.
Chart 12270  LNM: 26/20

****MD – HEAD OF CHESAPEAKE BAY – ABERDEEN TEST CENTER – LIVE FIRE EXERCISES****
The Aberdeen Test Center (ATC) will be conducting live fire exercises and operational testing of various watercraft, scheduled to begin on or about June 22, 2020 through August 4, 2020. The operation area includes: entering the water near Black Point, proceeding towards and operating in the Stoney Point area, then returning to the Black Point area. The watercraft will be accompanied by ATC Patrol boats to provide escort and ensure area is clear of public boats. All Commercial Fishing, to include placement of crab pots, in this area will be prohibited during these exercises.
Chart 12281  LNM: 26/20

MD - ABERDEEN PROVING GROUND PROHIBITION OF MARINE GATHERINGS DUE TO COVID – 19
Due to COVID-19, in order to protect the health and safety of our local community, marine gatherings are not authorized within the restricted waters of the Aberdeen Proving Ground military reservation, as described in 33 CFR 334.140, until further notice. Marine gatherings include, but are not limited to, the practice commonly known as a “raft-up,” or the roping together of any number of small vessels, and gatherings of 8 or more people on one vessel. Boaters must maintain a minimum distance of 25 feet between vessels at all times.
Charts: 12273  12274  12278  12279  12282  12283 LNM: 23/20

DC – ANACOSTIA RIVER – SURVEY AND SAMPLING ACTIVITIES
Potomac Electric Power Company (PEPCO) will be conducting surveying, water sampling and bottom sampling and other activities in the Anacostia River adjacent to River Terrace National Park and Anacostia Park, near the PEPCO Benning Road Facility from 25 May to 31 Aug 2020. For more information, contact Daniel Hubert at 856-264-1611.
Chart 12289  LNM: 20/20

****VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – ROCKET LAUNCH****
The Launch Director, National Aeronautics and Space Administration - Wallops Flight Facility, Wallops Island, Virginia, has advised that the area in the Atlantic Ocean within the existing Danger Zone off Wallops Island and Chincoteague Inlet (depicted as 334.130) as shown on National Ocean Service Chart 12210, will be hazardous to navigation because of a rocket launch during the periods and times listed below.
Primary - 07/15/2020 8:30:00 AM -07/15/2020 1:45:00 PM
Backup - 07/16/2020 8:30:00 AM -07/16/2020 1:45:00 PM
Backup - 07/19/2020 8:30:00 AM -07/19/2020 1:45:00 PM
Backup - 07/20/2020 8:30:00 AM -07/20/2020 1:45:00 PM
Backup - 07/21/2020 8:30:00 AM -07/21/2020 1:45:00 PM
Backup - 07/22/2020 8:30:00 AM -07/22/2020 1:45:00 PM
Backup - 07/23/2020 8:30:00 AM -07/23/2020 1:45:00 PM
Backup - 07/24/2020 8:30:00 AM -07/24/2020 1:45:00 PM
Ship Avoidance Areas in effect.
82.5 Nautical Mile Hazard Area approximately 80 miles East of the Wallops Island Launch Pad at center point position 37-4.41N/74-10.510W.
52 Nautical Mile Hazard Area approximately 542 miles SOUTHEAST of BERMUDA at center point position 24-47.99N/59-15.98W.
55 Nautical Mile Hazard Area approximately 877 miles SOUTHEAST of BERMUDA at center point position 20-25.27N/55-1.88W.
142.65 Nautical Mile Hazard Area approximately 4079 miles SOUTHEAST of BERMUDA at center point position 20-29.54N/21-9.71W.
Outside the launch window, contact Surveillance Coordinator (SC) Jordan West 757-824-2949 or Launch Director John Dickerson 757-894-2094.
During the launch window, contact Wallops Plot via Marine Band (VHF) 12 and 22, or land line 757-824-1685.
Chart 12210  LNM: 26/20

****VA – LYNNHAVEN INLET – LONG CREEK – SHOALING****
Shoaling has been reported by ACOE Survey 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 due to shoaling and the frequently shifting nature of these shoals because of weather and tidal currents. SEC VA BNM 114-20.
Chart 12254  LNM: 25/20

VA – CHESAPEAKE BAY – CHESAPEAKE CHANNEL – DREDGING
Great Lakes Dredge and Dock Company will be conducting Dredging and Bed Leveling Operations in the Chesapeake Channel also known as the York Spit Channel from Chesapeake Channel Lighted Buoy 15 (LLNR 7115) to Chesapeake Channel Lighted Buoy 35 (LLNR 7210) until 4 Dec 2020. The tug WILLIAM BRECKINRIDGE and Dredge Barge GL 148 will be on scene until 20 Jul 2020 and the Dredge TERRAPIN ISLAND will be on scene until Dec. All vessels will monitor VHF-FM channels 13 and 16. Dredging and disposal operations done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area of the dredge and transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For more information or questions contact Tom Jessee at 207-522-5494 or jjjessee@glidd.com.
Chart 12254  LNM: 26/20

VA – LOWER CHESAPEAKE BAY – ANCHORAGE – ESTABLISHMENTS
VA – LOWER CHESAPEAKE BAY – ANCHORAGE – ESTABLISHMENTS

On 29 June 2020, the Coast Guard is establishing a new Anchorage, Anchorage R, relocating, and increasing the size of the existing Quarantine Anchorage Q. This will more effectively establish a new deep-water anchorage ground for commercial vessels to support the new and projected growth in vessel traffic throughout the Hampton Roads area. Anchorage R will be located in naturally deep water with charted depths between 25 and 101 feet. Depths in the northern portions of the anchorage range from 45 to 101 feet. Depths in the southern portion range from 25 to 45 feet. The 7.9 NM long eastern boundary of Anchorage R is located generally 3 NM west of Cape Charles, VA. The southernmost boundary is 3.9 NM long and runs parallel with and 500 yards north of the existing Regulated Navigation Area. The western boundary of the anchorage grounds runs parallel with and 500 yards east of York Spit Channel for 13.9 NM, including an 11.2 NM length between Chesapeake Channel Lighted Buoy 24 (LLNR 7155) and Chesapeake Channel Lighted Buoy 38 (LLNR 7230) and then continuing northeast for 2.7 NM beyond Lighted Buoy 38. The Coast Guard is moving the existing Quarantine Anchorage (Anchorage Q), from the current location 3.5 NM to the west of Cape Charles, VA, and east Chesapeake Channel Lighted Buoy 36 (LLNR 7215) and Chesapeake Channel Lighted Buoy 38 (LLNR 7230), relocating it to 6 NM southwest of Fishermans Point, VA. The new location runs west of Chesapeake Channel Lighted Buoy 16 (LLNR 7120) and Chesapeake Channel Lighted Buoy 18 (LLNR 7125). The southernmost boundary is 1.3 NM from the emergency restricted area outside the Chesapeake Bay Bridge Tunnel. The northernmost boundary is 450 yards southwest of York River Entrance Channel and runs for 1.3 NM. Its size is increasing from approximately 1.1 to 1.7 square miles.

Anchorage Q. Quarantine Anchorage. The waters bound by a line connecting the following points, which are based on the World Geodetic System (WGS84):

- 37°05′40″ N 076°08′12″ W
- 37°05′40″ N 076°07′19″ W
- 37°03′46″ N 076°05′58″ W
- 37°03′46″ N 076°06′51″ W

Anchorage R. The waters bound by a line connecting the following points, which are based on the World Geodetic System (WGS84):

- 37°19′10″ N 076°05′00″ W
- 37°12′00″ N 076°05′00″ W
- 37°09′08″ N 076°08′19″ W
- 37°11′23″ N 076°08′49″ W
- 37°19′10″ N 076°05′46″ W

For more information, please see the Final Rule in the Federal Register:

Charts: 12222 12224

VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – TEMPORARY WILDLIFE HABITAT

Coastal Management Group will be anchoring 7 deck barges near Fort Wool and the Hampton Roads Bridge Tunnel, in approximate position 36°59′7.96″N, 76°18′5.96″W, as a temporary habitat, for the nesting birds, during the Hampton Roads Bridge Tunnel Project. The barges will be in position from May to 30 Sep 2020. For more information or questions, contact Matt Anders at 757-298-0627.

Chart: 12245

VA – ELIZABETH RIVER - EASTERN BRANCH - OYSTER SHELL DREDGING AND PLANTING PROJECT

H & L Contracting will be conducting dredging operations in the Eastern Branch Of The Elizabeth River, VA from 6/17/20 thru 8/31/20 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60′ tug boat (vessel name: GOOSE CREEK), one 260′ x 50′ barge (un-named) for oyster shells, a 26′ x 12′ push boat (vessel name: JAKEF), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 36°50′14″N / 76°15′11″W; 36°50′08″N / 76°14′27″W; 36°50′18″N / 76°13′49″W; and 36°50′17″N / 76°13′27″W. The barge will be moored in place by means of Danforth Anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with USCG Regulations. All marine equipment operators will be monitoring VHF-FM channels 63, 16 and 13. H & L supervisor is Keith Johnson, Superintendent 24 hour contact is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart: 12237

VA - NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORFOLK TO ALBEMARLE SOUND VIA NORTH LANDING RIVER

Maintenance at the Centerville Turnpike (SR-170) Bridge across the Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway, mile 15.2, at Chesapeake, VA began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and updated notices will be published prior to each phase. This notice provides details for Phase VI, scheduled from 6 a.m. on February 20, 2020, through 8:30 p.m. on September 18, 2020. Work hours are Monday through Friday, from 6 a.m. to 8:30 p.m. The swing span of the bridge will be operational. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in 33 CFR 117.31; and all vessels upon request, if at least a one-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.

Chart: 12206

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

H & L Contracting will be conducting Dredging Operations in the Lower James River from 16 Jun thru 31 Aug 2020 for the purpose of harvesting and planting Oyster Shells. Work hours are 24 hours a day, 7 days a week. There will be one 200′ x 50′ dredge (vessel name: OYSTER BAY), one 260′ x 50′ barge (un-named) for oyster shells, one 140′ x 35′ barge (un-named) for oyster shells; a 60′ tug boat (vessel name: GOOSE CREEK) a 40′ x 14′ push boat (vessel name: MENEMSHA), skiff (un-named), and other support vessels. The work area will be a square with corners at 36°57′22″N / 76°26′53″W AND 36°57′00″N / 76°27′00″W AND 36°56′12″N / 76°45′25″W AND 36°55′50″N / 76°25′50″W. The Dredge OYSTER BAY will be spudded in place and other vessels moored to the dredge. In addition, the work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°01′17″N / 76°29′17″W; 37°00′41″N / 76°27′55″W; 36°59′25″N / 76°31′06″W; AND 36°50′33″N / 76°27′04″W; A mooring buoy will be anchored south-west of the dredging area to create an anchorage for three (3) 260′ x 50′ barges and three (3) 140′ x 35′ barges. The anchorage area will be at approximately 36°56′30″N / 76°26′10″W. All vessels will be marked and lighted in accordance with USCG Regulations. All marine equipment operators will be monitoring VHF-FM Channel 63, 16 and 13. H&L Supervisor is Keith Johnson, Superintendent. 24
**VA – LOWER JAMES RIVER – OYSTER SHELL DREDGING AND PLANTING PROJECT**

Hour contact no. is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12248  
LNM: 23/20

**VA – CHESAPEAKE BAY – YORK RIVER – SURVEY OPERATIONS**

A Hydrographic survey will be conducted in the waters in and around the Southern Chesapeake Bay. These surveys are being conducted for the National Oceanographic and Atmospheric Administration in support of their nautical charting mission. Commencing on or about June 20, 2020 and continuing through August 2020 the M/V ATLANTIC SURVEYOR and R/V OYSTER BAY II will be conducting hydrographic survey operations in the waters of Southern Chesapeake Bay, VA. Survey operations will be bounded from approximately 37° 27' 41"N, 075° 58' 32"W to the northeast and 36° 57' 45"N, 076° 32' 21"W to the southwest. Survey operations include the lower reaches of the York River extending upriver to the Coleman Memorial Bridge.

The M/V ATLANTIC SURVEYOR is a 110', steel hulled survey boat with a black hull and a white deckhouse. The vessel is equipped with a keel mounted sonar transducer and will be towing a side scan sonar approximately 5-15 meters off the seafloor and 50 meters astern of the vessel. The vessel will be conducting 24-hour operations. In addition, the ATLANTIC SURVEYOR will maintain watch on VHF channels 13 and 16 (call sign WTR5417). The R/V OYSTER BAY II is a 30’, Aluminum hulled survey vessel. The vessel is equipped over the side sonar mounts and sonars. The vessel will primarily be conducting daytime operations. The R/V OYSTER BAY II will maintain watch on VHF channels 13 and 16. There may be occasional unmanned aerial aircraft (Drone) activities within the survey area. Request that all vessels give the M/V ATLANTIC SURVEYOR and R/V OYSTER BAY a wide berth in order to avoid becoming fouled in the towed equipment or otherwise interfering with surveying operations. Practice direct any questions you may have to the Project Supervisor at 401-848-4757.

Chart 12222  
LNM: 23/20

**VA – YORK RIVER - OYSTER DREDGING AND PLANTING PROJECT**

H & L Contracting will be conducting dredging operations in the York River from 17 Jun thru 31 Aug 2020 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tugboat (vessel name: GOOSE CREEK), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: JAKE), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°16'24"N / 76°31'54"W; 37°14'33"N / 76°18'02"W; 37°12'25"N / 76°17'13"W; AND 37°10'00"N / 76°17'17"W. The barge will be moored in place by means of Danforth Anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with uscg regulations. All marine equipment operators will be monitoring VHF-FM channel 63, 16 and 13. H & L supervisor is Keith Johnson, Superintendent 24 hour contact is (631) 553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12237  
LNM: 23/20

**VA – RAPPAHANNOCK RIVER - OYSTER DREDGING AND PLANTING PROJECT**

H & L Contracting will be conducting dredging operations in the Rappahannock River from 17 Jun to 31 Aug 2020 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tugboat (vessel name: GOOSE CREEK), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: JAKE) skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with uscg regulations. All marine equipment operators will be monitoring VHF-FM channel 63, 16 and 13. H & L supervisor is Keith Johnson, Superintendent 24 hour contact is (631) 553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12226  
LNM: 27/20

******VA – POCOMOKE AND TANGIER SOUNDS – OYSTER DREDGING AND PLANTING PROJECT******

H & L Contracting will be conducting dredging operations in Pocomoke Sound and Tangier Sound, VA from 17 Jun to 31 Aug 2020 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tugboat (vessel name: GOOSE CREEK), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: JAKE), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas in Pocomoke Sound are 37°55'40"N / 75°55'26"W; 37°55'30"N / 75°55'21"W; 37°55'20"N / 75°55'15"W; AND 37°55'10"N / 75°55'05"W. The barge will be moored in place by means of Danforth Anchors and other vessels moored to the barge. All vessels will be marked and lighted in accordance with uscg regulations. All marine equipment operators will be monitoring VHF-FM channel 63, 16 and 13. H & L supervisor is Keith Johnson, Superintendent 24 hour contact is (631) 553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12237  
LNM: 23/20

**VA – CHESAPEAKE BAY - TANGIER ISLAND – JETTY CONSTRUCTION**

Coastal Design and Construction will be building a stone jetty near Tangier Island on the West side just north of Tangier Island West Channel Light (LLNR 22730). Construction is scheduled to begin 6 Jul and continue until 31 Oct 2020. Deck barges, crane barges and tug and push boats will be in the area and may be contacted on VHF-FM channel 13. For more information or questions, contact J. Richard Mattingly – Superintendent at 301-643-4323.

Chart 12228  
LNM: 26/20

**VA – WICOMICO RIVER – OYSTER DREDGING AND PLANTING**

H & L Contracting will be conducting dredging operations in the WICOMICO RIVER, VA from 16 Jun thru 31 Aug 2020 for the purpose of planting oyster shells. Work hours will be intermittent but are possible 24 hours a day, 7 days a week. There will be one 60’ tugboat (vessel name: GOOSE CREEK), one 260’ x 50’ barge (un-named) for oyster shells, a 26’ x 12’ push boat (vessel name: JAKE), skiff (un-named), and other support vessels. The work will consist of depositing oyster shells from the barge onto designated areas. The designated areas are: 37°49'24"N / 76°18'52"W; 37°49'17"N / 76°18'37"W; 37°48'33"N / 76°18'02"W; 37°47'37"N / 76°17'13"W; AND 37°49'00"N / 76°17'17"W. The barge will be moored in place by means of danforth anchors and other vessels moored to the barge. All marine equipment operators will be monitoring VHF-FM channel 63, 16 and 13. H & L supervisor is Keith Johnson, superintendent 24 hour contact is (631)553-1034. Mariners are advised to reduce speed and proceed with caution in the area.

Chart 12237  
LNM: 23/20

**VA – OFFSHORE – CAPE HENRY – SUBSEA CABLE REPAIR**

The cable-laying vessel SIEM DORADO will be conducting subsea cable repair work on the seabed approximately 21 miles offshore. The work will commence on 23 June and continue until the end of July 2020. The SIEM DORADO will be in approximate position 36.866000N - 75.541926W and...

LNM: 27/20  
07 July 2020
The Costal Virginia Offshore Wind (CVOW) Pilot project will deploy 5 yellow Special Mark demarcation buoys to identify the offshore work zone (WTG) site where the Wind Turbines and foundations will be installed. The offshore work zone is established approximately 25 nautical miles east of Cape Henry. The deployment of the buoys is expected to occur between April 2 and April 8, 2020 - weather permitting. The buoys will be moored in the listed positions and until construction activities are finalized. Retrieval of the buoys are planned to occur on or before September 30, 2020. The project will also deploy a wave/demarcation buoy at the WTG site. The deployment of the wave buoy is expected to occur on or before March 23, 2020.
VA – OFFSHORE - CAPE HENRY – DEMARCATION BUOYS
2020, weather permitting and will be moored in the position until September 30, 2020. The wave buoy will also serve as a demarcation buoy.
A: Latitude 36.89930272 North - Longitude 75.49566563 West
C: Latitude 36.89151042 North - Longitude 75.49586571 West
E: Latitude 36.88371811 North - Longitude 75.49576582 West
B: Latitude 36.89937589 North - Longitude 75.4878969 West
D: Latitude 36.89166600 North - Longitude 75.4876900 West, Wave Buoy
F: Latitude 36.88375170 North - Longitude 75.48764900 West
For questions or additional information contact Capt. Peder Rosenberg Pedersen, Orsted CVOW project, PEDPE@Orsted.dk, 1-757-334-4578.

Chart 12200
LNM: 10/20

****VA – RUDEE INLET – DREDGING****
The Army Corps of Engineers Dredge MERRITT will be conducting dredging operations in t Rudee Inlet from 7 Jul to 14 Jul 2020. For questions or additional contact Chris Tolson at christopher.b.tolson@usace.army.mil or (757) 201-7012.
Chart 12205
LNM: 27/20

NC – SEACOAST APPROACHES TO THE CAPE FEAR RIVER – PROPOSED ANCHORAGE
The Coast Guard is considering establishing an anchorage ground offshore in the approaches to the Cape Fear River, NC, and removing, relocating or otherwise modifying the existing Lockwoods Folly Inlet explosives anchorage ground. We are considering establishing an offshore anchorage ground in response to requests suggesting an anchorage ground is necessary to accommodate current and future vessel traffic, improve navigation safety, and because traditional anchorage areas may be impacted by offshore renewable energy development. Our consideration of changing or removing the explosives anchorage grounds is based on growth in both the size and draft of vessels that call on the Port of Wilmington and Military Ocean Terminal Sunny Point. We invite your comments on whether we should initiate a rulemaking to address these issues or maintain the status quo.

Your comments and related material must reach the Coast Guard on or before July 7, 2020. Federal register Docket Number USCG-2020-0216.
Charts: 11536 11537
LNM: 19/20

NC – OFFSHORE - CAPE HATTERAS – SUB-SURFACE MOORING
On or about 3 Sep 2019, NOAA and UNC will deploy a sub-surface current meter approximately 22NM East of Cape Hatteras in position 35.1374 N, 75.0940 W. The top of the current meter will be approximately 100 meters below the waters surface. The meter will remain on station until Jun 2020. For more information or questions, contact Eric Breuer at 757-272-4057.
Charts: 11520 11555 12200
LNM: 33/19

NC - OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE CONSTRUCTION & REPLACEMENT
Mariners are advised to use extreme caution transiting through the Bonner Bridge in Oregon Inlet, NC. Mariners should follow the aids to navigation closely and stay clear of construction areas. There are submerged concrete pilings just below the waterline in the vicinity of construction. The temporary bridge navigation span is between Bents 173 and 176 of the old bridge. The horizontal clearance of this span is 169 feet and the vertical clearance is 70 feet. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at http://www.ncdot.gov/projects/bonnerbridgereplace/.
Chart 12205
LNM: 18/16

****NC – OREGON INLET – BONNER BRIDGE – SAFETY ZONE*****
33CFR165.705-1065 Safety Zone; Oregon Inlet, Dare County, NC.
(a) Location. The following area is a safety zone: all navigable waters of Oregon Inlet, within 100 yards of active demolition work and demolition equipment, along the old Herbert C. Bonner Bridge, which follows a line beginning at approximate position 35°46'47- N, 75°32'41- W, then southeast to 35°46'37- N, 75°32'33- W, then southeast to 35°46'09-N, 75°31'59- W, then southeast to 35°46'03- N, 75°31'51- W, then southeast to 35°46'01- N, 75°31'40- W (NAD 1983) in Dare County, NC.
(b) Definitions. As used in this section- Designated representative means a Coast Guard Patrol Commander, including a Coast Guard commissioned, warrant, or petty officer designated by the Captain of the Port North Carolina (COTP) for the enforcement of the safety zone. The 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, North Carolina at telephone number 910-343-3882.
(5) The Coast Guard and designated security vessels enforcing the safety zone can be contacted on VHF-FM marine band radio channel 13 (165.65 MHz) and channel 16 (156.8 MHz).
(d) Enforcement. The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone by Federal, State, and local agencies.
(e) Enforcement period. This regulation will be enforced from March 4, 2019, through March 30, 2020.
(f) Public notification. The Coast Guard will notify the public of the active enforcement times at least 48 hours in advance by transmitting Broadcast Notice to Mariners via VHF-FM marine channel 16.
Chart 12205
LNM: 31/19

****NC – 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 Caohogue 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.
NC – NEUSE RIVER – TRENT RIVER – US 70 – ALFRED CUNNINGHAM BRIDGE – CLOSED TO NAVIGATION
The US 70 (Alfred C. Cunningham) Bridge across Trent River, mile 0.0, at New Bern, NC will be maintained in the closed-to-navigation from 9:30 p.m. to 10:30 p.m. on Saturday, July 4, 2020, or Sunday, July 5, 2020, if inclement weather on Saturday July 4, 2020. The vertical clearance of the bridge in the closed position is 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies if at least a five-minute notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.843 (a). Mariners should use extreme caution when transiting the area.

Chart 11552
LNM: 26/20

NC – BOGUE INLET – SHOALING
Shoaling exists channel ward from Bogue Inlet Buoy 14 (LLNR 29559) with depth as low as 1 FT MLW may be encountered in the area. Mariners are advised to navigate the area with caution and consult latest USACE Survey available here: https://www.saw.usace.army.mil/Missions/Navigation/Hydrographic-Surveys/Inlets-Crossings/

Chart 11541
LNM: 27/20

NC – NEW RIVER – CAMP LEJEUNE – POSSIBLE HAZARDS TO NAVIGATION****
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. 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.

Charts: 11542 11543
LNM: 24/19

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: NONE SCHEDULED.

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: 24 HOURS DAILY

STONE CREEK SECTOR
STONE BAY SECTOR
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: 24 HOURS DAILY

TRAPS BAY SECTOR
COURTHOUSE BAY SECTOR
STONE BAY SECTOR
GREY POINT SECTOR

EAST OF THE 77 (DEG) 26 (MIN) LONGITUDE LINE.

The restricted areas that will be closed to navigation because of firing exercises during the following periods: 24 HOURS DAILY

FARNELL BAY SECTOR  SUNRISE TO SUNSET - DAILY
MORGANS BAY SECTOR  SUNRISE TO SUNSET - DAILY
JACKSONVILLE SECTOR  SUNRISE TO SUNSET - DAILY

The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, may be closed to navigation because of firing exercises during the following periods: NONE SCHEDULED.

Atlantic Intracoastal Waterway, Inland Waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods: NONE SCHEDULED.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters may be conducted in the Onslow Beach Operating Area and all sectors of New River to include dive operations. 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.

Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543
LNM: 01/16

NC – CAPE FEAR RIVER – CAROLINA BEACH STATE PARK - HAZARD TO NAVIGATION****
A partially submerged vessel has been reported outside of the navigable channel on the east side of the Cape Fear River, in the vicinity of Carolina Beach State Park. Mariners are advised to use caution when transiting this portion of the Cape Fear River as the sunken vessel could propose a hazard to navigation. Approximate location of the vessel 34°-02.5N 077-55.6W approximately 400 yards outside the channel.

Chart 11537
LNM: 24/20
### SECTION VIII - LIGHT LIST CORRECTIONS

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

<table>
<thead>
<tr>
<th>(1) No.</th>
<th>(2) Name and Location</th>
<th>(3) Position</th>
<th>(4) Characteristic</th>
<th>(5) Height</th>
<th>(6) Range</th>
<th>(7) Structure</th>
<th>(8) Remarks</th>
<th>Date</th>
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<td>6930</td>
<td><strong>Great Machipongo Channel Lighted Buoy 11</strong></td>
<td>37-29-23.052N</td>
<td>Q G</td>
<td>4</td>
<td>Green</td>
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<td>6935</td>
<td><strong>GREAT MACHIPONGO CHANNEL LIGHT 12</strong></td>
<td>37-29-57.438N</td>
<td>FL R 4s</td>
<td>15</td>
<td>4</td>
<td>TR on multi-pile structure.</td>
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<td>9380</td>
<td><strong>Old Point Comfort Light</strong></td>
<td>37-00-06.272N</td>
<td>FL (2) R 12s</td>
<td>54</td>
<td>W 16</td>
<td>White tower. 60</td>
<td>White from 265° to 038°.</td>
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<td>19947</td>
<td>USNA Hurricane Mooring Buoy L1</td>
<td>39-00-23.411N 076-30-59.962W</td>
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### SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

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### ENCLOSURES

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
4. Summary of Marine Events.
5. VA - NC Offshore Surveying.
6. VA Offshore Uncharted Cable.
7. NJ Seacoast, Del Bay Port Access Route Study (PARS).
8. Ocean Wind and Skipjack Wind Energy Areas.
9. Coastal Virginia Offshore Wind (CVOW) Cable Route.
10. Philadelphia Harbor Obstructions 1
11. Philadelphia Harbor Obstructions 2
12. Philadelphia Harbor Obstructions 3

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Coast Guard District 5
LNM: 27/20
07 July 2020
SUMMARY OF SHOALING REPORTED
IN THE FIFTH COAST GUARD DISTRICT

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
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) IVO Beach Haven between NJICWW LT 130 (LLNR35536) and NJICWW LT 132 (LLNR 35550). Shoaling is visible at low tide and extends approximately 20yds into the channel, mariners are advised to use extreme caution when transiting the area.
Chart 12316

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) 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 Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430), North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530), 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 Daybeacon 243 (LLNR 3535945) Broad Thorofare.
IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.
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 Light 453 (LLNR 36639) Grassy Sound. Ref LNM 24/17
Chart 12316, 12324

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

PENNSYLVANIA SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.35427w, 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 – MURDERKILL RIVER – SHOALING
Shoaling has been reported in the Murderkill River between Murderkill River Buoy 2 (LLNR 2315) and Murderkill River Buoy 6 (LLNR 2337). Channel depths have been noted to be less than 2 feet in locations and an average depth of 4 feet. DB BNM 342-19
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, were reported.
Chart 12216

DE – DELAWARE BAY – REHOBOTH BAY – SHOALING
Shoaling has been reported near Rehoboth Bay Channel Light 2 (LLNR 2097). Depths as low as 3 feet reported. DB BNM 051-20
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 LN 26/17 Chart 12216

DE – INDIAN RIVER BAY – MIDDLE ISLAND WEST – SHOALING
Shoaling was observed in the Middle Island West Channel to 2 – 4 feet at MLW. Seasonal Aid to Navigation Middle Island West Channel Buoy MI (LLNR 4436), Middle Island West Channel Buoy 1 (LLNR 4437), Middle Island West Channel Buoy 3 (LLNR 4438) and Middle Island West Channel Buoy (LLNR 4439.5) were unable to be established. SEC DB 054-20 Chart 12216
DELETE AFTER 19/20

DE – INDIAN RIVER BAY – PEPPER CREEK – SHOALING
Shoaling was observed in Pepper Creek throughout the entire waterway to 2 – 4 feet at MLW. Seasonal Aid to Navigation Pepper Creek Buoy 1 (LLNR 4440), Pepper Creek Lighted Wreck Buoy WR2 (LLNR 4445), Pepper Creek Buoy 4 (LLNR 4450), Pepper Creek Buoy 5 (LLNR 4455) and Pepper Creek Lighted Wreck Buoy WR 10 (LLNR 4470) were unable to be established. SEC DB BNM 056-20 Chart 12216
DELETE AFTER 19/20

DE – INDIAN RIVER BAY – WHITE CREEK – SHOALING
Shoaling was observed in White Creek to 2 – 5 feet at MLW. Seasonal Aids to Navigation White Creek Buoy 1 (LLNR 4645), White Creek Buoy 3 (LLNR 4650), White Creek Buoy 5 (LLNR 4655) and White Creek Buoy 6 (LLNR 4660) were unable to be established. SEC DB 055-20 Chart 12216
DELETE AFTER 19/20

MARYLAND SHOALING

MD – FENWICK ISLAND TO CHINCOTEAGUE INLET - OCEAN CITY INLET – SHOALING
A USACE survey dated Oct 8, 2019 has identified shoaling at Ocean City Inlet Lighted Buoy 8 (LLNR 4745) to a depth of less than six feet centerline of the channel at MLLW and extending approximately 150 feet northwest down channel towards Ocean City Inlet Lighted Buoy 10 (LLNR 4750) with deeper water to the left and right of centerline. A second area of shoaling was identified extending west of Ocean City Inlet Junction Lighted Buoy OC (LLNR 4753) to a depth of eight to nine feet at MLLW and extending west approximately 150 feet. Shoaling was identified west of Ocean City Inlet Lighted Buoy 11 (LLNR 4755) extending from the southern channel boundary to mid-channel for approximately 500 feet towards the commercial fish harbor with depths less than four feet at MLW. Shoaling within the channel to the commercial fish harbor extends mostly from the northern channel boundary to mid-channel with depths of eight feet or less at MLW. 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 in the vicinity of Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), to a depth of 1.8 feet at mean low water and extending across the channel. MD BNM 116-19/ Chart 12211

MD – FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING
Shoaling exist between Sinepuxent Bay Channel Lighted Buoy 11 (LLNR 5042) to Sinepuxent Bay Channel Light 13 (LLNR 5055), water depth of 3 ft. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy (LLNR 5017), water depth of 4 1/2 ft. Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), shoaling encroaches approximately 20 yds into the channel in a southwesterly direction. Water depths have been found as low as 2.5 ft during low tide. Between Sinepuxent Bay Channel Light 8 (LLNR 5020) and Sinepuxent Bay Channel Daybeacon 10 (LLNR 5035), shoaling encroaches approximately 15 yds into the channel in an easterly direction. Water depths have been found as low as 2 ft during low tide. Between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) on the eastern side of the channel. Water depths have been found as low as 3 ft during low tide. Chart 12211

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

MD - CHESAPEAKE BAY – COVE POINT TO SANDY POINT – FLAG 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. BMN MD 376-19 Chart 12263

MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING
The Army Corps of Engineers, Baltimore District, 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
There has been a report of severe shoaling within the channel boundaries of St. Patrick Creek. Shoaling has been reported in the vicinity of St. Patrick Creek Channel Daybeacon 3 (LLNR 17120) extending to St. Patrick Creek Channel Daybeacon 5 (LLNR 17135) with depths of 2-4' at MLW. Shoaling to 1’ MLW has been observed in the channel in the vicinity of St. Patrick Creek Channel Buoy 3A (LLNR 17125). Chart 12286
MD – MOBJACK BAY AND YORK RIVER ENTRANCE – BACK RIVER
A recent NOAA survey identified shoaling to a depth of 8 feet 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 10 ft at MLW. Chart 12222

MD - CHESAPEAKE BAY - CHESAPEAKE BAY TO PINEY POINT - ST. JEROME CREEK - SHOALING
Maryland DNR survey of the mouth of St. Jerome Creek indicates shoaling, to at least depth of 3.1 feet MLLW, in the channel between St. Jerome Creek Light 4 (LLNR 18810), St. Jerome Creek Daybeacon 4A (LLNR 18812) and St. Jerome Creek Daybeacon 6 (LLNR 18815). The channel width in the area of St. Jerome Daybeacon 4A (LLNR 18812) and Deep Point is reduced to approx 20 ft. MD-NCR BNM 415-16, Ref LNM 52/16 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 38-14-17.568N, 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 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). MD-NCR BNM 006-20 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
From entrance of channel 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 red side of channel, 3.9 Ft centerline of channel, and 2.8 feet on the green side of channel. Ref LNM 16/18.

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 – FENWICK ISLAND TO CHINCOTEAGUE INLET – SINEPUXENT BAY – SHOALING
Shoaling has been located 200 yds south of Sinepuxent Bay Buoy 11B (LLNR 5050). Lowest recorded depth is 1.8 feet across the entire channel. Chart 12211

VA – CHINCOTEAGUE CHANNEL – SHOALING
Shoaling has been found in vicinity of Chincoteague Channel Lighted Buoy 28 (LLNR 5397). Depth observed at: 4 feet on the red side, 4.5 feet in the middle of the channel, and 5.5 feet on the green side at low tide. VA BNM 033-20 Chart 12210, 12211

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – VIRGINIA INSIDE PASSAGE – BRADFORD BAY – SHOALING
Shoaling has been identified 480’ past Wachapreague Channel Junction LT WB (LLNR 6695) and continues to 850’ past Bradford Channel Buoy 5A (LLNR 6035). Least depth range from 5.9’ TO 2.9’ MLLW. Shoaling has been identified in vicinity of Wachapreague Day Beacon 10 (LLNR 5995). Least depth range 4.0’ MLLW. LNM 2619, Chart 12210

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 Day beacon 184 (LLNR 6220) to VIP Day beacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16 Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785), Shoaling to less than 6 ft MLW. HR BNM 104-16 VIP Day beacon 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, Oyster Creek Channel Junction Lighted Buoy OC (LLNR 7002/6447) to Oyster Creek Light 10 (LLNR 7025), Shoaling to less than 6ft MLW. HR BNM 107-16, Chart 12210, 12224

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING
Shoaling has been reported by ACOE Survey 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 due to shoaling and the frequently shifting nature of these shoals because of weather and tidal currents. SEC VA BNM 114-20

Chart 12206

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 12235

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 ENTRANCE – QUEENS CREEK – SHOALING
The ACOE Survey of Queens Creek Channel; dated June 21, 2017 indicates shoaling across the channel from Queens Creek Channel Buoy 2 (LLNR 14820) to Queens Creek Channel Lighted Buoy 5(LLNR 14840) Least depths range from 5.8 feet MLLW to 1.8 feet MLLW. LNM 29/17 Chart 12235

VA – CHESAPEAKE BAY – MATTAWOMAN CREEK – SHOALING
Significant shoaling has been identified in the Pagen River Channel between Pagen River Channel Daybeacons 15 (LLNR 11435) and Daybeacon 17 (LLNR 11445). Least depth of 3.3 FT. HR BNM 218-19 Chart 12248

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

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

VA – CHESAPEAKE BAY – BACK RIVER – SHOALING
A NOAA Survey identified shoaling to a depth of 6 feet MLW in Back River in approximate position 37-06'33.0"N, 076-16'40.8"W, approximately 75 yards west of Back River Daybeacon 6 (LLNR 12930). Mariners are advised to transit the area with caution. HR BNM 044-17, LNM 07/17 Chart 12222

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 – RAPPAHANNOCK RIVER – SHOALING
Rappahannock River mile 60 to 63, Devils Elbow. Shoaling has been reported to a depth of less than 04 ft 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 12226

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 17 to Deep Creek Channel Daybeacon 18 (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 - PINHEY 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 12226

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 - PINHEY 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

Survey dated 30 June 2020. There is shoaling to a least depth to 5.9’ 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

Shoaling located 5 May 2020 in the vicinity of Oregon Inlet Lighted Buoy 6 (LLNR 28003) with depths of 4 - 6ft at MLW. NC BNM 155-20
Chart 12204

NC – OREGON INLET – SHOALING

Shoaling has been located in the vicinity of Oregon Inlet Buoy 17 encroaching from the south side of the channel. Water depths of 3 feet at MLW. Also shoaling has been located in Oregon Inlet from Oregon Inlet Buoy 21A (LLNR 28073) to Oregon Inlet Buoy 25 (LLNR 28080) encroaching from the south side of the channel. Water depths of 7ft at MLW. NC BNM 463-19, NC BNM 445-19
Charts 12204

NC - HATTERAS INLET - SHOALING

UPDATED. 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). Some aids to navigation in the inlet may be unreliable. Mariners are advised to use caution while navigating this area.
Chart 11555
NC – BARNEY SLOUGH - SHOALING
UPDATED. 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 Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW. And shoaling is occurring in the vicinity of Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7). NC BNM 204-20, 013-20
Chart 11555

NC – BIG FOOT SLOUGH – SHOALING
Shoaling exists IVO Big Foot Slough Channel Buoy 11 (LLNR 29070). NC BNM 464-19

NC – TEACHES HOLE – SHOALING
There has been a report of shoaling at Teaches Hole Channel. Shoaling to 2-3 FT between Teaches Hole Channel Buoy 21 (LLNR 28957) and Teaches Hole Channel Buoy 25 (LLNR 28962.2). NC BNM 164-20
Charts 11550

NC - OCRACOKE INLET - SHOALING
Shoaling exist in the vicinity of Ocracoke Inlet. Current 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
Chart 11546

NC – CORE SOUND – HARKERS ISLAND – THE STRAITS – SHOALING
Wilmington District USACE Survey of 12 Mar 2020 has identified significant shoaling IVO Harkers Island in The Straights. Depths as low as 4ft MLW were found between Core Sound Light 47 (LLNR 34345) and Core Sound Light 46 (LLNR 34340). NC BNM 384-18
Chart 11545

NC – BARDEN INLET – BACK SOUND – SHOALING
Shoaling exists in Barden Inlet and Back Sound between Barden Inlet Buoy 8 (LLNR 29180) and Barden Inlet Buoy 15 (LLNR 29210), average depth of less than 3 feet at MLW. Under the current condition of the inlet, the aids to navigation can no longer be configured to safely mark a passable channel and the aids to navigation will be discontinued. Two Danger Shoal Buoys will be placed at each end of the removed section. NC BNM 136-19
Chart 11546

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING
Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 38435) off the Pungo River. NC BNM 228-18
Chart 11546

NC - NEUSE RIVER TO MYRTLE GROVE SOUND - AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET
Shoaling has worsened IVO Causeway Channel Buoy 5A (LLNR 38731) and Causeway Channel Buoy 6A (LLNR 38736), depths as low as 4 feet may be encountered inside the markers at MLW. Mariners should exercise extreme caution when navigating this area. NC BNM 262-19
Chart 11541

NC - NEUSE RIVER TO MYRTLE GROVE SOUND - AICW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET
Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

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

NC – CAROLINA BEACH INLET – SHOALING
Significant shoaling exists in Carolina Beach Inlet to a depth of less than 5 feet at mean low water. Multiple aids to navigation are unreliable and not marking good water. Mariners are advised to use extreme caution while navigating this area. SEC NC BNM 229-20
Chart 11541

NC - SNOWS CUT - SHOALING
Shoaling exists in Snows Cut to a depth of 4 feet at mean low water in various locations between New River – Cape Fear River Buoy 162 (LLNR 39757) and New River - Cape Fear River Lighted Buoy 163 (LLNR 39825). Mariners are advised to use caution while navigating this area. NC BNM 293-19
Charts 11534

NC – LOCKWOODS FOLLY INLET – SHOALING
Cape Fear River – Little River Buoy 47 (LLNR 40225) in Lockwoods Folly Crossing was moved to position 33-55-17.921 N, 078-14-03.157 W to better mark shoaling. Shoaling exists in Lockwoods Folly Inlet to a channel depth of 4 feet at mean low water throughout the inlet and to a depth of 2 feet at mean low water in the crossing near Buoy 47A (LLNR 40230). Most recent USACE survey shows depths as low as 4 feet mean low water throughout the inlet and a depth as low as 2 feet in the entrance at mean low water. Mariners are advised to use extreme caution while navigating this area. NC BNM 186-19
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 – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER
Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54’25.55”N, 078-23’4.41”W. Shoaling is across the entire channel.
Chart 11534
SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION
IN THE FIFTH COAST GUARD DISTRICT

(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)
- **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)

- **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 (1-20-5) signed March 20, 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 bridge may be shifted up to 585 feet to the west of the current navigation span. (MB)
  - 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 replacement bridge with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)
  - **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)
  - 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)
  - Hampton Roads - I-64/US 60 (Hampton Roads Beltway) north and south approach bridges for the Hampton Roads Bridge Tunnel (HRBT) – Fixed bridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on July 1, 2020; 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 – I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Fixed bridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on July 1, 2020; vertical clearance of 25 feet above mean high water and horizontal clearance of 50 feet. (MT)
  - Blackwater River - Public Notice D0SPN-05-2020 - Comments closed on June 9, 2020. (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 – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2018; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (MB)
  - 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 Chichamacomico 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)
SECTOR DELAWARE BAY

- Delaware – None
- New Jersey (Central & Southern) - None
- Glimmer Glass, (Debbie’s Creek) – Monmouth County Bridge (W-9) – Bridge will be maintained in the closed-to-navigation position from 12:01 am. on April 22, 2020, until 11:59 p.m. on October 18, 2020, except for scheduled openings on the hour if any vessels are waiting to pass. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal on the hour if any vessels are waiting to pass. The vertical clearance of the bridge in the closed-to-navigation position is 9 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies. At all other times the bridge will operate per 33 CFR 117.719. Mariners should use caution when transiting the area. (HP)

Rancocas Creek – Riverside-Delanco Bridge – The bridge will be maintained in the closed-to-navigation position from 12:01 a.m. on May 5, 2020, through 11:59 p.m. on October 31, 2020. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal between 3 p.m. and 8 p.m., from Monday through Friday, and between 1 p.m. and 8 p.m., on Saturday and Sunday. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies if at least 30 minutes notice is given to (856) 829-3002. At all other times the bridge will operate per 33 CFR 117.745 (b). Mariners should use caution when transiting the area. (HP)

Great Channel - CR 619 (Ocean Drive) Bridge - The bridge will be maintained in the closed-to-navigation position from 6 a.m. on May 15, 2020, to 10 p.m. on October 15, 2020. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal, if at least 2 hours notice is given to (609) 465-1035. Vessels able to pass through the bridges in the closed-to-navigation position may do so at any time. The bridge will be able to open on signal for emergencies, if at least 30 minutes notice is given to (609) 465-1035. At all other times, the drawbridge will operate in accordance with the regulations set out in Title 33 Code of Federal Regulations Part 117.720. Mariners should use caution when transiting the area. (MS)

- Pennsylvania – None

SECtor MARYLAND-NATIONAL CAPITAL REGION

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

SECtor VIRGINIA

- Virginia (Southern) - None

SECtor NORTH CAROLINA

- North Carolina
  - Trent River - US 70 (Alfred C. Cunningham) Bridge – Bridge will be maintained in the closed-to-navigation from 9:30 p.m. to 10:30 p.m. on Saturday, July 4, 2020, or Sunday, July 5, 2020, if inclement weather on Saturday July 4, 2020. The vertical clearance of the bridge in the closed position is 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies if at least a five-minute notice is given. At all other times, the bridge will operate per 33 CFR 117.745 (b). Mariners should use caution when transiting the area.
  - Glimmer Glass, (Debbie’s Creek) - Monmouth County Bridge (W-9) – Bridge will be maintained in the closed-to-navigation from 12:01 am. on April 22, 2020, until 11:59 p.m. on October 18, 2020, except for scheduled openings on the hour if any vessels are waiting to pass. The closure is necessary due to reduced personnel staffing related to the coronavirus (COVID-19) pandemic. During the closure, the bridge will open on signal on the hour if any vessels are waiting to pass. The vertical clearance of the bridge in the closed-to-navigation position is 9 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open for emergencies. At all other times the bridge will operate per 33 CFR 117.719. Mariners should use caution when transiting the area. (MB)

- New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Thursday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the work barges. Mariners are advised to contact the Project Foreman on VHF/FM Channel 13 at least 30 minutes before 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)
  - New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance that begun in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Thursday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. 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 transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907-5087 or (215) 815-1251. Mariners...
should use extreme caution when transiting the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance that began in September, 2018, will continue to be conducted from 6 a.m. to 6 p.m.; Monday-Friday; through December 31, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 36 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge will be required to pass with a reduced horizontal clearance between 11:30 a.m. and 12:30 p.m. if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (267) 907-5087 or (215) 815-1251. Mariners should use extreme caution when transiting the area. (MT)

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from March 25, 2019, to September 1, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

New Jersey Intracoastal Water (NJICW), Ingraham Thorofare - CR 601 (Avonland Blvd) Bridge – Bridge construction will be conducted from September 1, 2019, to May 25, 2021. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance to 33 feet above mean high water. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

Delaware River - SR 73 (Tacony-Palmyra) Bridge - Bridge maintenance will be conducted from February 12, 2020, to August 11, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. The maintenance will require a 2-hour advance notice for all requested bridge openings during the entire maintenance period. The project supervisor can be reached at (856) 429-3400. The bridge tender may be reached on VHF-FM channels 13 or 16. The movable span shall be unable to open for an emergency during the specified working hours unless a 2-hour notice is provided. Mariners are urged to use caution when transiting the area. (MB)

Delaware River - Betsy Ross Bridge – Bridge inspection will be conducted from June 8, 2020, to June 12, 2020; Monday - Friday, 7 a.m. to 4 p.m. Inspection vessels will be monitoring VHF channel 13, and the boat captain may be reached at (513) 313-0610 or (732) 407-0957. The inspection vessels can relocate with 30 minutes notice. Mariners are urged to use caution when transiting the area. (KB)

Great South Jersey Intracoastal Waterway - Stone Harbor Boulevard Bridge – To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 8 p.m. to 6 a.m. from June 8, 2020, through July 1, 2020. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies, if at least one hour notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.720. Mariners should use caution when transiting the area. (HP)

Pennsylvania –

Schuylkill River - Grays Ferry Railroad Bridge - Modification activities which began June, 2018, are expected to finish on December 31, 2020. Work will be performed from 6 a.m. to 5 p.m.; M-F. During this bridge modification project, one navigation span will be occupied; the other navigation span will be open for vessels to transit. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water in the closed-to-navigation position, an unlimited vertical clearance in the open position, a horizontal clearance of 75 feet in the western navigation span, and 65 feet in the eastern navigation span. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. (MT)

Schuylkill River - I-76 (Schuylkill) Expressway, west bank, between University Avenue - Bridge maintenance will be conducted between Wednesday, March 27, 2019, and Friday, October 16, 2020; Mon-Fri; from 6 a.m. to 4 p.m. The maintenance will require a tug and two barges to work along the western bank of the Schuylkill River. The project superintendent may be reached at (610) 487-4976. The tug will be monitoring VHF-FM channels 13 and 16. Mariners should use caution when transiting the area. (MB)

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge painting project will be conducted from March 25, 2019, to June 11, 2020, Monday through Saturday, from 7 a.m. to 5 p.m. To facilitate the work, scaffolding will be installed underneath the bridge and will reduce the vertical clearance by 4 feet at the Tacony Truss and Palmyra Truss Spans and by 3 feet at the Arch Span. The Project Foreman may be reached at (267) 767-2550 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

Delaware River - Betsy Ross Bridge – Bridge inspection will be conducted from June 8, 2020, to June 12, 2020; Monday - Friday, 7 a.m. to 4 p.m. Inspection vessels will be monitoring VHF channel 13, and the boat captain may be reached at (513) 313-0610 or (732) 407-0957. The inspection vessels can relocate with 30 minutes notice. Mariners are urged to use caution when transiting the area. (KB)

Great South Jersey Intracoastal Waterway - Stone Harbor Boulevard Bridge – To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 8 p.m. to 6 a.m. from June 8, 2020, through July 1, 2020. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies, if at least one hour notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.720. Mariners should use caution when transiting the area. (HP)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

Maryland

Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge – Bridge maintenance which began in July 2017, has been extended to December 31, 2021; 24 hours a day; 7 days a week. The work will involve the Spans 44-46 (span 45 is the navigational span). A barge and work vessels will be in and around the vicinity of the bridge. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge span to approximately 56 feet above mean high water. During the maintenance period from March 5, 2019, through May 25, 2019, a work barge will be located near the center of the navigational span, reducing the horizontal clearance of the bridge to approximately 30 feet on either side of the barge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (717) 490-1699 or 803-535-9995. Mariners should use extreme caution navigating through the area. (MT)

Neale Sound - Bridge No. 0083800 (MD-254) Bridge - Construction activities will began on May 21, 2018, and are expected to conclude on August 11, 2020. Work hours are from 6 a.m. to 6 p.m.; Monday through Friday. 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. Marine equipment engaged in bridge construction will include the Tug Rising Sun; wherry crane Hampton Road on a 46-foot by 108-foot barge; pedestal crane Patapsco on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot car float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The
project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

Neale Sound - No. 0803800 (MD-254) Bridge - Demolition of old bridge will commence on May 11, 2020, and continue for approximately 2 months until July 3, 2020. Demolition within the navigation span will be performed between May 11, 2020, and May 15, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Four deck barges and a crane barge will be placed alongside the bridge, but outside the navigation channel. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

Severn River - US 50/US 301/SR 2 (John Hanson Highway/Severn River) Bridge - Bridge maintenance will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from 7 a.m. on April 16, 2020, through 3:30 p.m. on April 30, 2021. During the maintenance period a work platform will be located beneath the bridge which will reduce the vertical clearance of the bridge to approximately 70 feet above mean high water. The project foreman may be reached at (410) 984-1807 or (443) 506-3756 or (443) 458-8620. Mariners should use caution navigating through the area. (MT)

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 vessel CLAIRE MARIE via VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH) and white information and regulatory marker buoys labeled “Danger” with the standard ‘Exclusion’ diamond symbol that are placed. Mariners should use caution when transiting the area. (KB)

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) On or after October 1, 2020, bridge maintenance will be conducted from 8 a.m. to 5 p.m.; Monday-Friday; from 8 a.m. on June 1, 2020, through 5 p.m. on July 24, 2020. Two 10-foot work barges and a diver will be located in and around the vicinity of the bridge. During the work hours, the two work barges and the diver will be in the navigation channel, which will reduce the horizontal clearance of the bridge to approximately 35 feet. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. 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 transit through the bridge if at least a 2-hour prior notice is given to the project foreman. Vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 417-4751 or (443) 569-2353. Mariners should use extreme caution while transiting through the bridge and navigating through the area. (MT)

Spa Creek - S181 (6th Street) Bridge – Bridge will be maintained in the closed-to-navigation position from 9 a.m. to 3 p.m., on Thursday, June 11, 2020, and June 12, 2020, from 9 a.m. to 3 p.m. to accommodate bridge inspections. Vessels able to pass through the bridge in the closed position (15 feet above MHW) may do so at any time, and others should adjust their transits accordingly. Bridge can open upon request. Mariners should use caution when transiting the area. (KB)

Washington DC

Potomac River - Arlington Memorial Bridge - Major rehabilitation of the Arlington Memorial Bridge commenced in the Potomac River in Washington, DC in July of 2018, and will continue until November 2020. The initial work consisted of pinning a pier barge in place with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. Construction work will generally be conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., though nighttime work is possible. Marine equipment on site includes a crew boat, push boats, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. In July of 2018, the project relocated the federal navigation channel under the center span of the bridge (Arch 5) to a temporary channel located under the adjacent span to the east (Arch 4). Through July 3, 2020, the temporary channel will be located under Arch 3, due to marine construction under Arch 5 and Arch 4. On the evening of July 3, 2020, the temporary channel will be reverted back to Arch 5. Navigation lighting at the bridge will be in accordance with Coast Guard requirements. The federal navigation channel (Arch 5) remains completely obstructed to replace the center span of the bridge. All elements will be marked and lighted in accordance with USCG requirements. Mariners are urged to use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels BULLDOG II and CAPT. JACK via marine band radio VHF-FM channels 16 and 13 when actively working on the river, or at telephone number 305-304-6853. The Kewlitt bridge construction contractor may be contacted at 813-323-4611. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS) Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge - Bridge construction commenced in the Anacostia River in Washington, DC on April 16, 2020, and will continue into 2022. The work is being conducted Mondays through Saturdays, between 7 a.m. and 7 p.m., with intermittent night work and currently consists of: (1) The temporary West Trestle, which extends from the western shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" that are placed approximately 85 yards (250 feet) upstream of the bridge. (2) The temporary East Trestle, which extends from the eastern shoreline westward to the eastern limit of the federal navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge superstructure. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" with the standard 'Exclusion' diamond symbol that are placed approximately 85 yards (250 feet) upstream of the bridge. The federal navigation channel east of the center pier (eastern half), approximately 150 feet wide, remains available for navigation. To support active construction operations, a vessel/barge may be intermittently positioned within the navigable channel. 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. (MB)(RH)

Virginia (Northern) - None

SECTOR VIRGINIA

Virginia (Southern)

Queens Creek - I-64 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum 15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS) Albemarle and Chesapeake Canal, Atlantic Intracoastal Waterway - Centerville Turnpike (SR-170) Bridge – Bridge maintenance began on Monday, May 13, 2019, and is scheduled to end on Friday, September 18, 2020. Bridge maintenance will be performed in six phases and
updated notices will be published prior to each phase. This notice provides details for Phase VI, scheduled from 6 a.m. on February 20, 2020, through 8:30 p.m. on September 18, 2020. Work hours are Monday through Friday, from 6 a.m. to 8:30 p.m. The swing span of the bridge will be operational. During work hours, bridge maintenance vessels and barges will occupy the navigation span, reducing the horizontal clearance to approximately 40 feet. Bridge maintenance vessels and barges will relocate from the navigation span, upon request, for commercial vessels carrying liquefied flammable gas or other hazardous materials and emergency vessels as defined in 33 CFR 117.31; and all vessels upon request, if at least a one-hour notice is given. Vessels may contact the bridge tender on VHF-FM channel 13 or (757) 547-3631. Vessels may contact work vessels or the project foreman on VHF-FM channel 13 or (757) 620-3565. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.997(i). The drawbridge has a vertical clearance of 4 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 80 feet. Mariners should adjust their transits accordingly and use extreme caution when transiting the area. (HP)

Pamunkey River - US 30 (Eltham Road) Bridge – Bridge inspection personnel will be on-scene from December 02, 2019, to December 27, 2019. The inspection will require the use of an under-bridge inspection vehicle/snooker truck on the roadway and safety boat in the navigable channel each day from 8 a.m. to 5 p.m. The inspection crew is requesting a 10-minute advance notice for an opening to allow inspection personnel and equipment to relocate from the movable span. The bridge tender may be reached on VHF/FM CH 13. Mariners should use caution when transiting the area. (KB)

James River - US 17/US 258/SR 32 (James River Bridge) Bridge – Bridge maintenance will be conducted from 6:30 a.m. to 7:30 p.m.; Monday-Saturday; from 6:30 a.m. on April 6, 2020, through 7:30 p.m. on July 31, 2020. During the maintenance period, work barges, vessels, vehicles, platforms and lifts will be in and around the vicinity of the bridge and the small boat navigation channel. The work platform will occupy the small boat navigation channel, which will reduce the vertical clearance of the small boat navigational channel to approximately 19 feet above mean high water. The work vehicle will be performing maintenance on the lift span portion of the bridge from 9 p.m. to 5 a.m.; Sunday-Thursday; from 9 p.m. on June 1, 2020, through 5 a.m. on June 30, 2020. During work hours, the work vehicle will extend below low steel of the bridge approximately six feet, reducing the vertical clearance of lift span to approximately 54 feet above mean high water in the closed position. Vessels that require the work vehicle to clear the lift span to transit through the bridge navigation span should notify the work foreman no less than 10 minutes prior to navigating through the bridge. The work vehicle and work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (252) 305-1674 or (423) 494-0833. Mariners should use caution navigating through the area. (MT)

James River - SR 156 (Benjamin Harrison Memorial) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; from 7 a.m. on March 9, 2020, through 5 p.m. on October 30, 2020. A 40-foot barge and two work boats and a dive team will be located in the vicinity of the bridge, but should not encroach into the navigation channel. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 435-9097 or (757) 558-3939 or (757) 478-2705. Mariners should use extreme caution navigating through the area. (MT)

James River - SR 156 (Benjamin Harrison Memorial) Bridge – To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 7 p.m. on May 17, 2020, through 6 a.m. on July 3, 2020. The bridge will remain in the closed position from 7 p.m. to 8 a.m. on May 17, 2020; through May 22, 2020; and from June 23, 2020, through June 24, 2020; and from June 28, 2020, through July 3, 2020. During this period, the bridge will open on signal, if at least a 2-hour prior notice is given. The bridge will not be able to open for emergencies. 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, and should notify the bridge tender no less than 10 minutes prior to transiting through the bridge. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

SECTOR NORTH CAROLINA

- North Carolina

Oregon Inlet - Herbert C. Bonner Bridge – Demolition of the old bridge is anticipated to be completed by January 31, 2020. 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 22 and 23 (span 23) of the new bridge. Mariners are advised to use extreme caution when transiting through the bridge, following the navigation channel 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)

Atlantic Intracoastal Waterway (Bogue Sound) - SR 1184 (Atlantic Beach Bridge) Bridge – Bridge maintenance, which began October 2018, will continue to be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; through November 30, 2020. A crane barge, material barge, several tugs, several work vessels and platforms, and a snooker truck will be located in and around the vicinity of the bridge. During work hours, the snooker truck will be located in and around the navigational span of the bridge performing concrete repairs through November 30, 2020. During work hours, the crane barge, material barge, several tugs, several work vessels and platforms will be located within the navigation span performing work on the fender system through March 31, 2020. The snooker truck will extend below low steel of the bridge approximately ten feet, reducing the vertical clearance of the navigation span to approximately 55 feet above mean high water. Vessels that require the snooker truck to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than 30 minutes prior to navigating through the bridge. The tugs, barges, and work vessels and platforms will reduce the horizontal clearance in the navigation span to approximately 38 feet. Vessels that require the tugs, barges, and work vessels and platforms to clear the navigation span to safely navigate through the bridge should notify the work foreman no less than one hour prior to navigating through the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman may be reached at (571) 287-9269 or (703) 231-8569. Mariners should use extreme caution navigating through the area. (MT)

Thistlestrails - 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)

Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge – Bridge maintenance which began in September 2019, will continue to maintain the bridge in the closed position 24 hours a day, 7 days a week, through 12:01 a.m. on June 30, 2021. The bridge will open on signal for daily scheduled openings at 6 a.m., 10 a.m., 2 p.m. and 7 p.m., if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). The bridge will open on signal for vessels unable to safely transit the bridge during a scheduled opening,
due to the vessel’s draft, if at least a 24-hour notice is given; except for scheduled bridge closures for events per 33 CFR 117.829 (a) (4). During the maintenance period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced vertical clearance may do so, if at least a 30-minute notice is given, to allow for navigation safety. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (910) 251-5774 or 561-232-9773. Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT) Northeast Cape Fear River - US 74/SR 133 (Isabel S. Holmes) Bridge – To facilitate maintenance, the bridge will be maintained in the closed position from 7 p.m. on June 12, 2020, through 6 a.m. on July 13, 2020. The bridge will remain in the closed position from 7 p.m. to 6 a.m. on June 12, 2020, through June 15, 2020, and from 7 p.m. to 6 a.m. on June 26, 2020, through June 29, 2020. Alternative work dates for these closure periods will be from 7 p.m. to 6 a.m. on June 19, 2020, through June 22, 2020, and from 7 p.m. to 6 a.m. on July 10, 2020, through July 13, 2020. During the maintenance period, a work platform will be located underneath the bridge, which will reduce the vertical clearance of the bridge to approximately 34 feet above mean high water in the closed position. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. Vessels that can safely transit through the bridge in the closed position with the reduced vertical clearance may do so at any time. The bridge will not be able to open for emergencies. Work vessels and barges may be reached on VHF-FM channel 13 and the project foreman may be reached at (813) 376-1285. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.829 (a). Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

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. They'll 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. (HP)
- Virginia (Northern) – None

SECTOR VIRGINIA
- Virginia (Southern) – None

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

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

NJ - SHARK RIVER INLET – DREDGING
The US Army Corps of Engineers will be conducting maintenance dredging with the hopper dredge CURRITUCK in the vicinity of Shark River Inlet daily from 6:00 a.m. to 6:00 p.m. beginning July 19 through July 24, 2020. Mariners are reminded to maintain a safe distance from all dredge equipment and vessels. The dredge CURRITUCK can be contacted on VHF-FM Channel 13 or 16.
Chart 12324

NJ – GREAT EGG HARBOR BAY – BEESLEYS POINT – TRANSITION TOWER CONSTRUCTION
In mid-August 2019, South State Contractors will begin construction of new transition towers in Great Egg Harbor Bay west of the Garden State Parkway. The new towers will be located approximately 500’ to the west of the existing towers. All barges and work boats involved will be monitoring VHF channel 13. Project work will be conducted 7 days a week between the hours of 5:00 a.m. and 8:00 p.m. and expected to last till Aug 2021. A floating dock consisting of Shugart barges will be staged outside of navigable channel near the old Route 9 bridge.
Chart 12316

NJ - GREAT EGG HARBOR INLET TO TOWNSENDS INLET, AND PECK BEACH – DREDGING - BEACHFILL
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations from Great Egg Harbor Inlet to Townsends Inlet, and Peck Beach, Cape May County, New Jersey. Operations will commence in June and continue until Oct 2020. Material will be dredged from the Great Egg Harbor Inlet Borrow Area and be pumped directly to shore from the hydraulic dredge OHIO. VHF- FM Channels 13 & 16 will be monitored 24hr/day, 7 day/week. For more information or questions contact Stuart Hilgendorf Project Manager (443) 831-0785 or SHilgendorf@gldd.com.
Chart 12316

NJ – SEA ISLE CITY – DREDGING - BEACHFILL
Great Lakes Dredge & Dock Company will be conducting dredging and beachfill operations in Sea Isle City. Operations will commence in June and continue until Oct 2020. Material will be dredged from the L1 Borrow Area and be pumped directly to shore from the hydraulic dredge LIBERTY. VHF-FM Channels 13 & 16 will be monitored 24hr/day, 7 day/week. For more information or questions contact Stuart Hilgendorf Project Manager (443) 831-0785 or SHilgendorf@gldd.com.
Chart 12316

NJ – HEREFORD INLET – SEAWALL REPAIR
Beginning June 1, 2020 and continuing until February 25, 2021 a Crane Barge along with an attendant plant will be operating at various locations in and around the Hereford Inlet. Materials will be delivered to this Crane Barge via tug and barge. The Crane Barge will not be sitting in the federally marked navigation channel at any time. The crew will be working Monday through Friday during day light hours. The Crane and attendant plant will both monitor VHF-FM Channel 16. Mariners are urged to use extreme caution and transit the area at a safe speed. If you have any questions or require additional information, please contact Agate Construction at cyurick@agateconstruction.net or at (609) 780-5175.
Chart 12316, 12318

PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION
Commerce Construction Corporation will be performing marine construction for Energy Transfer Partners at Fort Mifflin Terminal Dock, located along the Del River in Tincum Township, PA. Crews will be on the water from 6:00 AM to 6:00 PM Monday thru Sunday, thru Dec 2020. Multiple barge mounted cranes, super barges and small craft will be near the dock supporting construction activities. Operators of vessels of all types should be aware that men will be working on floating equipment and within the water around the crane barge and docks. A NO WAKE transit is requested. LNM 40/18 Chart 12312

PA - NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION
The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through Oct 2021. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. For questions contact Coast Guard Sector Delaware Bay Waterways.
Chart 12312

DE – DELAWARE RIVER – SILVER RUN – TRANSITION TOWER CONSTRUCTION
From Jul 13 through Sep 30, 2020, South State Inc. will be constructing an ice protection system for an electrical transition structure in approximate position 39°27’26” N, 75°34’40” W, Silver Run Tower Vessel Protection Light A (LLNR 2497) and Silver Run Tower Vessel Protection Light B (LLNR 2497-1). The project and associated vessels and equipment will remain outside and to the west of navigation channel. Project work will be conducted Monday through Saturday during daylight hours. Mariners are requested to maintain a safe distance from all project barges and equipment and to minimize wake when transiting in the vicinity.
Chart 12311
DE – DELAWARE RIVER – NEW CASTLE RANGE - RED LION CREEK – CONSTRUCTION
From 1 Jul to approximately 12 Aug 2020, Delaware DOT will be conducting repairs to the Red Lion Creek Tide Gates and Dyke. Work will include constructing cofferdams on both sides of the existing Tide Gates and dewatering the area around the gates. Mariners are urged to transit the area with caution. For more information, contact Anna Smith, DelDOT at 302-760-2126 or anna.smith@state.de.us.
Chart 12311

MD – CHOPTANK RIVER – CAMBRIDGE – MARINE CONSTRUCTION
McLean Contracting Company will be replacing the Timber Bulkhead at Cambridge Marine Terminal in Cambridge Creek in Dorchester County MD. Construction equipment and barges will be in the waterway during construction. Work expected to last until 30 Nov 2020. Equipment will monitor VHF-FM channels 13 and 16. Contact John Hackmann 443-623-8412 or Jay Musser 443-392-8089 for additional information.
Chart 12266

MD – CHESAPEAKE BAY – POPLAR ISLAND NARROWS – FERRY COVE – MARINE CONSTRUCTION
Lane Engineering will be conducting marine construction operations in Ferry Cove near Lowes Wharf, in approximate position 38-46-08.04N, 76-19-47.35W. Work will continue until 25 Sep 2020 and consist of installing a pier and water intakes. For more information or questions contact Sean Callahan at 410-221-0818.

MD – POPLAR ISLAND – MARINE CONSTRUCTION
McLean Contracting Company will be conducting marine construction operations on Poplar Island, Chesapeake Bay side from 8 Nov 2019 to 31 Jul 2020. Crane barges, deck barges, tugs, survey vessels and crew boats will be in the area and may be contacted on VHF-FM 13 and 16. For more information or questions contact, Scott Huchenski, Superintendent, 570-357-7894 or Mr. Jay Musser, Area Construction Manager, 443-392-8089.
Chart 12270

MD – CHESAPEAKE BAY – POPLAR ISLAND – ONGOING MARINE CONSTRUCTION
Marine construction of containment Cell Number 11 on Poplar Island is ongoing. Crews will be building sand and stone berms to expand the island and create a new containment cell. Mariners should avoid the area; if necessary contact the work vessels on VHF-FM channels 13 and 16. Ref LNM 1919 Chart 12266

MD – BALTIMORE HARBOR – PATAPSCO RIVER – OVERHEAD TRANSMISSION LINE – CONSTRUCTION
Marine construction operations for an aerial electric power transmission line 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, during May 4, 2020-October 7, 2022. The work will occur 24 hours per day, 7 days per week, at the following 5 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’x43’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. Vessels on site, including “WB29”, “MEGALADON”, “RISING SUN”, “CAPTAIN STEVE”, crewboat and jackboats may be contacted on VHF-FM channels 16 and 13. For questions, contact Mr. Scott Popoloski, 603-501-8360 or Mr. Jay Musser, 443-392-8089.
Chart 12281

MD – BALTIMORE HARBOR – DREDGING
McLean Contracting Company will be conducting dredging operations in the Baltimore Inner Harbor Channel near Fells Point. The dredge will need approx. 30-45 minutes notice to clear the channel for traffic. The tug RISING SUN will be towing barges in the Fort McHenry Channel to the Ferry Bar Channel to the Masonville DMFC. Mariners are cautioned to stay clear of dredge and barges associated with dredging operations. Operation are 6:00 am to 6:00 pm, six days a week. For more information or questions, contact Eric Brinson, at 910-330-5862 or ebrinson@mcleancontracting.com
Chart 12281

MD – UPPER CHESAPEAKE BAY - ELK RIVER – DREDGING
Southern Maryland Dredging will be dredging in the upper Elk River beginning at the Elk River Park public boat ramp and northward past Old Frenchtown Wharf into Big Elk Creek. A dredge pipeline will be routed west of the channel to an upland disposal site. About 1.6 miles of pipeline will be in the immediate vicinity of the channel, both submerged and floating. The pipeline will be marked with high visibility floating orange balls and a line of Danger and No Wake buoys. Dredging scheduled to be completed 30 July 2020. Operations are 12 hours a day, 5 days a week. The dredge RHODES II monitors channel 8. For questions or additional information, contact Erika Wilson Goldman at 443-336-2320
Chart 12274

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS
Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge across the Anacostia River in Washington, DC continues into 2022. Work is conducted Monday through Saturday, 7 am to 7 pm, with intermittent night work and currently consists of: 1. The temporary West Trestle, which extends from the shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1 and the western portion of the new bridge superstructure. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" that are placed approximately 85 yards upstream of the bridge. 2. The temporary East Trestle, which extends from the shoreline westward to the eastern limit of the navigation channel and includes new Bridge Pier 2 and the eastern portion of the new bridge structure. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" with the standard “Exclusion” diamond symbol that are placed approx 85 yards upstream of the bridge. The federal navigation channel east of the center pier (eastern half), approximately 150 feet wide, remains available for navigation. A vessel/barge may be intermittently positioned within the channel. Mariners intending to transit this area should contact the vessels MS. BECKY or CLAIRE MARIE for passing arrangements.
Chart 12289
VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – WALLOPS ISLAND – DREDGING AND BREAKWATER CONSTRUCTION
Continental Heavy Civil Corp will be conducting a Breakwater and Beach Nourishment project at Wallops Island in Accomack County VA. Operations will begin on 25 Mar 2021 and continue until Feb 2021. The vessels CAPTAIN BEAU and HEIDI will be on scene. The beach nourishment project will be along the beach front inside the NASA base. The construction of six off shore stone breakwaters will be directly in-front on the newly placed sand. The project will include, barging material from Cape Charles Terminal to Wallops Island for the installation of the stone breakwaters. Project Coordinates are 37°51'10.06"N, 75°27'41.12"W. Contact Francisco J. Juelle for more information at 787-238-3243 or fjuelle@chcivil.com. LNM 1120
Chart 12210

VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS
Weeks Marine Inc. will be conducting dredging operations in and in the vicinity of Thimble Shoal Channel, West Norfolk, Virginia. Continuing until approximately 15 Sep 2020 the Hopper Dredge B.E. LINDHOLM will be operating in the Thimble Shoal Channel West of the Chesapeake Bay Bridge Tunnel (CBBT). Dredge material will be transported to the Dam Neck Ocean Disposal Site (DNODS) – Cell #7. Continuing until approximately 31 August 2020 the Clamshell Dredge “Weeks 506”, Tug “Neptuno”, Scows (258 and 259) and tender tug “Delta” will be operating in the Thimble Shoal Channel between Thimble Shoal Lighted Buoy 19 (LLNR 9305) and Thimble Shoal Channel Lighted Buoy 7 (LLNR 9235). The clamshell dredge will start dredging approximately 1,000 feet west of Thimble Shoal Channel Lighted Buoy 19 moving east. All dredge material will be towed to the Dam Neck Ocean Disposal Site. For questions, contact David McNeill at 985-237-5069.
Chart 12225

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

VA – ELIZABETH RIVER – WESTERN BRANCH – BRIDGE CONSTRUCTION
Until Mar 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 wording “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 2320
Chart 12223

VA – HAMPTON ROADS – ELIZABETH RIVER – NEWPORT NEWS CHANNEL – DREDGING
Cottrell Contracting Corporation of Chesapeake, Virginia Dredge LEXINGTON will be conducting dredging operations in various locations within the Norfolk Harbor Federal Channel. Dredging will be between Elizabeth River Channel Lighted Buoy 1ER (LLNR 9445) and Elizabeth River Channel Lighted Buoy 25 (LLNR 9710) in the Newport News Channel between Newport News Channel Lighted Buoy 2 (LLNR 10840) and Newport News Channel Lighted Buoy 10 (LLNR 10875). The dredging will continue until 1 Aug 2020.
Chart 12222

VA – JAMES RIVER – JORDAN POINT TO RICHMOND – DREDGING
Cottrell Contracting Corporation of Chesapeake Dredge MARION will be conducting dredging operations at the Richmond Deepwater Terminal on the James River. Work will begin approximately 3,500 Feet North of James River Light 166 (LLNR 12790) and continue to 650 Feet South of James River Light 166 (LLNR 12790). Work will begin on 1 July and end approximately 1 Aug 2020.
Chart 12222

VA – YORK RIVER - PAMUNKEY RIVER – TRANSMISSION LINE REPLACEMENT
STANTEC on behalf of Dominion Energy will be rebuilding an existing overhead transmission line which crosses the Pamunkey River approximately 6.5 miles west northwest of West Point, VA. Work will consist of the removal and replacement of five transmission structures within the Pamunkey River and adjacent tidal marsh. All new structures will be located outside the navigational channel. One existing structure, 224/228 is located within the river. Construction will begin on Sep 22, 2019. During the wire pulling operation, two boats will be actively patrolling the waterway and making contact with any vessel traffic. Barges will be moored in the Pamunkey River outside of the navigational channel when not actively working.
Chart 12244

VA – CHESAPEAKE BAY – CHESAPEAKE CHANNEL – DREDGING
Great Lakes Dredge and Dock Company will be conducting Dredging and Bed Leveling Operations in the Chesapeake Channel also known as the York Spit Channel from Chesapeake Channel Lighted Buoy 15 (LLNR 7115) to Chesapeake Channel Lighted Buoy 35 (LLNR 7210) until 4 Dec 2020. The tug WILLIAM BRECKINRIDGE and Dredge Barge GL 148 will be on scene until 20 Jul 2020 and the Dredge TERRAPIN ISLAND will be on scene until Dec. All vessels will monitor VHF-FM channels 13 and 16. Dredging and disposal operations done at slow speeds with limited maneuverability. Mariners are urged to use extreme caution in the area of the dredge and transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. For more information or questions contact Tom Jessee at 207-522-5494 or tjessee@gldd.com.
Chart 12254

VA – RAPPAHANNOCK RIVER – CABLE CROSSING INSTALLATION
Construction activities by Croman Construction for the for Dominion Energy Virginia Rappahannock River Cable Crossing will commence on or about September 23rd, 2019 east of the VA Route 3 Rappahannock River Bridge in the vicinity of 37 37 01.655N, 076 25 44.9693W (South Platform) and, 3
VA – POTOMAC RIVER – DUMFRIES – SHORELINE STABILIZATION – TURBIDITY CURTAIN
In conjunction with the Shoreline Stabilization Project, a Turbidity Curtain will be installed in the Potomac River at Dumfries, VA. The curtain will extend approximately 75 to 100 feet into the Potomac River in approximate position 38.549073, 77.274838, to 38.547058, 77.276894 and will be lighted every 100 feet. It is expected to be in place until Aug 2020. For any questions, contact Jessica Kelly at 757-778-7337.
Chart 12288

VA – RUDEE INLET – DREDGING
The Army Corps of Engineers Dredge MERRITT will be conducting dredging operations in the Rudee Inlet from 7 Jul to 14 Jul 2020. For questions or additional contact Chris Tolson at christopher.b.tolson@usace.army.mil or (757) 201-7012.
Chart 12205

VA – SANDBRIDGE – HELL POINT CREEK – BRIDGE – DEMOLITION
Sandbridge Road Bridge over Hell’s Point Creek demolition. Demolition of the existing bridge structure will affect the waterway beginning 2 Dec 2019. Project completion is Jul 2020. For any question or more information contact, Ryan Johnson of the City of Virginia Beach at 757-385-2050.
Chart 12206, 12207

NC – OREGON INLET – BONNER BRIDGE - ARTIFICIAL REEF DEPLOYMENTS
North Carolina Division of Marine Fisheries will be conducting bridge material deployments at several artificial reefs located offshore of Oregon Inlet. Material will be deployed from a barge and tugboat, which will have limited maneuverability while offloading. Deployments will take 2-3 hours each, and will occur over the next 12 months. For more information, contact Jordan Byrum with the Division’s Artificial Reef Program at 252-808-8036 or at jordan.byrum@ncdcr.gov. The following artificial reefs will be used. AR-130 (36° 00.296’N, 75° 31.957’W), AR-140 (35° 56.718’N, 75° 31.965’W), AR-145 (35° 54.017’N, 75° 23.893’W), AR-160 (35° 43.888’N, 75° 26.771’W)
Chart 12204

NC – HATTERAS INLET – CONSTRUCTION AREA
NCDOT is performing construction work in Hatteras Inlet on the shoreline near the Ocracoke North Ferry Terminal in approximate position 35-11’29”N, 70-46’48”W. Mariners are advised to travel at no wake speeds and use caution while navigating this area. NC BNM 311-19

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 May 2021 on the Outer Banks of NC. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx
Chart 12204

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND – ADAMS CREEK – CORE CREEK – DREDGING
Goodloe Marine will begin dredging operations on or around May 29, 2020 in the AIWW at Range F in Core Creek, Adams Creek, NC. Dredging will be near Adams Creek Light 18 (LLNR 38380) and will include work one mile north and one mile south of Adams Creek Light 18 (LLNR 38380). The cutter dredge “Tenacious” will be performing the dredging work. There will be numerous pipelines, buoys, anchors and barges located within the navigation channel. The dredge can be contacted on VHF-FM channels 16 or 68. For further information, Ben Goodloe can be contacted at 813-355-7494.
Chart 11541

NC – BEAUFORT INLET – MOREHEAD CITH HARBOR – DREDGING
Great Lakes Dredge & Dock Company will be dredging in the entrance channel of the Morehead City Harbor, Ocean Bar Carteret County, NC. Disposal of dredged material will be offshore distributed among the Ocean Dredged Material Disposal Site (ODMDS), the Nearshore East Placement Area and the Nearshore West Placement Area. Dredges PADRE ISLAND and DODGE ISLAND will be on scene and may be contacted on VHF-FM Channels 13 and 16. Dredging is expected to continue until Jul 31 2020. Should you have any questions concerning this project, please contact Site Manager Matt Ferrell at (630) 248-4078, Mferrell@gldd.com or Contract Manager, Megan Place at (630) 209-7619, MPlace@gldd.com
Charts 11547

NC – TOPSAIL INLET – BANKS CHANNEL – DREDGING
Weeks Marine demobilization operations at Mansoboro Inlet will continue until 15 Jul 2020. James Ferguson - (985) 273-1286, jcferguson@weeksmarine.com, Jimmy Rude - (985) 237-5063, jlrude@weeksmarine.com Paul Stewart - (985) 373-8352, pfstewart@weeksmarine.com
Chart 11541

NC – CAPE FEAR RIVER – DREDGING
The dredge PAULA LEE will be conducting dredging operations in the following reaches in the Cape Fear River: Upper Big Island Channel, Lower Lilliput Channel, Upper Midnight Channel and Horseshoe Shoals Channel. Dredged material will be disposed at the New Wilmington ODMDS south of the mouth of the Cape Fear River. Towing will be performed by the Dann Marine Tugs COLONEL and THOMAS DANN, towing 5000 cubic yard scows from the reaches through the mouth to the ODMDS. The ODMDS is approximately 9 NM south of the mouth of the Cape Fear River at N 33-44.6-946°, W 078-02-8.979°. Dredging is scheduled to be completed by Aug 31, 2020. Work will continue 24 hours a day, 7 days a week. The Dredge PAULA LEE will monitor VHF-FM Channels 13, 16, and 79. Project Manager Danny Myers can be reached at (415) 302-5369 or Ryan Swink at 628-888-4304.
Chart 11541
SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS
IN THE FIFTH COAST GUARD DISTRICT

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

MD - SEACOAST - FENWICK ISLAND TO CHINCOTEAGUE ISLAND – ASSAWOMAN BAY - OCEAN CITY – WEEKLY FIREWORKS DISPLAYS
Short-duration, aerial fireworks displays are scheduled to occur along Assawoman Bay at Ocean City, MD, on each Sunday, through Sep 6, 2020, at 9:30 p.m. On these dates, fireworks will be discharged from the pier at the west end of Northside Park in Ocean City, MD, in approximate position latitude 38°25'55.15" N, longitude 075°03'50.51" W. Mariners are urged to use caution when transiting the area, and absent specific guidance, should remain 400 feet from the fireworks discharge site. Information on this weekly fireworks event can be found at website http://ococean.com/events/sundaes-in-the-park-2020. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division at (410) 576-2674 or (410) 576-2693.

Chart 12211

MD - SEA COAST - FENWICK ISLAND TO CHINCOTEAGUE ISLAND - OCEAN CITY - WEEKLY FIREWORKS DISPLAYS
Short-duration, aerial fireworks displays are scheduled to occur along the North Atlantic Ocean at Ocean City, MD, on each Thursday, through Sep 3, 2020, at 10:30 p.m. On these dates, fireworks will be discharged from the beach near North Division and First Streets, in approximate position latitude 38°19'51.53" N, longitude 075°05'00.80" W. Absent specific guidance, mariners should remain 100 yards from the fireworks discharge site. Information on this weekly fireworks event can be found at website https://beachfireworks2020.com. For any comments or questions contact Coast Guard Sector MD-NCR Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12211

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL – OVERNIGHT DISTANCE SAILING RACE
An annual overnight distance sailing race is scheduled to occur in the Chesapeake Bay and Severn River during July 11-12, 2020. Up to 45 competing sailboats (25 to 50 feet in length) of different classes will start on Saturday at approx 6:45 p.m. at the mouth of the Severn River near Annapolis, MD, proceed southward along the eastern side of the Chesapeake Bay toward Poplar Island, MD, then turn-around and proceed northward along the western side of the Chesapeake Bay toward the William P. Lane (US-50/301) Memorial Bridges, to finish in the Severn River. The designated race course may be shortened on the day of the event due to actual or predicted weather conditions. The Eastport Yacht Club Race Committee on board the start/finish signal boat “MELODY” can be contacted via marine band radio VHF-FM channels 16, 09, 13 and 73. Additional event information is available at website http://eastportyc.org. Interested mariners can contact the Eastport Yacht Club race committee on board the signal boat via marine band radio VHF-FM channels 16, 13 and 73. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Charts 12270, 12282, 12283

MD – CHESAPEAKE BAY – SEVERN RIVER – SAILING REGATTA
An annual sailing regatta is scheduled to occur on the Chesapeake Bay on July 25, 2020, between 11 a.m. and 5 p.m. Up to 15 sail boats (27-45 feet in length) will operate along a designated race course located, between the William P. Lane Jr. Memorial (US-50/301) Bridges and Thomas Point, MD, near the mouth of the Severn River. More information on the Cruisers Cup Race is available at website https://eastportyc.org. Interested mariners can contact the Eastport Yacht Club race committee on board the signal boat via marine band radio VHF-FM channels 16, 13 and 73. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone number (410) 576-2674 or (410) 576-2693.

Chart 12282

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA
An annual distance sailboat race is scheduled to occur in the Chesapeake Bay and Patapsco River on July 18, 2020, between 11 a.m. and 7 p.m. Approximately 60 sail boats (20 to 60 feet in length) will compete on a designated course from Baltimore Light (LLNR 8035) to a location in Northwestern Harbor at Baltimore, MD. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. Information on this Baltimore City Yacht Association event can be obtained at website: https://www.bcy.com.K A “Race Back” for sail boats leaving Baltimore headed back to the Chesapeake Bay is scheduled on July 19, 2020, at approximately 11 a.m. Rendezvous for participants will occur at 10:30 a.m. in the vicinity of the Francis Scott Key Memorial Buoy (LLNR 8245). Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. 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 12277, 12281

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES
An annual weekly sailboat racing series is scheduled to occur on the Patapsco River each Tuesday evening from Jun 16 - Sep 1, 2020, between 5:30 p.m. and 9:30 p.m. Up to 25 sail boats in three fleets (20 to 40 feet in length) will compete in a single race along a designated course located between the Fort McHenry National Monument and Historic Shrine and the Francis Scott Key Memorial (I-695) Bridge, at Baltimore, MD. More information on the Baltimore City Yacht Association Tuesday Night Series can be obtained at website: https://www.bcy.com. Interested mariners may contact the race committee via marine band radio VHF-FM channel 72. For any comments or questions contact Coasst Guard Sector MD-NCR, Waterways Management Division, at 410-576-2674 or 410-576-2693.

Chart 12281

MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – NORTH BEACH – DRAGON BOAT PADDLE RACES
An annual dragon boat festival is scheduled to occur on the Chesapeake Bay at North Beach, in Calvert County, MD during Aug 18-22, 2020. Race practices will occur Aug 18-21, 2020, from 5 p.m. to 8 p.m. (dusk), and the race on Aug 22, 2020, from 9 a.m. to 2 p.m. Up to four dragon boats (40 feet in length) per race, with 19 paddlers in each boat, will compete along a marked 200-meter course located adjacent to the North Beach boardwalk. Participants will be supported by sponsor-provided motorized watercraft. For more information https://www.northbeachmd.org/end-hunger-dragon-boat-festival. For any comments or questions contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

Chart 12203
MD – CHESAPEAKE BAY – COVE POINT TO SANDY POINT – SEVERN RIVER – SAILING REGATAS
Annual sailing regattas sponsored by the Annapolis Yacht Club (AYC) are scheduled to occur on the Severn River and the Chesapeake Bay near the mouth of the Severn River, during 2020. Unless otherwise indicated, the events will occur between 10 a.m. and 4 p.m., and are scheduled on the following dates: (2) July 25-26 (Annual Regatta - 45 participants, 24-50 feet in length); (3) August 11 (Junior Annual Regatta - 100 participants, 8-15 feet in length); (4) August 28-30 (NOOD Regatta - 200 participants, 22-40 feet in length); (5) September 6 (Annapolis Labor Day Regatta - 150 participants, 22-50 feet in length); (6) September 13 (CRAB Cup - 6 participants, 22 feet in length); (7) September 25-27 (AnnapolisYC 3-2-1 Invitational - 90 participants, 20-28 feet in length); (8) October 3-4 (Fall Series 1 - 30 participants, 22-34 feet in length); (9) October 3-4 (Fall Series 2 - 30 participants, 30-50 feet in length); (10) October 3-4 (Fall Series 3 - 30 participants, 23 & 31 feet in length); (11) October 10 (Fall Series River Course - 25 participants, 20-28 feet in length); (12) October 13-15 (Warrior Sailing Project - 8 participants, 22 feet in length); (13) October 17-18 (Fall Series 2 - 30 participants, 30-50 feet in length); (14) October 24-25 (Eschells - Lippincott - 30 participants, 23 & 31 feet in length); (15) October 26-27 (Halloween Howl - 50 participants, 8 feet in length); (16) October 29-November 1 (J/105 & J/111 North American Championships - 40 participants, 35-40 feet in length); and (17) November 8-December 13 (Frostbite Series - 1st Half - 80 participants, 22-45 feet in length). Additional information on these events can be obtained at website [https://www.annapolisyc.com/]

MD – CHESAPEAKE BAY – SEVERN RIVER — SAILING REGATTA – WEEKLY SERIES
An annual sailboat racing weekly series is scheduled to occur in the Severn River each Thursday evening during through August 27, 2020, between 6 p.m. and 9 p.m. Up to 80 participants (small keel sailboats, 22-26 feet in length) will race in heats within two courses located between the mouth of the Severn River and the Severn River Middle Ground Anchorage. Mariners are urged to use caution and remain alert for other watercraft when transiting the area, proceed at the minimum speed necessary to maintain a safe course that minimizes wake while operating near the race courses. Race committee support vessels will be on scene. Event information is available at website [http://worldannapolis.com/annapolis-sailing-courses/racing/thursday-night-racing/]. For any comments or questions, contact Coast Guard Sector MD-NCR at (410) 576-2674 or (410) 576-2693.

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – SAILING REGATTA SERIES
An annual sail racing series is scheduled to occur in the Severn River each Friday evening during June 26, 2020 - August 21, 2020, between 5 p.m. and 9 p.m. Excluded date includes July 3rd. Up to 45 auxiliary sail boats (25 to 55 feet in length) of various classes will compete in sail races along a designated course located in the Severn River, between the mouth of the Severn River and the entrance to Spa Creek at Annapolis, MD. First race start will occur at approximately 6:15 p.m. Additional information can be obtained at the website: [www.eastportyc.org/beer-cans](http://www.eastportyc.org/beer-cans). Interested mariners can contact the Eastport Yacht Club Race Committee on “EYC Friday Night Signal Boat” via marine band radio VHF-FM channel 16, 09 or 73. For any comments or questions, contact Coast Guard Sector MD-NCR, Waterways Management Division, at (410) 576-2674 or (410) 576-2693.

MD - HEAD OF CHESAPEAKE BAY - SUSQUEHANNA RIVER – SWIM EVENT
The swim segments of an annual triathlon event are scheduled to occur in the Susquehanna River on July 11, 2020, between 6:30 a.m. and 10 a.m. Up to 500 participants (in organized groups) will compete in designated 1.5K/1500-meter (2 laps) and 750-meter (1 lap) swim races along a marked, 750-meter rectangular course located at Stump Point in Perryville, MD. The swim races begin with an in water start off the Perryville Community Park, and end with an out water exit at the same location. Swimmers will be supported by sponsor-provided kayaks and stand-up paddleboards. The swim course will have yellow floating markers located at turns and orange floating markers located approximately every 75 meters along swim legs. Swim course set up will occur the previous day. Safety patrol vessels on scene can be contacted on marine band radio VHF-FM channel 16 and 78A. Additional information on the “Diamond in the Rough Triathlons” can be obtained at website [www.kineticmultisports.com/]. For any comments or questions contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at (410) 576-2674 or (410) 576-2693. Chart 12274

VA – CHESAPEAKE BAY – LITTLE CREEK INLET ENTRANCE
The Little Creek Sailing Association will be sponsoring the Wednesday Night Race Series through October 28, 2020. This race is expected to involve around 27 participants with boats ranging from 24ft - 40ft beginning at 6:25 p.m. and ending at 6:25 p.m. on the following scheduled dates: July 1st, 8th, 15th, 22nd, 29th; August 5th, 12th, 19th, and 26th, 2020. For the following dates the event will begin at 5:55 p.m. and end at 7:55 p.m.: September 2nd, 9th, 16th, 23rd, 30th, October 7th, 14th, 21st, and 28th, 2020. Mariners are requested to use caution and bare steerage when transiting the area.

VA – ROANOKE RIVER – JOHN H. KERR RESERVOIR
The Clarksville Lake County Chamber of Commerce will sponsor a land fired aerial fireworks display from the Highway 58 Business Bridge, Clarksville, VA near the Bugg Island Lake. This event will take place on July 18, 2020 from 9:00 p.m. to 10:00 p.m. Mariners are urged to use caution when transiting the area and are reminded to heed the directions of patrolling law enforcement and public safety officials.

Chart N/A
DUNANT
Undersea Communication Cable off Virginia Beach
This chart shows the approximate positions of the fiber optic telecommunication cable DUNANT.

Contacts
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NOT TO BE USED FOR NAVIGATION
Enclosure 6
Undersea Communication Cable off Virginia Beach

The positions of this cable route are shown in the included route position list and map. If you have questions or want to request the route in a navigational plotter format, please contact:

**SubCom GTSC/NOC Hotline:**
+1 732 578 7474 (Press #3)

The cable is buried to a depth of 0.82 fathom (1.5m/5ft) into the seabed to a water depth of approx. 246 fathoms (450m/1476ft), however, ships are asked to avoid using anchors, bottom trawl fishing, and other seabed gear within 1 nautical mile of the cable route.

If your gear does snag something you think may be the cable, please don’t try to lift it. After some initial slack is taken up, it may become extremely hard to lift, and this could threaten your vessel’s stability. Furthermore, active cables carry an electrical current that may be compensated for that gear, if they have questions or want to request the route in a navigational plotter format, please contact:

**SubCom GTSC/NOC Hotline:**
+1 732 578 7474 (Press #3)

The DUNANT Submarine Cable is a planned transatlantic telecommunication network that will connect the United States of America and Europe. This cable system design spans nearly 6,600 km with landing points in Virginia Beach, US and St. Hilaire de Riez, France.

NOTE: The submarine cable installation will take place around August 2020.

**DUNANT**

**Undersea Communication Cable off Virginia Beach**

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If your gear snags this cable, please do not try to lift it... call the contacts on this page.

SubCom /// Marine Liaison / February 2020

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Dominion Energy CVOW Pilot Project
Cable Pre-elay Survey LNTM
April 2, 2020

NOT TO BE USED FOR NAVIGATION
Target: Phila Harbor_28May2020
Latitude: 39 54.334224 N
Longitude: 75 07.940211 W
Depth: 35.7 MLLW
Ref to Channel: 11 feet outside of green toe

NOT TO BE USED FOR NAVIGATION
**Object: Phila Harbor 3_16Jun2020**
Latitude: 39 57.703381 N  
Longitude: 075 07.908944 W  
Depth: 38.4' MLLW  
Ref to Channel: 70' inside Green Toe  
Comments: Two Possible boulders within 25' of each other

**Object: Phila Harbor 4_16Jun2020**
Latitude: 39 57.692964 N  
Longitude: 075 07.925196 W  
Depth: 38.7' MLLW  
Ref to Channel: 60' inside Green Toe  
Comments: Possible Boulder

**NOT TO BE USED FOR NAVIGATION**
Object: Phila Harbor 1_16June2020
Latitude: 39 58.011515 N
Longitude: 75 07.013911 W
Depth: 21' MLLW
Ref to Channel: Green edge
Comments: Debris and shoal working its way into channel

Object: Phila Harbor 2_16June2020
Latitude: 39 58.011515 N
Longitude: 075 07.35325 W
Depth: 39.9'
Ref to Channel: 90' inside of Green toe
Comments: Possible Boulder

NOT TO BE USED FOR NAVIGATION