U.S. Department
of Homeland Security

United States Coast Guard

LOCAL NOTICE TO MARINERS

District: 5 Week: 40/24

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

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

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

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

or for correspondence and article requests:
gregory.c.goetz2@uscg.mil, (571) 613-1472 and CGD5Waterways@uscg.mil

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

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

REFERENCES
Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2023 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2024 (57th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2024 (56th) Edition.

NAVIGATION INTERNET SITES

2024 Light List/ Weekly Updates.
https://www.navcen.uscg.gov/weekly-light-lists

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

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

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

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

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

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

Weather
http://www.weather.gov

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition:

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

HBR - Harbor
HOR - Horizontal Clearance
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LAT - Latitude
LB - Lighted Buoy
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LGB - Lighted Gong Buoy
LIB - Lighted Ice Buoy
LLNR - Light List Number
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MD-NCR - Maryland-National Capital Region
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy
OREI - Offshore Renewable Energy Installations
PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
UXO - Unexploded Ordnances

W - White
WTG - Wind Turbine Generator
Y - Yellow

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

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

Changes to the USCG Local Notice to Mariners (LNM) and Light Lists

This bulletin announces upcoming changes to the Local Notice to Mariners (LNM) and Light Lists as part of the U.S. Coast Guard Navigation Center efforts to modernize and improve the accessibility, accuracy, and overall user experience for mariners and other stakeholders. Unfortunately the launch date has been delayed, with no new launch date set.

1. The Coast Guard will start a transition to a modernized geospatial notice to mariners replacing weekly LNMs, weekly Light List Correction Files, Daily Discrepancy Files, and the Summary of Light List Changes. The new format will allow mariners to visualize information interactively on a map/chart, and also use a fillable form via the Navigation Center website (https://www.navcen.uscg.gov/) to select a waterway by name from the Light List and generate LNM or Light List information. Information in the modernized LNM will be updated on a daily basis, Monday through Friday, at a minimum. This system is designed to enhance efficiency and improve safety during route planning and transits and will give mariners more up-to-date information than ever before.
2. When the transition to the modernized LNM and Light List platform begin, legacy versions of these products will still be updated and downloadable for, a period of time, after which only the interactive, geospatial interface format will be available and Weekly LNMs, Weekly Light List Correction Files, Daily Discrepancy Files, and the Summary of Light List Changes will no longer be published.
3. For any questions, assistance or feedback regarding this LNM delivery change, please visit the NAVCEN page: https://navcen.uscg.gov/contact/contact-us, select 'LNMs or Light Lists' from the Subject dropdown, or contact Mr. Gregory Goetz, Waterways Management at Fifth Coast Guard District, at D05-SMB-CGD5Waterways@uscg.mil.

LNM: 38/34

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

For Private Aids to Navigation (AtoN) applicants requesting Coast Guard permits to provide navigational markings on offshore wind farm structures in Fifth District-area waters, the following structure identification, lighting, sound signal, and Automated Identification System (AIS) capabilities are strongly recommended. Applicants should plan to apply for one Private Aid Permit per structure (to include all label(s), light(s), sound signals and AIS signals). Private AtoN Permit applications should be submitted no sooner than 60 days and no later than 365 days prior to the need to activate a structure's final markings. Additional specific recommendations include:

Tower/Electrical Service Platform (ESP) Identification:

- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible
- (Tower) Letters and numbers, visible at night, labelled to as near to 3 meters high as possible, rendered through use of retro-reflective or high contrast black, comparable to MilSpec #17038 or RAL 9005, to maximize visual range for nearby mariners, is strongly recommended
- (ESP) Letters and numbers labelled to 1 meter high to visual range for nearby mariners.
- Visible above any servicing platforms
- Visible throughout a 360-degree arc from the water's surface
- If feasible, also labelled below the servicing platform
- (Tower) All-around band, retro-reflective material (white, yellow or silver) is strongly recommended, visible through a 360 degree arc, at least 2 foot bands around the structure no less than 30 ft above MHHW.
- (Tower) Foundation base of all turbines should be painted yellow, comparable to MilSpec #23655 or RAL 1023, all around from Mean Higher High Water (MHHW) to 50 ft above MHHW

Lighting:

- Located on all structures, preferably on the servicing platform, visible throughout a 360-degree arc from the water's surface
- Corner Towers/Significant Peripheral Structures (SPSs): Quick flashing yellow (QY) energized at a five nautical mile range
- Outer Boundary Towers: Yellow 2.5 sec (FL Y 2.5s) energized at three nautical mile range
- Interior Towers: Yellow 6 sec or yellow 10 sec (FL Y 6/FL Y 10) energized at a two nautical mile range
- All lights should be synchronized by their structure location within the field of structures

Note: All temporary base, tower and construction components preceding the final structure completion must be marked with Quick Yellow (QY) obstruction lights visible throughout 360 degrees at a distance of 5NM. The QY flashing lights are outlined within the lighting plan during the PATON Permit process.

Sound Signals:

- Should be located on all structures located at corners/SPSs
- Sound every 30 seconds (4s Blast, 26s off)
- Set to project at a range of 2NM
- Should not exceed 3NM spacing between perimeter structures
- Mariner Radio Activated Sound Signal (MRASS) activated by keying VHF Radio frequency 83A five times within ten seconds activating the sound signal for 45 minutes is preferred. If a MRASS is not used, the sound signal should operate when the visibility in any direction is less than 5NM.

LNM: 45/23

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

Automated Information System (AIS) Transponder Signals:

• Each Significant Peripheral Structure (SPS), and Intermediate Peripheral Structure (IPS) adjacent to a fairway or used to identify a designated vessel transit route through the farm or closely adjacent farms, shall be identified by a properly encoded AIS message 21.

• These broadcasts shall be made autonomously and continuously, at least every 6 minutes, alternating on AIS channel 1 and 2.

•-At sufficient power to provide a relatively uniform coverage recommended to extend at least 8NM beyond the periphery of the wind farm to allow sufficient time for ship operations to detect and make necessary course or speed alterations.

•-IPS, or other IFS within the farm, may be additionally marked with physical or synthetic AIS Message 21 if circumstances warrant; but not such to overload the VHF data link in or near congested waters. Such circumstances may include but are not limited to when there is a distance of greater than 12NM between SPS, or the need to temporarily mark an IFS of navigational concern due to some other factors (discrepant light signal).

• Must be approved at the Coast Guard Headquarters level (CG-NAV) based on the Fifth Coast Guard District's recommendation.

PATON Application can be requested through email to: D05-SMB-CGD5Waterways@uscg.mil

Please forward questions or feedback in an e-mail Matthew.K.Creelman2@uscg.mil or Ryan.P.Doody2@uscg.mil.

Charts: 12200 12221 LNM: 46/23

NEW MERCHANT MARINER CREDENTIALS – MARINE SAFETY INFORMATION BULLETIN (MSIB) 01-24

The U.S. Coast Guard announced a new merchant mariner credential (MMC) set to launch on March 1, 2024. This milestone marks the first comprehensive revision of the mariner credential in nearly a decade and is strategically designed to enhance both quality of service and security within the Marine Transportation System (MTS). U.S. Coast Guard Marine Safety Information Bulletin (MSIB) 01-24, New Merchant Mariner Credential Passport Booklet Replacement, has been posted on the DCO's MSIB Site and announced at the National Maritime Center (CG-NMC) Home Page (uscg.mil). Please visit these resources for more information on the credential.

LNM: 10/24

REPORTED UNEXPLODED ORDNANCES (UXO)

The Coast Guard advertises reported unexploded ordnances (UXO) information through local, Sector Broadcast Notice to Mariners (BNMs) and through the weekly, Fifth Coast Guard District LNM. BNMs are additionally available directly to mariners by email sign-up at the CG Navigation Center Web Site Subscribe to Our RSS Feeds | Navigation Center (uscg.gov). Information on proper reporting and safety procedures for UXOs can be found at the following link: https://www.denix.osd.mil/uxo/.

For a list of recently reported UXOs, see ENC 7.

LNM: 34/23

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

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

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

Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes. Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:

http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx

Mariners should use caution when navigating in these areas and passage through the inlets is not recommended without local knowledge of the area. The aids to navigation in these inlets may not be charted and may not be marking best water due to continually shifting shoals. Consult Local Notice to Mariners, 5th Coast Guard District for the latest positions and status of aids to navigation:

https://www.navcen.uscg.gov/?pageName=lnmDistrict&region=5

To report any aids to navigation discrepancies (missing, damaged, off station, extinguished lights), shoaling, hazards to navigation, or discrepancies on bridge lighting, please contact Sector North Carolina Command Center (910) 343-2200.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

INTERFERENCE WITH AIDS TO NAVIGATION

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

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

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

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

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

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON ELECTRONIC CHARTS

The U.S. Coast Guard has become aware that the Range and Sector Light Characteristic labels are not displayed on Electronic Navigational Charts (ENCs) when used in an Electronic Chart Display and Information System (ECDIS) due to limitations of the S-52 ECDIS display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39/22

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

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

CANCELLATION OF NOAA PAPER AND RASTER NAUTICAL CHARTS

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

Six month notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction." Canceled charts do not meet USCG carriage requirements. A comprehensive list of all canceled NOAA charts is available at: http://www.charts.noaa.gov/MCD/Dole.shtml.
Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html
An online NOAA Custom Chart application at: https://devgis.charttools.noaa.gov/pod is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 09/21

BROADCAST NOTICES TO MARINERS

The following Broadcast Notices to Mariners (BMNs) were in effect at the date of this publication.
CCGD5 (D5) – 0478, 0479, 0484, 0485, 0486, 0488, 0490, 0491-24.
Sector Delaware Bay (DB) – 0144, 0146, 0148, 0150, 0151, 0152, 0153, 0154, 0155, 0156, 0158, 0159-24.
Sector Maryland – National Capital Region (MD) - 0021, 0150-23; 064, 0122, 0162, 0164, 0165, 0167, 0170-24.
Sector Virginia (VA) – 0160, 0161, 0162, 0163, 0164, 0165-24.
Sector North Carolina (NC) - 0365, 0373, 0377, 0377, 0380, 0384, 0385, 0386, 0387, 0388, 0389, 0390, 0391, 0392, 0393, 0394, 0395, 0396, 0397-24.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
175	**Delaware Traffic Lane Lighted Buoy DB**	**LT EXT**	**12200**	**0155DB**	**40/24**	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
580	Navy Air Combat Maneuvering Range Tower Light C	LT EXT	12200	400NC	41/22	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	0110NC	27/12	
615	Oregon Inlet Jetty Light	LT EXT/DAYMK MISSING		166NC	19/21	
635	NOAA Lighted Data Buoy 41001 (ODAS)	ADRIFT			39/24	
925	Barnegat Inlet Lighted Buoy 4	OFF STA		0141DB	38/24	
942	Barnegat Inlet North Breakwater Light 6	DAYMK DMGD		0117DB	32/24	
950	Barnegat Inlet Lighted Buoy 9	MISSING		0102DB	18/24	
955	Barnegat Inlet Lighted Buoy 11	OFF STA		0190DB	45/23	
1000	Barnegat Inlet Buoy 21	OFF STA		0038DB	15/24	
1075	Oyster Creek Channel Buoy 36	MISSING		0116DB	32/24	
1105	Little Egg Inlet Lighted Buoy 2	MISSING		0051DB	10/23	
1131	Little Egg Inlet Lighted Buoy 10	OFF STA			30/24	
1240	Clam Creek Junction Lighted Buoy CC	OFF STA		0123DB	34/24	
1285	Great Egg Harbor Inlet Lighted Buoy 5	SINKING / OFF STATION		0146DB	27/24	
1288	Great Egg Harbor Inlet Buoy 7	MISSING		0126DB	34/24	
1291	Great Egg Harbor Inlet Buoy 9	OFF STA		0048DB	37/23	
1300	Longport Channel Buoy 2	OFF STA		0032DB	13/24	
1317	Longport Channel Buoy 7	MISSING		0125DB	34/24	
1318	Longport Channel Buoy 8	MISSING		0032DB	13/24	
1407	Townsends Inlet Lighted Buoy 3	OFF STA		0139DB	37/24	
1407	Townsends Inlet Lighted Buoy 3	Status Unreported			38/24	

1420	Townsends Inlet Buoy 8	MISSING		0147-1DB	39/24
1485	Delaware Bay Approach Lighted Whistle Buoy CH	RAC INOP		0053DB	20/24
1535	Brown Shoal Light	LT EXT/RAC INOP		102DB	23/21
1600	Elbow of Cross Ledge Light	LT EXT/SS INOP		341DB	26/22
1705	Maurice River Buoy 2	OFF STA		0110DB	31/24
1955	Fortescue Entrance Lighted Buoy 2F	OFF STA		0055DB	03/23
2195	Tanker Anchorage Buoy D	OFF STA		0112DB	31/24
2370	Port Mahon Approach Buoy 6	MISSING		0029DB	12/24
2490	Delaware River Light 2 (2)	LT IMCH		0133DB	36/24
2510	Baker Range Rear Light	LT EXT / NEST		0098DB	28/24
2580	Reedy Island Range Front Light	LT EXT		0085DB	29/19
2585	Reedy Island Range Rear Light	LT EXT		0082DB	20/24
2735	New Castle Range Rear Light	LT EXT		103DB	20/22
2745	Chesapeake and Delaware Canal Junction Lighted Buoy CD	OFF STA		0050DB	20/24
3080	Bellevue Range Front Light	LT EXT/REDUCED INT		0099DB	26/24
3655	**Delair Range Rear Light**	**LT EXT**		**0150DB**	**40/24**
3745	Torresdale Lower Range Rear Light	LT EXT		0067DB	16/24
4050	Landreth Range Rear Light	LT EXT		0069DB	22/24
4105	**Florence Upper Range Rear Light**	**LT EXT/OBSCURED**		**0153DB**	**40/24**
4150	Kinkora Upper Range Rear Light	LT EXT		0068DB	22/24
4400	**Indian River Inlet Buoy 11**	**OFF STA**		**0157DB**	**40/24**
6580	Virginia Inside Passage Light 265	STRUCT DMGD	12222	0147VA	36/24
6585	Virginia Inside Passage Daybeacon 266	STRUCT DEST/HAZ NAV/TRLB	12222	0195VA	39/23
6605	Wachapreague Inlet Buoy 1	MISSING		084VA	42/21
6610	Wachapreague Inlet Buoy 2	OFF STA		085VA	21/22
6615	Wachapreague Inlet Buoy 3	OFF STA		086VA	21/22
6795	North Inlet Warning Daybeacon A	STRUCT DEST/INACCESSIBLE		072VA	19/22
6805	Great Machipongo Inlet Buoy 2	OFF STA	12221	NONEDB	10/23
6810	Great Machipongo Inlet Buoy 3	MISSING	12221	NONEVA	21/21
6815	Great Machipongo Inlet Lighted Buoy 4	MISSING	12221	135VA	30/22
7445	Chesapeake Channel Buoy 63A	MISSING	12280	0141VA	34/24
7575	Chesapeake Channel Mid-Channel Lighted Buoy HS	MISSING	12280	0154MD	37/24
8693	Pooles Island Light	LT EXT	12280	110MD	24/21
9005	**Elk River Channel Lighted Buoy 11**	**LT EXT**		**0167MD**	**40/24**
9105	**Back Creek Channel Range Front Light**	**LT EXT**		**0170MD**	**40/24**
9370	Norfolk Entrance Reach Range Front Warning Light	LT EXT	12222	184VA	35/21
9375	Norfolk Entrance Reach Range Rear Warning Light	LT EXT	12222	185VA	35/21
10655	Naval Boat Channel Light 10	LT EXT		015VA	02/22
10843	Golf 2 Anchorage Lighted Mooring Buoy A	OFF STA	12222	041VA	09/22
11115	Nansemond River Channel Daybeacon 23	STRUCT DEST/TRLB		0204VA	40/23
12595	Appomattox River Channel Daybeacon 17	STRUCT DEST/TRLB		090VA	23/23
12605	James River Channel Light 122	STRUCT DEST/HAZ NAV/TRLB		0146VA	36/24
12660	James River Channel Lighted Buoy 138	LT EXT		0082VA	24/24
12795	James River Channel Light 168	STRUCT DEST/TRLB		239VA	51/19
12830	**Horseshoe West Channel Daybeacon 2**	**DAYMK DMGD**	**12222**	**0162VA**	**40/24**

13170	Poquoson River Entrance Buoy 4	OFF STA	12221	0157VA	39/24
14110	York Spit Swash Channel Light 3	STRUCT DEST/HAZ NAV/TRLB	12221	0271VA	50/23
14450	Horn Harbor Warning Daybeacon A	STRUCT DEST/DAYMK MISSING/TRLB	12221	0217VA	11/21
14495	Horn Harbor Light 12	DAYMK MISSING	12221	0150VA	36/24
14975	Broad Creek Channel Daybeacon 4	STRUCT DEST/TRUB		0288VA	01/24
15055	Rappahannock River Entrance Light 7R	STRUCT DEST/HAZ NAV/TRLB		01397VA	12/24
15135	Carter Creek Daybeacon 4	STRUCT DEST/TRUB		0043VA	12/24
15600	Hoskins Creek Light 1HC	DAYMK DMGD/STRUCT DMGD		0133VA	33/24
15610	Hoskins Creek Range Rear Light	LT IMCH		0136-1VA	33/24
15675	Rappahannock River Daybeacon 47	STRUCT DEST/TRUB		0041VA	12/24
17305	Cobb Island Daybeacon 4	STRUCT DEST/TRUB		0167MD	33/23
19745	Horn Point Light HP	DAYMK MISSING		0060MD	18/24
19780	Triton Light	LT EXT		312MD	36/22
19965	Severn River Light 6	STRUCT DMGD		0162MD	38/24
20570	Sparrows Point Buoy 4	TRUB		0144MD	34/24
21450	Cape Charles City Light 1CC	STRUCT DEST/HAZ NAV/TRLB	12221	0108VA	23/24
21667	Nassawadox Creek Warning Daybeacon J	STRUCT DEST/TRUB		005VA	02/20
21670	**Nassawadox Creek Danger Buoy K**	**OFF STA**		**0160VA**	**40/24**
21800	Nandua Creek Channel Warning Daybeacon G	DAYMK MISSING / INACCESSIBLE		0229VA	44/23
23800	Webster Cove Channel Daybeacon 3	STRUCT DEST/TRLB		064MD	19/21
23980	Nanticoke River Channel Light 6	STRUCT DMGD		097MD	11/22
24055	Bivalve Channel Daybeacon 3	STRUCT DEST/TRLB		228MD	26/22
24480	Muddy Hook Cove Channel Daybeacon 2	STRUCT DEST/TRLB		233MD	49/23
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/TRUB		0037MD	04/18
24601	Tar Bay Warning Daybeacon F	STRUCT DEST		383MD	51/19
26015	Claiborne Channel Light 1CC	DAYMK MISSING		0076MD	20/24
26705	Chester River Channel Buoy 16	LT EXT		0113MD	29/24
27995	Oregon Inlet Jetty Light	LT EXT/DAYMK MISSING		166NC	19/21
28025	Oregon Inlet Buoy 9	Status Unreported			37/24
28255	Old House Channel Daybeacon 7	STRUCT DEST/TRUB		0303NC	28/23
28270	Old House Channel Daybeacon 10	STRUCT DEST/TRUB		0185NC	16/24
28295	Old House Channel Light 15	STRUCT DEST/TRLB		0369NC	35/23
28305	Walter Slough Daybeacon 2	STRUCT DEST/TRUB		0309NC	31/24
28310	Walter Slough Light 3	STRUCT DEST/TRLB		0416NC	37/23
28460	Wanchese Channel Daybeacon 5	STRUCT DEST/TRUB		495NC	50/22
28505	Roanoke Sound Channel Daybeacon 25	STRUCT DEST/TRUB		0200NC	22/23
28600	Roanoke Sound Channel Daybeacon 37	STRUCT DEST/TRUB		0274NC	26/23
28722.3	Barney Slough Channel Lighted Buoy 6A	OFF STA		0314NC	31/24
28722.3	**Barney Slough Channel Lighted Buoy 6A**	**STRUCT MISSING**			**40/24**
28722.3	**Barney Slough Channel Lighted Buoy 6A**	**Status Unreported**			**40/24**
28770	Hatteras Inlet Channel Light 21	STRUCT DEST/TRUB		0356NC	33/23
28830	Rollinson Channel Light 34	STRUCT DEST/TRLB		0287-1NC	28/24
28865	**Rollinson Channel Light 42RC**	**LT EXT**		**0391NC**	**40/24**
28900	Ocracoke Inlet Lighted Buoy 1	MISSING / Temp V-AIS: MMSI 993672514		142NC	18/22
28905	Ocracoke Inlet Lighted Buoy 2	MISSING/ Temp V-AIS: MMSI 993672471		0117NC	18/22

28910	Ocracoke Inlet Lighted Buoy 3	MISSING	279NC	31/22
28915	Ocracoke Inlet Lighted Buoy 4	MISSING	510NC	51/22
28927	Ocracoke Inlet Buoy 8	MISSING	0349NC	30/24
28995	Silver Lake Entrance Daybeacon 4	STRUCT DEST/TRUB	454NC	43/22
29020	Silver Lake Entrance Light 9	STRUCT DEST	0477NC	47/23
29030	Big Foot Slough Channel Light 3	STRUCT DEST/TRLB	0354-1NC	36/24
29055	Big Foot Slough Channel Light 9	STRUCT DEST/TRLB	0184NC	15/24
29056	Big Foot Slough Channel Light 9A	STRUCT DEST/TRUB	0093NC	48/22
29077	Big Foot Slough Channel Daybeacon 12	STRUCT DEST/TRUB	0094NC	03/23
29180	Barden Inlet Buoy 8	MISSING	0338NC	35/24
29303	**Morehead City Channel Range Rear Light**	**REDUCED INT**	**0389NC**	**40/24**
29310	Beaufort Inlet Channel Lighted Buoy 14	LT IMCH		31/24
29364	Harkers Island Straits Light 3	DAYMK DMGD	0284NC	27/24
29378	Harkers Island Straits Daybeacon 11	STRUCT DEST/TRUB	0295-1NC	29/24
29430	Fort Macon Creek Warning Light	STRUCT DEST/TRLB	0441NC	40/23
29495	Bogue Inlet Lighted Buoy 1	MISSING	0287NC	26/24
29735	New River Channel Wreck Light WR12	STRUCT DEST/TRLB	494NC	31/20
29740	New River Channel Light 13	STRUCT DEST/TRLB	078NC	11/19
29745	New River Channel Daybeacon 15	STRUCT DEST/TRUB	0144NC	19/23
29800	New River Channel Daybeacon 21	STRUCT DEST/TRUB	0288-1NC	28/24
29995	New Topsail Inlet Buoy 3	MSLD SIG	0297NC	30/24
30036	Old Topsail Creek Buoy 6	OFF STA	0380NC	39/24
30048	Banks Slough Channel Buoy 2BS	MISSING	0261-1NC	24/24
30048.02	Banks Slough Channel Buoy 3BS	OFF STA	0385NC	39/24
30070	Banks Channel Daybeacon 5	STRUCT DEST/TRUB	0457NC	41/23
30160	**Masonboro Inlet Buoy 3**	**OFF STA**	**0392NC**	**40/24**
30215	Wrightsville Channel Daybeacon 13	STRUCT DEST/TRUB	0304NC	28/23
30255	Wrightsville Channel Daybeacon 25	STRUCT DEST/HAZ NAV/TRLB	0199NC	22/23
30280	Carolina Beach Inlet Buoy 4	OFF STA/MSLD SIG	0365-1NC	37/24
30420	Oak Island Channel Light 2	STRUCT DEST/TRLB	274NC	29/22
30430	Oak Island Channel Daybeacon 5	STRUCT DEST/TRUB	0322NC	30/23
30455	Southport Light 1	STRUCT DEST/HAZ NAV/TRLB	0317NC	32/24
30640	Lower Midnight Channel North Range Front Light	STRUCT DEST/REDUCED INT/TRLT	0291NC	17/23
30950	Cape Fear River Turning Basin Light B	STRUCT DEST/TRLB	024NC	16/20
30980	Northeast Cape Fear River Light 2	STRUCT DEST/TRUB	0442NC	40/23
30985	Northeast Cape Fear River Light 4	STRUCT DEST/TRLB	098NC	11/21
30990	Northeast Cape Fear River Light 6	STRUCT DEST/TRLB	097NC	11/21
31040	Lockwoods Folly Inlet Buoy 8	MSLD SIG	0207NC	17/24
31241.2	Currituck Sound Research Platform C	LT EXT/STRUCT DMGD	0126NC	05/18
31360	Durant Island Daybeacon 1D	STRUCT DMGD	390NC	39/21
31375	Durant Island Daybeacon 3D	STRUCT DEST	0501NC	47/23
31390	Pasquotank River Entrance Light PR	LT EXT	0271NC	25/23
31485	Albemarle Sound Light 1AS	STRUCT DEST/TRLB	0051NC	07/23
31590	Scuppernong River Channel Daybeacon 2	DAYMK MISSING	0339NC	35/24
31665	Kendrick Creek Channel Daybeacon 2	STRUCT DEST/TRUB	0455NC	41/23
31750	Edenton Light	LT EXT		35/24
31835	Chowan River Light 16	STRUCT DEST/TRLB	0223NC	25/23
32085	Stumpy Point Target Warning Light W	LT EXT	364NC	38/22

32145	Gull Shoal Light GS	STRUCT DEST/TRLB	090NC	40/18
32155	Wysocking Bay Entrance Light 3	LT EXT	432NC	44/22
32170	Wysocking Bay Light 6	LT EXT	433NC	44/22
32235	Buxton Harbor Daybeacon 14	STRUCT DEST/TRUB	0100NC	40/23
32295	Frisco Approach Light 4	STRUCT DEST/TRLB	507NC	42/19
32305	Frisco Channel Daybeacon 8	STRUCT DEST/HAZ NAV/TRLB	0360NC	34/23
32320	Durant Point Lighted Buoy 2	MISSING	0101NC	35/23
32340	Oliver Reef Light	STRUCT DEST/TRLB	277NC	30/22
32370	Royal Shoal Light 3	DAYMK MISSING	315NC	41/21
32715	Swanquarter Bay Light 10	STRUCT DEST/TRLB	NONENC	25/23
32740	Deep Cove Light 2	STRUCT DEST/TRLB	0215NC	24/23
32765	Germantown Bay Daybeacon 5	STRUCT DEST/TRUB	0212-1NC	18/24
32855	Pungo River Junction Light PR	STRUCT DEST/TRLB	133NC	17/22
32860	Pungo River Wreck Light WR2	STRUCT DEST/TRLB	0365NC	35/23
32895	Pungo River Light 3	STRUCT DEST/TRLB	0201NC	23/23
33015	Pungo River Channel Daybeacon 16	STRUCT DEST/TRLB	0497NC	47/23
33090	Eastham Creek Daybeacon 7	STRUCT DEST/TRUB	0021-1NC	03/24
33145	South Creek Channel Daybeacon 9	DAYMK MISSING	0038NC	04/24
33235	**Long Point Ferry Terminal Channel Light 1**	**LT EXT**	**0388NC**	**40/24**
33240	Long Point Ferry Terminal Channel Daybeacon 2	STRUCT DEST/TRUB	0510NC	49/23
33360	Pamlico River Channel Light 17	STRUCT DMGD	0268NC	28/24
33420	Bay River Daybeacon 6	STRUCT DEST/TRUB	0313NC	29/23
33470	Bay River Daybeacon 20	STRUCT DEST/TRUB	282NC	31/22
33665	South River Wreck Daybeacon WR3	STRUCT DEST	0281-2NC	27/24
33665	South River Wreck Daybeacon WR3	STRUCT DEST		30/24
33765	Smith Creek Channel Daybeacon 5	STRUCT DEST/TRUB	NONENC	47/22
34065	**Neuse River Channel Daybeacon 45**	**DAYMK MISSING**	**0396NC**	**40/24**
34115	Neuse River Channel Daybeacon 50	STRUCT DEST/TRUB	0098NC	08/24
34270	Trent River Daybeacon 6	STRUCT DEST/TRUB	0030NC	04/23
34290	Trent River Daybeacon 12	STRUCT DEST/TRUB	164NC	18/21
34560	Nelson Bay Light 1	LT EXT	0285NC	27/24
34800	Taylor Creek Channel Daybeacon 9	STRUCT DEST/TRUB	0247NC	22/24
34812	Beaufort Harbor Channel Warning Daybeacon B	DAYMK MISSING	0030NC	03/24
34830	Beaufort Harbor Channel Daybeacon 8	MISSING/TRUB	0183-1NC	16/24
34965	Manasquan River Light 9	DAYMK MISSING	0060DB	21/24
34970	Manasquan River Daybeacon 8	STRUCT DEST/HAZ NAV/TRLB	167DB	32/22
35110	New Jersey Intracoastal Waterway Daybeacon 37	STRUCT DEST/TRLB	0138DB	37/24
35467	New Jersey Intracoastal Waterway Buoy 116A	OFF STA/TRUB	0089-1DB	26/24
35480	New Jersey Intracoastal Waterway Lighted Buoy 120	OFF STA	0107DB	30/24
35485	New Jersey Intracoastal Waterway Junction Lighted Buoy LEI	MISSING		26/24
35975	New Jersey Intracoastal Waterway Buoy 249	MISSING	0144DB	38/24
36000	New Jersey Intracoastal Waterway Light 260	STRUCT DEST/TRLB	0142DB	13/24
36427	**New Jersey Intracoastal Waterway Daybeacon 385**	**STRUCT DMGD**	**0156DB**	**40/24**
37045	Pasquotank River Entrance Light PR	LT EXT	0271NC	25/23
37385	Great Bridge to Albemarle Sound Light 40	DAYMK DMGD/NEST	0114VA	28/24

37490	Great Bridge to Albemarle Sound Daybeacon 76	STRUCT DEST/TRLB	12207	0222NC	19/24
37565	Great Bridge to Albemarle Sound Daybeacon 101	STRUCT DEST/TRLB	12207	0274NC	26/24
37595	Great Bridge to Albemarle Sound Warning Daybeacon	STRUCT DEST/HAZ NAV/TRLB	12207	0358-2NC	37/21
37680	Great Bridge to Albemarle Sound Light 135	DAYMK MISSING		0188NC	20/23
37700	Great Bridge to Albemarle Sound Daybeacon 140	STRUCT DEST/HAZ NAV/TRLB		0332-1NC	34/24
37730	Great Bridge to Albemarle Sound Light 149	DAYMK MISSING		0246NC	22/24
37745	Great Bridge to Albemarle Sound Light 153	LT EXT		0495NC	46/23
37790	Great Bridge to Albemarle Sound Light 165	STRUCT DEST/TRLB		0520NC	50/23
37815	Great Bridge to Albemarle Sound Buoy 171	MISSING		0487NC	45/23
37895	Alligator River Light 26	STRUCT DEST/HAZ NAV/TRLB		0191NC	18/23
37920	Alligator River Daybeacon 35	STRUCT DEST/TRUB		0475NC	44/23
37975	Alligator River Daybeacon 45	STRUCT DEST/TRUB		0499NC	47/23
38005	Alligator River - Pungo River Light 55	STRUCT DEST/TRLB		0144NC	10/24
38075	Pungo River Channel Daybeacon 16	STRUCT DEST/TRLB		0497NC	47/23
38130	Pungo River Light 3	STRUCT DEST/TRLB		0201NC	23/23
38135	Pungo River Wreck Light WR2	STRUCT DEST/TRLB		0365NC	35/23
38140	Pungo River Junction Light PR	STRUCT DEST/TRLB		133NC	17/22
38370	Adams Creek Light 16	STRUCT DEST/TRLB		0357-1NC	37/24
38629	Morehead City Harbor Channel Turning Basin Daybeacon B	STRUCT DEST/TRUB		0257NC	02/23
38770	Bogue Sound Light 4	STRUCT DEST/TRLB		0230NC	20/24
39310	Bogue Sound - New River Daybeacon 76	STRUCT DEST/TRUB		0103NCNC	29/23
39600	New River - Cape Fear River Light 122	STRUCT DEST/TRLB		0171NC	14/24
39605	New River - Cape Fear River Daybeacon 123	STRUCT DEST/TRUB		0108NC	13/23
39610	New River - Cape Fear River Daybeacon 124	STRUCT DEST/TRUB		0088NC	11/23
39635	New River - Cape Fear River Light 129A	STRUCT DEST/TRLB		0048NC	04/24
39650	New River - Cape Fear River Daybeacon 135	STRUCT DEST/TRUB		0319NC	30/23
39655	New River - Cape Fear River Light 137	STRUCT DEST/TRLB		0177NC	18/23
39660	New River - Cape Fear River Daybeacon 138	STRUCT DEST/TRUB		0463NC	42/23
39700	New River - Cape Fear River Daybeacon 149	STRUCT DEST/TRUB		0125NC	10/24
39705	New River - Cape Fear River Daybeacon 150	STRUCT DEST/TRUB		0210NC	18/24
39720	New River - Cape Fear River Light 153	STRUCT DEST/TRUB			15/24
39750	New River - Cape Fear River Daybeacon 159	STRUCT DEST/TRUB		182NC	45/22
39836	New River - Cape Fear River Daybeacon 164	STRUCT DEST/TRLB		0381NC	39/24
39850	New River - Cape Fear River Daybeacon 165	STRUCT DEST/TRUB		0229-1NC	20/24
39915	Lower Midnight Channel North Range Front Light	STRUCT DEST/REDUCED INT/TRLT		0291NC	17/23
40035	Southport Light 1	STRUCT DEST/HAZ NAV/TRLB		0317NC	32/24
40055	Cape Fear River - Little River Daybeacon 5	STRUCT DEST/TRLB		0547NC	19/20
40060	Cape Fear River - Little River Light 7	STRUCT DEST/TRLB		0370NC	51/20
40065	Cape Fear River - Little River Daybeacon 8	STRUCT DEST/TRUB		0119NC	20/20
40110	Cape Fear River - Little River Daybeacon 28	STRUCT DEST/TRUB		406NC	01/22

40130	Cape Fear River - Little River Daybeacon 36	STRUCT DEST/TRUB	0374NC	34/21
40160	Lockwoods Folly River Daybeacon 7	STRUCT DEST/TRUB	0303-1NC	30/24
40195	Cape Fear River - Little River Daybeacon 39	STRUCT DEST/TRUB	0375NC	09/24
40220	Cape Fear River - Little River Daybeacon 46	STRUCT DEST/TRUB	502NC	50/22
40250	Cape Fear River - Little River Light 51	STRUCT DEST/TRLB	0265NC	25/24
40270	Cape Fear River - Little River Daybeacon 57	STRUCT DEST/TRUB	0099NC	07/24
40305	Cape Fear River - Little River Daybeacon 71	STRUCT DEST/TRUB	306NC	27/20
40315	Cape Fear River - Little River Daybeacon 73	STRUCT DEST/TRUB	178NC	20/21
40325	Cape Fear River - Little River Light 77	STRUCT DEST/TRLB	0311-1NC	32/20
40330	Cape Fear River - Little River Light 78	STRUCT DEST/TRLB	217NC	24/20
40335	Cape Fear River - Little River Daybeacon 80	STRUCT DEST/TRUB	0009NC	49/19
40350	Cape Fear River - Little River Light 83	STRUCT DEST/TRLB	511NC	44/22
40360	Cape Fear River - Little River Light 85	STRUCT DEST/TRLB	378NC	40/20
40385	Cape Fear River - Little River Light 93	STRUCT DEST/TRLB	480NC	51/19
40395	Cape Fear River - Little River Daybeacon 97	STRUCT DEST/TRUB	374NC	32/20
40405	Cape Fear River - Little River Daybeacon 99	STRUCT DEST/TRUB	0325NC	14/23
40410	Cape Fear River - Little River Light 101	STRUCT DEST/TRLB	0119NC	14/23
40430	Cape Fear River - Little River Daybeacon 109	STRUCT DEST/TRUB	0343NC	32/23
40435	Cape Fear River - Little River Light 111	STRUCT DEST/TRLB	0245NC	22/24
40440	Cape Fear River - Little River Daybeacon 113	STRUCT DEST/TRUB	217NC	25/22
40445	Cape Fear River - Little River Daybeacon 115	STRUCT DEST/TRUB	0202NC	14/23
40455	Cape Fear River - Little River Light 117	STRUCT DEST/TRLB	407NC	42/20
40460	Cape Fear River - Little River Light 119	STRUCT DEST/TRLB	277NC	34/21

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
3820	Enterprise Lower Range Front Light	RELIGHTED			40/24	42/24
3945	Devlin Upper Range Front Light	RELIGHTED			40/24	42/24
3975	Lehigh Upper Range Front Light	RELIGHTED			40/24	42/24
4405	Indian River Inlet Buoy 12	RESET ON STATION		0124DB	34/24	40/24
8050	Craighill Channel Range Rear Light	RELIGHTED	12280	0166MD	40/24	40/24
8080	Craighill Lighted Buoy 15	RESET ON STATION	12280	NONEMD	40/24	40/24
8700	Pooles Island North Range Rear Light	RELIGHTED	12280	0169MD	40/24	40/24
8990	Elk River Channel North Range Front Light	WATCHING PROPERLY		0168MD	40/24	40/24
9702	APM Terminal Channel Lighted Buoy 5	RELIGHTED	12222	0159VA	39/24	40/24
10580	Willoughby Bay Channel Light 2	REBUILT/RECOVERED	12222	0091VA	13/24	40/24
11875	Hog Island Cutoff Daybeacon 2	REBUILT/RECOVERED		0169VA	36/23	40/24
12915	Back River Channel Daybeacon 2	REBUILT/RECOVERED	12222	0103VA	24/24	40/24
16085	Indian Creek Light 6	RELIGHTED		0096VA	25/24	40/24
20465	Pennwood Buoy 8	WATCHING PROPERLY		0165MD	39/24	40/24
28680	Hatteras Connector Lighted Buoy 1	RESET ON STATION			40/24	42/24
29580	Emerald Isle Cut Lighted Junction Buoy EI	WATCHING PROPERLY		0387NC	39/24	40/24
30360	Cape Fear River Entrance Channel Lighted Buoy 10	WATCHING PROPERLY			40/24	42/24

31755	Edenton Bay Daybeacon 6	WATCHING PROPERLY		0341NC	44/23	40/24
39645	New River - Cape Fear River Daybeacon 134	WATCHING PROPERLY			40/24	42/24

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1335	Ship Channel Buoy 3	SINKING		0149DB	39/24	
1412	Avalon Jetty Light A	LT IMCH		NONENJ	33/24	
2523.2	Artificial Island Terminal Lighted Buoy 3	SINKING		0140DB	37/24	
2973	**Dupont Chambers Diffuser Warning Lighted Buoy A**	**MISSING**		**NONEDB**	**40/24**	
3090.1	**Dupont-Edgemoor Warning Buoy D**	**MISSING**		**NONEPA**	**40/24**	
3225	Chester Transmission East Lights (4)	LT EXT/SS INOP		NONEPA	33/24	
3305	Thompson Point Intake Light	LT EXT			31/24	
3570	South Jersey Dock Light A	LT EXT		NONEPA	26/24	
3575	South Jersey Light B	LT EXT		NONAPA	26/24	
4875	Thorofare Channel Buoy 3	OFF STA		0164MD	34/23	
7840	Bay Bridge Marina Light 1	LT IMCH		0119MD	30/24	
7845	Bay Bridge Marina Light 2	DAYMK DMGD		0119MD	30/24	
7850	Bay Bridge Marina Light 3	LT IMCH		0119MD	30/24	
7855	Bay Bridge Marina Light 4	LT EXT		0119MD	30/24	
7865	Bay Bridge Marina Light 6	LT IMCH		0119MD	30/24	
7980	Queen Ann County Obstruction Buoy A	MISSING		0120MD	30/24	
10157.09	Crab Creek Warning Daybeacon A	MISSING		NONEVA	51/22	
10157.1	Crab Creek Warning Buoy B	MISSING	12222	NONEVA	51/22	
10157.12	Crab Creek Buoy 12	MISSING	12222	0133VA	30/23	
10186	Lynnhaven River Daybeacon 1LR	MISSING	12222	NONEVA	51/22	
10187	Lynnhaven River Junction Daybeacon EW	MISSING	12222	NONEVA	51/22	
10305	Lynnhaven River Western Branch Daybeacon 26	MISSING	12222	317HR	43/19	
10332	Lynnhaven River Eastern Branch Buoy 1EB	MISSING	12222	057VA	13/22	
10332.01	Lynnhaven River Eastern Branch Buoy 2EB	MISSING		113VA	24/21	
10332.03	Lynnhaven River Eastern Branch Buoy 2A	MISSING	12222	057VA	13/22	
10332.1	Lynnhaven River Eastern Branch Buoy 3	MISSING	12222	053HR	11/19	
10332.3	Lynnhaven River Eastern Branch Daybeacon 5	DAYMK MISSING	12222	115VA	24/21	
10333	Lynnhaven River Eastern Branch Daybeacon 14	STRUCT DMGD	12222	0244VA	40/22	
10333.2	Lynnhaven River Eastern Branch Daybeacon 17	DAYMK MISSING	12222	NONEVA	37/21	
10334	Lynnhaven River Eastern Branch Daybeacon 27	STRUCT DEST	12222	0151VA	37/24	
10334.6	Lynnhaven River Eastern Branch Daybeacon 37	DAYMK MISSING	12222	NONEVA	37/21	
10334.7	Lynnhaven River Eastern Branch Daybeacon 38	DAYMK MISSING	12222	NONEVA	37/21	
10334.8	Lynnhaven River Eastern Branch Daybeacon 40	DAYMK MISSING	12222	NONEVA	37/21	
10334.9	Lynnhaven River Eastern Branch Daybeacon 42	DAYMK MISSING	12222	NONEVA	37/21	
10762	Lafayette River Junction Daybeacon A	STRUCT DMGD	12222		38/24	
11307	Seaward Marine Lighted Mooring Buoy A	MISSING	12280	0098VA	25/24	
11564.1	James River Oyster Sanctuary Daybeacon NTH	DAYMK MISSING/STRUCT DMGD		213VA	48/22	

11800	Surry Power Station Daybeacon 2	STRUCT DEST		214VA	48/22
11810	Surry Power Station Daybeacon 5	DAYMK MISSING		215VA	48/22
11820	Surry Power Station Daybeacon 9	STRUCT DEST		216VA	48/22
12055	Virginia Power Groin Light A	LT EXT		0028VA	03/20
12060	Virginia Power Groin Light B	LT EXT		008VA	03/20
12195	Chickahominy River Dam Light A	LT EXT		NONEVA	24/24
12195.1	Chickahominy River Dam Light B	LT EXT		NONEVA	24/24
12870	Salt Ponds Light 6	LT EXT	12222	0219VA	42/23
12954	**Back River South Channel Daybeacon 4**	**DAYMK MISSING**		**0164VA**	**40/24**
12955	Back River South Channel Daybeacon 5	MISSING	12222	0144VA	19/23
12962	Back River South Channel Junction Daybeacon WC	MISSING	12222	075VA	20/22
13010	Dandy Haven Marina Entrance Daybeacon 11	MISSING	12222	NONEVA	19/23
13960	Croaker Landing Daybeacon 1	STRUCT DEST		232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST		233HR	11/18
14560	Milford Haven East Channel Light 1	STRUCT DEST		0108VA	27/23
14565	Milford Haven East Channel Light 3	LT EXT/STRUCT DMGD		169VA	40/22
14585	Milford Haven East Channel Lighted Buoy 4A	OFF STA		113VA	25/22
14595	Milford Haven East Channel Danger Light 6	LT IMCH		170VA	40/22
16565	Lake Conoy Warning Daybeacon C	STRUCT DEST/HAZ NAV		0144MD	29/23
16825	West Yeocomico River Daybeacon 6	HAZ NAV/STRUCT DMGD		0131MD	28/23
18012	Aquia Creek Daybeacon 13	DAYMK DMGD/STRUCT DMGD		184MD	33/20
18012.3	Aquia Creek Daybeacon 16	DAYMK MISSING		186MD	33/20
18012.6	Aquia Creek Daybeacon 18A	STRUCT DEST/TRUB		183MD	24/19
18095	Potomac River Light 44	LT EXT		0117MD	30/24
18530	Piscataway Creek Daybeacon 7	DAYMK MISSING		0034MD	09/24
18535	Piscataway Creek Daybeacon 8	DAYMK MISSING		083MD	21/21
18540	Piscataway Creek Warning Daybeacon A	STRUCT DEST		084MD	21/21
18545	Piscataway Creek Warning Daybeacon B	STRUCT DEST		085MD	21/21
18965	Mill Creek (Patuxent River) Daybeacon 7	STRUCT DEST/TRLB		130MD	27/21
19062	Solomons Island Fishing Pier Light	LT EXT		345MD	41/22
19223	Battle Creek Channel Daybeacon 4	OFF STA/STRUCT DEST/HAZ NAV/TRLB		214MD	30/21
19350	South Herrington Harbour Range Rear Light	REDUCED INT		144MD	28/21
19425	Rockhold Creek Lighted Junction Buoy RC	MISSING		0136MD	33/24
20067	Sharps Point Light	LT EXT		179MD	31/21
20600	Sparrows Point Bulkhead Light A	LT EXT		0128MD	32/24
20700	Sparrows Point Country Club Pier Light	LT EXT		0157MD	38/24
20882	Thomas Cove Mooring Buoy A	BUOY DMGD		0089MD	23/23
20883	Thomas Cove Mooring Buoy B	BUOY DMGD		0090MD	23/23
20930	Hess Lighted Mooring Buoy	LT EXT		0138MD	29/23
21223.3	Masonville Dike Warning Light D	LT EXT		0158MD	38/24
26135	Wye River Daybeacon 5	STRUCT DEST/TRUB		124MD	14/22
26160	Wye East River Daybeacon 3	STRUCT DEST/TRUB		0062-1MD	19/24
26874.1	Swan Creek Buoy 13	OFF STA		0080MD	21/24
26875	Swan Creek Buoy 14	SINKING		0108MD	28/24
26965	Shallow Creek Daybeacon 4	STRUCT DMGD		0086MD	22/24

27065	Longs Creek Daybeacon 1	STRUCT DEST		334MD	44/20
27075	Longs Creek Daybeacon 4	DAYMK IMCH		336MD	44/20
27275	Upper Gunpowder River Buoy 11	OFF STA		0065MD	19/24
27280	Upper Gunpowder River Buoy 12	OFF STA		0066MD	19/24
31055	**Shallotte Inlet Buoy 1**	**OFF STA**		**0394NC**	**40/24**
31060	**Shallotte Inlet Buoy 2**	**OFF STA**		**0394NC**	**40/24**
32725.22	Swanquarter PPA Warning Daybeacon W	DAYMK MISSING		NONENC	51/22
33200	Jacobs Creek Canal Daybeacon 1	DAYMK MISSING		503NC	51/22
33205	Jacobs Creek Canal Daybeacon 2	DAYMK MISSING		504NC	51/22
	Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
	Hambleton Cove Daybeacon 1	DAYMK MISSING		NONEMD	43/20
	Hambleton Cove Daybeacon 3	DAYMK MISSING		302MD	41/20
	Hambleton Cove Daybeacon 5	DAYMK MISSING		302MD	41/20
	Moore Creek Daybeacon 9	DAYMK MISSING		NONEVA	40/22
	Waterview Seafood Warning Daybeacon C	DAYMK MISSING	12221	NONEVA	06/24
	York County Mooring Buoy A	DAYMK IMCH		NONEVA	04/23
	York County Mooring Buoy B	DAYMK IMCH		NONEVA	04/23
	York County Mooring Buoy C	DAYMK IMCH		NONEVA	04/23
	York County Mooring Buoy D	DAYMK IMCH		NONEVA	04/23

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
13575	Virginia Power Underwater Obstruction Light A	RELIGHTED		NONEVA	29/24	40/24

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
455	Chesapeake Bay Southern Approach Lighted Buoy 9	RELOCATED FOR DREDGING	12200	0340D5	26/24	
460	Chesapeake Bay Southern Approach Lighted Buoy 10	RELOCATED FOR DREDGING	12200	0340D5	26/24	
625	Cape Hatteras Light	Reduced Intensity	12200	0231D5	18/24	
1093	Oyster Creek Channel Buoy 39	DISCONTINUED FOR DREDGING		0437D5	34/24	
1097	Oyster Creek Channel Buoy 41	DISCONTINUED FOR DREDGING		0437D5	34/24	
3690	Upper Delaware River Channel Buoy 10	RELOCATED FOR DREDGING		0366D5	36/23	
3875	Upper Delaware River Channel Lighted Buoy 33	RELOCATED FOR DREDGING		0366D5	36/23	
5380	Chincoteague Channel Lighted Buoy 25	RELOCATED FOR DREDGING		0497D5	39/24	

8245	Francis Scott Key Memorial Buoy	RELOCATED		0334D5	26/24
9445	Elizabeth River Lighted Buoy 1ER	RELOCATED FOR DREDGING	12222	0401D5	32/24
9465	Elizabeth River Lighted Buoy 3	RELOCATED FOR DREDGING	12222	0401D5	32/24
9470	Elizabeth River Lighted Buoy 5	RELOCATED FOR DREDGING	12222	0401D5	32/24
9475	Elizabeth River Lighted Buoy 7	RELOCATED FOR DREDGING	12222	0401D5	32/24
9515	Elizabeth River Lighted Buoy 9	RELOCATED FOR DREDGING	12222	0401D5	32/24
9520	Elizabeth River Lighted Buoy 10	RELOCATED FOR DREDGING	12222	0401D5	32/24
9525	Elizabeth River Lighted Buoy 11	RELOCATED FOR DREDGING	12222	0358D5	29/24
9530	Elizabeth River Lighted Buoy 12	RELOCATED FOR DREDGING	12222	0358D5	29/24
9540	Elizabeth River Lighted Buoy 14	DISCONTINUED FOR DREDGING	12222	0401D5	32/24
9600	Elizabeth River Lighted Buoy 18	RELOCATED FOR DREDGING		0188D5	16/24
9620	Elizabeth River Lighted Buoy 20	RELOCATED FOR DREDGING	12222	0188D5	16/24
9620	Elizabeth River Lighted Buoy 20	TRLB	12222	0188D5	16/24
18695	Alexandria Lighted Buoy 5	TRLB		0163D5	14/23
28233	Old House Channel Lighted Buoy 1H	RELOCATED FOR DREDGING		0272D5	22/24
29540	Bogue Inlet Buoy 6	DISCONTINUED		0444D5	35/24
29550	Bogue Inlet Lighted Buoy 7	DISCONTINUED		0444D5	35/24
29655	New River Inlet Lighted Buoy 1	DISCONTINUED		0250D5	21/24
29660	New River Inlet Lighted Buoy 2	DISCONTINUED		0250D5	21/24
29665	New River Inlet Buoy 3	DISCONTINUED		0250D5	21/24
29670	New River Inlet Buoy 4	DISCONTINUED		0260D5	21/24
29672	New River Inlet Buoy 4A	DISCONTINUED		0259D5	21/24
29680	New River Inlet Buoy 6	DISCONTINUED		0259D5	21/24
29700	New River Inlet Buoy 8	DISCONTINUED		0259D5	21/24
29710	New River Inlet Buoy 9	DISCONTINUED		0259D5	21/24
29712	New River Inlet Buoy 9A	DISCONTINUED		0259D5	21/24
29720	New River Inlet Buoy 10	DISCONTINUED		0259D5	21/24
29745	New River Channel Daybeacon 15	TRUB		386D5	28/21
31010	Lockwoods Folly Inlet Lighted Buoy 1	DISCONTINUED FOR DREDGING		0237D5	19/24
31015	Lockwoods Folly Inlet Lighted Buoy 2	DISCONTINUED FOR DREDGING		0237D5	19/24
31020	Lockwoods Folly Inlet Buoy 3	DISCONTINUED FOR DREDGING		0222D5	18/24
31025	Lockwoods Folly Inlet Buoy 4	DISCONTINUED FOR DREDGING		0222D5	18/24
31027	Lockwoods Folly Inlet Buoy 5	DISCONTINUED FOR DREDGING		0222D5	18/24
31030	Lockwoods Folly Inlet Buoy 6	DISCONTINUED FOR DREDGING		0222D5	18/24
31035	Lockwoods Folly Inlet Buoy 7	DISCONTINUED FOR DREDGING		0222NC	18/24
	Oyster Creek Channel Buoy 37A	DISCONTINUED FOR DREDGING		0437-24	34/24

TEMPORARY CHANGES CORRECTED

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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End

None

SECTION IV - CHART CORRECTIONS

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

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

Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER
Main Panel 2245 NEW YORK HARBOR — CGD01
(Temp) ADD — NATIONAL DOCK CHANNEL BUOY 3 — at 40-41-09.001N 074-02-48.001W
Green can

Corrective Action	Object of Corrective Action	Position

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

11520 **45th Ed.** **01-SEP-13** **Last LNM: 19/22** **NAD 83** **40/24**

ChartTitle: **Cape Hatteras to Charleston**

Main Panel 377 CAPE HATTERAS TO CHARLESTON. Page/Side: N/A

		NOS	
LAST EDITION	No new editions of chart 11520 will be published. It will be canceled on 30-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12200 **53rd Ed.** **01-OCT-18** **Last LNM: 36/24** **NAD 83** **40/24**

ChartTitle: **Cape May to Cape Hatteras**

Main Panel 526 CAPE MAY TO CAPE HATTERAS - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 12200 will be published. It will be canceled on 30-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12207 **25th Ed.** **01-AUG-19** **Last LNM: 23/23** **NAD 83** **40/24**

ChartTitle: **Cape Henry to Currituck Beach Light**

Main Panel 548 CAPE HENRY TO CURRITUCK BEACH LIGHT - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 12207 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12208 **17th Ed.** **01-JAN-17** **Last LNM: 35/18** **NAD 83** **40/24**

ChartTitle: **Approaches to Chesapeake Bay**

Main Panel 549 APPROACHES TO CHESAPEAKE BAY. Page/Side: A

		NOS	
LAST EDITION	No new editions of chart 12208 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled	--	--

NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.

12221 **84th Ed.** **01-MAY-19** **Last LNM: 32/24** **NAD 83** **40/24**

ChartTitle: **Chesapeake Bay Entrance**

Main Panel 558 CHESAPEAKE BAY ENTRANCE - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 12221 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12222 **56th Ed.** **01-MAY-19** **Last LNM: 27/24** **NAD 83** **40/24**

ChartTitle: **Chesapeake Bay Cape Charles to Norfolk Harbor**

Main Panel 559 CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 12222 will be published. It will be canceled on 02-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12280 **12th Ed.** **01-SEP-20** **Last LNM: 32/24** **NAD 83** **40/24**

ChartTitle: **Chesapeake Bay**

CHART MD - VA - CHESAPEAKE BAY. Page/Side: N/A

		CGD05	
CHANGE	Chesapeake Channel Mid-Channel Lighted Whistle Buoy HS to Chesapeake Channel Mid-Channel Lighted Buoy HS	38-12-20.876N	076-14-33.733W

Main Panel 2974 CHESAPEAKE BAY - NORTHERN PART - -. Page/Side: -

		NOS	
LAST EDITION	No new editions of chart 12280 will be published. It will be canceled on 30-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

12300 **49th Ed.** **01-JUN-12** **Last LNM: 04/24** **NAD 83** **40/24**

ChartTitle: **Approaches to New York, Nantucket Shoals to Five Fathom Bank**

Main Panel 666 NY APPROACHES - NANTUCKET SHOALS TO FIVE FATHOM BANK. Page/Side: N/A

		NOS	
LAST EDITION	No new editions of chart 12300 will be published. It will be canceled on 30-Oct-24. Comparable or larger scale Electronic Navigational Chart (ENC) coverage is available. See "Cancellation of NOAA Paper and Raster Nautical Charts" in Section I of this LNM for details. A list of all canceled NOAA charts is at https://www.charts.noaa.gov/MCD/Dole.shtml.	--	--

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)	Project Date	Ref. LNM
None		

Advance Notice(s)

PA - NJ – UPPER DELAWARE RIVER – CHANGE IN SEASONAL STATUS AND BUOY HULL SIZE – AIDS TO NAVIGATON CHANGE

Starting September 23, 2024 to the end of November 2024, the Coast Guard will make the following changes to the buoys on the Upper Delaware River.

Seasonal status "Replaced by can/nun when endangered by ice." will be removed. Aid will be lighted year-round regardless of potential ice:

Upper Delaware River Channel Lighted Buoy 33 (LLNR 3875)
Upper Delaware River Channel Lighted Buoy 36 (LLNR 3920)
Upper Delaware River Channel Lighted Buoy 40 (LLNR 3930)
Upper Delaware River Channel Lighted Buoy 48 (LLNR 3990)
Upper Delaware River Channel Lighted Buoy 51 (LLNR 4010)
Upper Delaware River Channel Lighted Buoy 53 (LLNR 4035)
Upper Delaware River Channel Lighted Buoy 69 (LLNR 4135)
Upper Delaware River Channel Lighted Buoy 72 (LLNR 4160)
Upper Delaware River Channel Lighted Buoy 76 (LLNR 4170)

Seasonal status "Replaced by LIB of reduced intensity from Dec. 15 to Mar. 1" will be removed. Buoy size/type and light nominal range would remain

the same all year round.
Upper Delaware River Channel Lighted Buoy 52 (LLNR 4015)
Upper Delaware River Channel Lighted Buoy 54 (LLNR 4040)
Upper Delaware River Channel Lighted Buoy 60 (LLNR 4075)
Upper Delaware River Channel Lighted Buoy 65 (LLNR 4095)
Upper Delaware River Channel Lighted Buoy 71 (LLNR 4155)
Upper Delaware River Channel Lighted Buoy 78 (LLNR 4175)
Upper Delaware River Channel Lighted Buoy 89 (LLNR 4250)
Upper Delaware River Channel Lighted Buoy 91 (LLNR 4275)
All aids will change buoy type to year-round ice resistant buoys. Day time nominal range will be reduced from 2.3nm to 1.4nm and radar range would be reduced from 2.7nm to 1.0nm. All light nominal ranges will be set to 4nm.

LNM: 31/24

NJ – DE – CAPE MAY TO FENWICK ISLAND - DELAWARE BAY – AID TO NAVIGATION CHANGE

The Coast Guard is changing Delaware Bay Approach Lighted Whistle Buoy CH (LLNR 1485) to Delaware Bay Approach Lighted Buoy (LLNR 1485). Aid will no longer have a RACON, Whistle, and buoy size will be reduced. The smaller buoy will reduce radar range from 4 NM to 3.7 NM. The RACON, which is currently discrepant will be remove September 17, 2024.
The removal of the whistle and downsizing of buoy size will be completed in conjunction with scheduled buoy hull relief at the end of 2024 or beginning or 2025.

LNM: 35/24

VA – SEACOAST – CAPE MAY TO CAPE HATTERAS – AID TO NAVIGATION CHANGE

On August 31, 2024 Chesapeake Bay Entrance Lighted Whistle Buoy CH (LLNR 405) was damaged. On or about October 3, 2024, the Coast Guard will establish new Chesapeake Channel Entrance Lighted Buoy CH. The new lighted buoy will retain the 6nm Morse Alpha light characteristic and AIS identifier MMSI:993672978. However, the aid will no longer have a sound signal and RACON.

LNM: 37/24

VA – ELIZABETH RIVER – PORTSMOUTH MARINE TERMINAL – AID TO NAVIGATION CHANGE

On or about October 14, 2024 the Coast Guard will establish Portsmouth Marine Terminal Lighted Buoy 2A in approximate position:36 51 37.963N-76 19 36.887W with a flashing 4 second red LED light.

LNM: 39/24

NC – CAPE HATTTERAS – BARNEY SLOUGH CHANNEL - AID TO NAVIGATION CHANGE

The Coast Guard will decrease the size of the following aids to navigation:
Barney Slough Channel Buoy 12 (LLNR 28723)
Barney Slough Channel Lighted Buoy 13 (LLNR 28723.3)
Barney Slough Channel Lighted Buoy 15 (LLNR 28723.7)
The smaller buoys will aid the servicing unit in quicker response times for discrepancies and shoaling related relocations.
These changes will coincide with routine servicing visits in October, November, and December 2024.

LNM: 35/24

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – AIDS TO NAVIGATION CHANGE

During the months of September or October 2024, Pamlico Point Warning Light (LLNR 32813) will be discontinued, and all structures will be removed.

LNM: 20/24

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

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

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

The Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users may provide feedback on the Fifth Coast Guard District Waterway Proposals Data/Feedback Form:
https://www.navcen.uscg.gov/sites/default/files/pdf/lnms/D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf
This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard District with a request for comments as indicated.

LNM: 04/20

MD – SMITH POINT TO COVE POINT – UPPER POCOMOKE RIVER AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing discontinuing the following aids:
Upper Pocomoke River:

Upper Pocomoke River Warning Daybeacon A (LLNR 22615), Upper Pocomoke River Buoy 2 (LLNR 22620), Upper Pocomoke River Buoy 4 (LLNR 22625), Upper Pocomoke Rover Buoy 5 (LLNR 22635) and Upper Pocomoke River Buoy 6 (LLNR 22640).
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: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to November 11, 2024 to be considered in the analysis. Refer to project number 05-24-049(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

LNM: 38/24

MD – CHOPTANK RIVER AND HERRING BAY – BROAD CREEK – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing following change in broad Creek:
Change: Broad Creek Buoy 2 (LLNR 25535) to Broad Creek Daybeacon 2 and relocate to approximate position: 38 42 38.357N—76 15 31.623W with TR dayboards on pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to October 7, 2024 to be considered in the analysis. Refer to project number 05-24-041(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

LNM: 33/24

MD – EASTERN BAY AND SOUTH RIVER – EASTERN BAY – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing following change in Poplar Island:
Change: Popular Island Narrows Buoy 8 (LLNR 25985) to Poplar Island Daybeacon 8 and relocate to approximate position: 38 47 00.012N—76 20 48.529W with TR dayboards on pile.
Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to October 7, 2024 to be considered in the analysis. Refer to project number 05-24-042(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

LNM: 33/24

MD – VA – POTOMAC RIVER – AIDS TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing discontinuing the below listed Mid-Channel Lighted Whistle Buoys in the Potomac River.
Discontinue:
Potomac River Mid-Channel Lighted Whistle Buoy A (LLNR 16505).
Potomac River Mid-Channel Lighted Whistle Buoy B (LLNR 16855).
Potomac River Mid-Channel Lighted Whistle Buoy C (LLNR 17355).
Potomac River Mid-Channel Lighted Whistle Buoy D (LLNR 17615).
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: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to October 28, 2024 to be considered in the analysis. Refer to project number 05-24-046(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

LNM: 36/24

VA – WOLF TRAP TO SMITH POINT – CHESAPEAKE CHANNEL – AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing discontinuing Chesapeake Channel Buoy 63A (LLNR 7445).

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: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to October 21, 2024 to be considered in the analysis. Refer to project number 05-24-044(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

LNM: 35/24

VA – MOBJACK BAY AND YORK RIVER ENTRANCE – YORK SPIT SWASH CHANNEL – AIDS TO NAVIGATION CHANGE PROPOSAL

Due to the increasing shoaling in York Spit Swash Channel the Coast Guard is proposing the below listed changes to York Spit Swash Channel.
Change:
Daybeacon 1 (LLNR 14100) to Warning Daybeacon A with NW dayboards.
Daybeacon 2 (LLNR 14105) to Warning Daybeacon B with NW dayboards.
Daybeacon 5 (LLNR 14115) to Warning Daybeacon C with NW 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: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to November 4, 2024 to be considered in the analysis. Refer to project number 05-24-048(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

LNM: 37/24

VA – RAPPAHANNOCK RIVER - AID TO NAVIGATION CHANGE PROPOSAL

On March 23, 2024 Rappahannock River Daybeacon 47 (LLNR 15675) was reported missing and was marked with a temporary unlighted buoy (TRUB). The Coast Guard is proposing to discontinue this temporary buoy (TRUB).
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: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
All comments will be carefully considered and are requested prior to November 18, 2024 to be considered in the analysis. Refer to project number 05-24-051(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

LNM: 39/24

NC – PAMLICO SOUND - AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing to convert the follow aid to navigation from fixed ATON to floating ATON due to reduced water depths not allowing construction tenders to access area to rebuild the aids. Changes would include:
Buxton Harbor Daybeacon 14 (LLNR 32235) to Buxton Harbor Buoy 14 (LLNR 32235).
Frisco Approach Light 4 (LLNR 32295) changed to Frisco Approach Lighted Buoy 4 (LLNR 32295) FL R 6s.
Frisco Channel Daybeacon 8 (LLNR 32305) changed to Frisco Channel Lighted Wreck Buoy WR 8, Q R (LLNR 32305).
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: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
Or via email at: Gregory.C.Goetz2@uscg.mil
Or regular mail at: U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Gregory Goetz
All comments will be carefully considered and are requested prior to October 29, 2024 to be considered in the analysis. Refer to Project Number 05-24-045(D).

LNM: 36/24

NC – PAMLICO RIVER – BLOUNTS CREEK – BRIDGE PROPOSAL

All interested parties are notified that application materials were received on August 21, 2024, from the North Carolina Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for replacement of an existing highway fixed bridge across a navigable waterway of the United States.

WATERWAY AND LOCATION: Blounts Creek, mile 0.26, near Chocowinity, Beaufort County, NC.
CHARACTER OF WORK: The proposed project is to replace the existing highway fixed 15-span Bridge No. 9 across Blounts Creek with a new highway fixed 8-span bridge located on a new alignment south of the existing bridge. The existing bridge shall be removed in its entirety. In the event that a piling or other component breaks during removal and cannot be removed in its entirety, the piling or component may be removed to an elevation at or below the existing mudline. The purpose of the project is to replace a structurally deficient bridge.
The existing fixed bridge has a horizontal clearance of 35.167 feet and a vertical clearance of 14.50 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 111.28 feet and a vertical clearance of 14.50 feet above mean high water.
A copy of Public Notice D05PN-01-2024, which describes the proposal in detail, can be obtained by calling (571) 607-6762 or by viewing at https://www.navcen.uscg.gov/public-notices-for-bridges-active-by-district?district=5&subdistrict=n. Comments on this proposal should be forwarded to the address in the notice no later than October 11, 2024.

LNM: 37/24

NC – CAPE FEAR RIVER – AID TO NAVIGATION CHANGE PROPOSAL

The Coast Guard is proposing to establish Cape Fear River Lighted Buoy 34, FL R 2.5s, ICW marking of a yellow square, in approximate position: 34-01-22.651N, 077-56-19.401W. Buoy would be located 100ft outside channel limits.
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: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov)
Or via email at: Gregory.C.Goetz2@uscg.mil
Or regular mail at: U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Gregory Goetz
All comments will be carefully considered and are requested prior to November 26, 2024 to be considered in the analysis. Refer to Project Number 05-25-002(D).

LNM: 40/24

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.

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

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

Chart 12222

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 stationery.
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

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

Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Charts: 12200 12221 12222

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

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37° 17′ 33.10″N, 076° 36′ 19.06″ W; then northeast to a point on the York River at 37° 18′ 36.650″N, 076° 34′ 39.010"W, thence south, southeast to 37° 17′ 59.37″N, 076° 34′ 13.65″W; then southwest to a point on the shore located at 37° 17′ 26.750″N, 076° 36′ 14.890″W. Vessels may transit this area at anytime; however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed.

LNM: 37/20

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

The Naval Surface Warfare Center Dahlgren Division operates the Potomac River Test Range and the Explosive Experimental Area (Pumpkin Neck). These facilities are used by our military to conduct munitions testing and should be avoided while testing is in progress.
Daily range schedule can be found at: https://www.navsea.navy.mil/Home/Warfare-Centers/NSWC-Dahlgren/NSWCDD-Range-Schedule/ or by calling Range / Weapons Testing Hotline: 877-845-5656 (toll free) for daily updates on range operation and test schedules.
Noise Questions & Comments: Call NSF Dahlgren: 540-653-8153 to comment or ask a question about noise or vibrations you think are being caused by operations at Dahlgren.
For more information on NSWC Dahlgren's range schedule, contact the NSWCDD Public Affairs Office, (540) 653-8154.

LNM: 20/22

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

The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:
AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.ON 075-34.7W.
AREA B: 36-29.0N 075-31.8W, 36-29.0N 075-35.5W, 36-26.0N 075-35.5W, 36-26.0N 075-31.8W.
AREA C: 36-29.0N 075-20.8W, 36-29.0N 075-24.5W, 36-26.0N 075-24.5W, 36-29.0N 075-20.8W.
AREA D: 36-46.5N 075-47.8W, 36-46.5N 075-46.5W, 36-47.5N 075-46.5W, 36-47.5N 075-47.8W.
Each area contains inert bottom and moored training mines that pose a potential hazard to dredging operations and trawler nets. All moored mines are placed at a minimum of 40 feet depth (MLLW) to preclude them as hazards to navigation.

Chart 12200

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

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

Charts: 12207 12221

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

NJ - NEW JERSEY INTRACOASTAL WATERWAY - SANDY HOOK TO LITTLE EGG HARBOR - SHARK RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Monmouth County, will be performing maintenance on the CR 18 (Ocean Avenue) Bridge over Shark River, at mile 0.1, in between Belmar and Avon-By-The-Sea, NJ. The maintenance of the bridge fender system will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from September 3, 2024, through February 1, 2025. A crane barge and work boat will be located in and around the vicinity of the bridge. During the duration of the maintenance period the crane barge will be located within the navigational channel and will reduce the horizontal clearance of the bridge to approximately 70 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (201) 232-0617. Mariners should use extreme caution navigating through the area.

LNM: 34/24

NJ – SANDY HOOK TO LITTLE EGG HARBOR – MANASQUAN RIVER – DREDGE OPERATIONS

SUMcO Eco Contracting will begin Outfall Pipe Dredging Along the western shoreline of the Manasquan River at the Meadow Point Road Public Accessway in Point Pleasant Borough, NJ in approximate position 40° 05' 30.300" N 74° 04' 51.600" W. All dredging will be conducted from shore using a long reach excavator. Radius of excavation not to exceed 100' from shoreline. Project will run from September 23, 2024 to October 29, 2024. POC Conor Nielsen, 732-865-6754, cnielsen@sumcoeco.com.

NJ – SANDY HOOK TO LITTLE EGG HARBOR – MANASQUAN RIVER – DREDGE OPERATIONS

LNM: 37/24

NJ – ATLANTIC OCEAN – POINT PLEASANT BEACH – SALVAGE OPERATIONS – SAFETY ZONE

A salvage operation of a sunken vessel in the Atlantic Ocean, approximately 850 yards from the shoreline of Point Pleasant Beach, and approximately 1,000 yards south of Manasquan Inlet is scheduled to occur between September 22, 2024, and October 20, 2024. The salvage operation will take approximately 7 days to complete once started. A crane barge will be anchored in approximate position latitude 40°05'32.3"N, longitude 74°01'28.4"W. Once the salvage operation begins, and while the crane barge is on scene, Coast Guard Sector Delaware Bay has established 500-yard safety zone around the crane barge. All mariners are required to remain 500 yards away from the crane barge and transit the area with caution.

LNM: 37/24

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

Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance on the highway drawbridge – SR 35 (Route 35/Churchill) Bridge, over New Jersey Intracoastal Waterway (NJICW), Manasquan River, mile 1.1, between Brielle and Point Pleasant Beach, NJ. Bridge fender system maintenance will be conducted from 6 a.m. to 4 p.m.; Monday-Saturday; from July 1, 2024, through December 31, 2025. A 60-foot crane barge, a 40-foot material barge, and work vessels will be located in and around the vicinity of the bridge. During the duration of the maintenance period, the 40-foot material barge will be located adjacent to the bridge fender system within the navigational channel reducing the horizontal clearance of the bridge to approximately 45 feet of horizontal clearance. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (908) 618-6313. Mariners should use extreme caution navigating through the area.

LNM: 26/24

NJ – LITTLE EGG HARBOR TO CAPE MAY – ABSECON INLET – BEACH NOURISHMENT

Great Lakes Dredge and Dock Co. LLC is working on a beach nourishment project. Hopper dredge "Liberty Island" will include dredging operations on the coast of Long Beach Island, New Jersey. Dredged material will be transported through a 30" diameter pipe from the dredge to five (5) different beach fill areas. Material from one borrow area: D1 BA located about 2-3 miles offshore of Long Beach Island, approximate center point 39-40-06.913N, 074-05-25.360W. See proposed subline locations for Holgate, Beach Haven, North Beach Haven, Harvey Cedars & Lovelady's Beaches on Long Beach Island. GLDD continues to maintain the northwest waterside staging areas on the northeast side of Absecon Inlet in Atlantic City where rafted pipeline and equipment will be stored until towed to the Barnegat Inlet Staging Area. The survey vessel and crew transfer vessel Saginaw River will traverse between the work areas and the Inlets throughout duration of the project. Other equipment on scene can include Booster Jack, Anchor Barges 111 & 116, Derrick 66, Crew Boat Saginaw River, Crew Boat St. Johns River, Tug Cavalier State, Tug Sherena B Cheramie, Tug Caspian Dawn. Operations will begin September 1, 2024 to April 30, 2025 and will be conducted 24 hours per day, 7 days per week. All vessels can be contract on VHF-FM 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.

LNM: 35/24

NJ – GREAT EGG INLET – GREAT EGG HARBOR BAY – DRAG CHANNEL – SHIP CHANNEL – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of New Jersey Turnpike Authority, will be performing inspections on the Garden State Parkway North and South Bound Bridges across Great Egg Harbor Ship Channel and Drag Channel, at mile 3.5, between Cape May and Atlantic Counties, NJ. The inspections will be performed between 8 a.m. to 4 p.m., Monday-Friday, from October 21, 2024, through November 1, 2024. They will be utilizing an inspection bucket platform boat and will relocate from the navigable channel if given a 15-minute notice. Vessel may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the area.

LNM: 31/24

NJ – ATLANTIC OCEAN – SURVEY

Rutgers University will be conducting Surf clam research offshore of Atlantic City to approximately 33NM off shore. FV Joey D will be conducting survey from October 8 to October 10, 2024. For more information contact Kaycee Coleman at 848-932-3410.

LNM: 40/24

NJ – CAPE MAY INLET – NEW JERSEY INTRACOASTAL WATERWAY – SOIL BORING

Mariners are advised to transit the area with caution due to geotechnical drilling operations in the Great Thorofare near Atlantic City, NJ involving a barge (67ftx28ftx4ft) and two tugs, between October 1, 2024 and November 1, 2024. The general work area is bound by the four points:
Point 1: 39°22'49.06"N/ 74°29'31.20"W, Point 2: 39°22'27.13"N/ 74°28'18.82"W, Point 3: 39°21'54.17"N/ 74°28'35.37"W, Point 4: 39°22'15.10"N/ 74°29'48.14"W.

LNM: 38/24

PA – WILMINGTON TO PHILADELPHIA – DARBY CREEK – BRIDGE CONSTRUCTION

Mariners are advised that a construction firm, on behalf of Pennsylvania Department of Transportation, will be constructing a new bridge to replace the SR 420 (Wanamaker Avenue) Bridge, over Darby Creek, mile 1.3, between Prospect Park Borough, Delaware County, PA and Tinicum Township, Delaware County, PA. Construction activities will begin on March 11, 2024, and are expected to finish on July 12, 2027. Work will be on-going from 6 a.m. to 6 p.m.; Monday-Saturday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.
A tug, a material barge, manlift barges, and support vessels will be operating or stationed in the vicinity of the existing and new bridge structures. For the duration of the construction period, cofferdams will be located within the navigational channel of the bridge reducing the horizontal clearance of the bridge to approximately 45 feet of horizontal clearance. During the work hours, two forty-foot manlift barges and one forty-foot material barge may be located within the reduced navigational channel of the existing and new bridge structures providing access for demolition/construction activities. Vessels may safely transit through the bridge during the work hours if at least a two-hour prior notice is given to the R.E. Pierson Construction Company.
R.E. Pierson Construction Company tug and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The PennDOT Construction Manager may be contacted at (610) 476-7874 and P.E. Pierson Construction Company may be contacted at (609) 743-1617 or (609) 364-7105 or 609-743-7134. Project information may be found at https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/DelawareCounty/Pages/Route-420-(Wanamaker-Ave.)-Darby-Creek-Bridge-Replacement.aspx .

LNM: 10/24

NJ - PA - WILMINGTON TO PHILADELPHIA - DELAWARE RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, will be performing maintenance on the Commodore Barry Bridge over Delaware River, mile 81.4, in Chester, PA. Maintenance will be from 7:00 a.m. to 3:30 p.m.; Monday through Friday; from September 25, 2024, through April 01, 2025. During work hours work platforms will used on the top and bottom chords, reducing the vertical clearance of the bridge by approximately 3 feet to approximately 178 feet above mean high water. The contractor can be contacted by phone (609) 685-3417. All mariners should use caution when transiting the area.

LNM: 40/24

NJ - PA - WILMINGTON TO PHILADELPHIA - DELAWARE RIVER – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of the Delaware River Port Authority, will be performing bridge inspections on the I-76 (Walt Whitman) Bridge, at mile 96.8, across Delaware River and the I-676 (Benjamin Franklin) Bridge, at mile 100.2, across the Delaware River, in Philadelphia, PA. The project is scheduled from 6:30 a.m. to 5:30 p.m.; Monday-Friday; from August 19, 2024, through October 18, 2024. A 21-foot work vessel will be in and around the vicinity of the bridge piers. Inspection personnel, equipment and vessels will relocate from the navigable channel upon request. The work vessel may be reached on VHF-FM Channels 13 and 16. The onsite project foreman may be reached at 973-670-0762. Mariners are advised to exercise extreme caution when transiting the area.

LNM: 33/24

PA – NJ - WILMINGTON TO PHILADELPHIA - DELAWARE RIVER – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Delaware River Port Authority, will be performing maintenance on the SR 90 (Betsy Ross) Bridge, over Delaware River, mile 104.8, between Philadelphia, PA, and Pennsauken, NJ. The maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from March 5, 2024, through November 7, 2027. During the maintenance period, work platforms and containment will reduce the vertical clearance of the entirety of the bridge, reducing the vertical clearance of the bridge navigational channel to approximately 136 feet of vertical clearance above mean high water. A safety vessel will be located onsite in the vicinity of the bridge, but will not be in the navigational channel or restrict vessel transits. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (856) 979-1593. Mariners should use extreme caution navigating through the area.

LNM: 08/24

PA – NJ - PHILADELPHIA TO TRENTON - DELAWARE RIVER – BRIDGE MAINTENANCE

Mariners are advised that Burlington County Bridge Commission will be performing repairs on the SR 73 (Tacony-Palmyra) Bridge, at mile 107.2 over the Delaware River, between Tacony PA, and Palmyra, NJ, from May 20, 2024, through November 22, 2024. To facilitate repairs to the bottom of the lower chord (steel members) on the bascule leaves, a platform will be located on and around the vicinity of the bridge for the entirety of the maintenance period. The platform will reduce the vertical clearance of the bridge by approximately 2 feet to approximately 48 feet above mean high water. Vessels able to pass through the bridge in closed position may do so at any time. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.716. All mariners should use caution when transiting the area. The drawbridge tender may be reached VHF-FM channel 13 and (609) 922-2843. Mariners should use caution while navigating in the vicinity of the bridge.

LNM: 20/24

NJ - PA – DELAWARE RIVER – PHILADELPHIA AND CAMDEN WATERFRONTS – BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of the New Jersey Turnpike Authority, will be conducting inspections at the I-95 New Jersey/Philadelphia Turn Pike Bridge across the Delaware River, at mile 121.2, between Buck County, PA, and Burlington, NJ. Inspection will begin on September 16, 2024, from 8 a.m. to 4 p.m. through October 11, 2024. To facilitate the inspection, a safety boat will be operating in the vicinity of the bridge inside and outside of the main navigation channel. The safety boat may be reached on VHF-FM channel 13 and 16. Mariners should use extreme caution when transiting the area.

LNM: 31/24

PA - NJ – UPPER DELAWARE RIVER – DREDGING OPERATIONS

Seaward Marine Corp. will be conducting dredging operations in the Upper Delaware River between Edgewater Range and Florence Range starting July 1, 2024 to January 1, 2025. Mariners are requested to notify the Dredge Carolyn Skaves 30 minutes prior to transiting the area that the dredge is working in, to make passing arrangements. The Dredge Carolyn Skaves can be contacted via VHF radio channel 13, or by phone at 757-837-7620. Mariners are reminded to transit the area with caution.

LNM: 27/24

DE – PHILADELPHIA AND CAMDEN WATERFRONTS – FISHER POINT RANGE – DIVING AND PILE DRIVING PROJECT

Ballard Marine Construction will begin Fisher Point Range Project to rebuild the ranges. Project is expected to start on July 8, 2024 and continue to January 1, 2025. Several barges will be in the vicinity and all marine equipment will monitor VHF – CH 13, 16, & 79. Hours of operation will be Monday thru Saturday from 0600-1800. Mariners are requested to use caution and reduce wake when transiting the area.

LNM: 27/24

DE – LITTLE ASSAWOMAN BAY – FENWICK ISLAND – DREDGING

The dredge KEVIN ZENKE will begin dredging operations in the North Channel and South Channel in Little Assawoman Bay, near Fenwick Island, DE, starting on September 16, 2024, and continuing until December 15, 2024. The dredge, associated vessels, and equipment will be in the navigation channel while working and any floating dredge pipeline will be marked. Mariners are requested to contact the dredge KEVIN ZENKE prior to transiting the area to make passing arrangements. Mariners are urged to use extreme caution when transiting the area.

LNM: 37/24

MD – OCEAN CITY INLET – SINEPATUXENT BAY, OCEAN CITY MARYLAND – DREDGE OPERATIONS

USACE Dredge Murden will be in Ocean City, MD on or around the 2nd of October for approximately one week. The inlet dredging will focus on the Assateague shoal near Ocean City Inlet Buoy 13 (LLNR 4758). Mariners are urged to use caution and pass slowly when transiting the area. Interested mariners can contact the working vessel on-site on marine band radio VHF-FM channels 16 or 74.

LNM: 39/24

MD – POCOMOKE AND TANGIER SOUND - TANGIER SOUND – SURVEY OPERATIONS

MD – POCOMOKE AND TANGIER SOUND - TANGIER SOUND – SURVEY OPERATIONS

eTrac will be conducting hydrographic survey in Tangier Sound, MD. The survey area also includes sections of the Nanticoke, Wicomico, Manokin, and Big Annemessex Rivers. Survey operations are approximately June 20, 2024 through October 30, 2024. The survey will be conducted by the R/V Thunder, Current, and Pulse. Survey operations of R/V Thunder will be 24 hours daily. Survey operations of Current and Pulse will be restricted to daylight hours. The vessels will be equipped with sensitive sonar and are restricted in their ability to maneuver during survey operations. ACPA of 0.5 nautical mile is requested for all vessels. Mariners are requested to transit the area with caution. Concerned mariners can contact the survey vessels on VHF/FM channels 9 and 16. Questions/concerns should be directed to Ryan Cross, Operations Manager. +1907-982-8212 or by email to ryan.cross@woolpert.com.

LNM: 26/24

MD – CHESAPEAKE BAY TO PINEY POINT – PATUXENT RIVER – SHORELINE PROTECTION PROJECT

Starting on October 7, 2024 with a scheduled completion date of May 31, 2025, Coastal Design & Construction will begin a shoreline projection project in the Patuxent River adjacent to Hog Point at NAS Patuxent River. Seven temporary mooring will be installed for storage of various size barges and equipment. All mooring and barges will be lighted in accordance with Coast Guard Regulations. Tug Kat II & Nancy G will monitor VHF CH 13 & 16. For more information, contact, J. Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.

LNM: 39/24

MD – EASTERN BAY AND SOUTH RIVER – WYE RIVER – SHORELINE PROTECTION PROJECT

Shoreline Design will be conducting a shoreline protection project at the Pickering Creek Audubon Center in Easton, MD. Project will run from September 23, 2024 to November 11, 2024. Work will be conducted seven days a week from 7am to 7pm. Several work barges and work boats will be moored in the area for the project. For more information contact Wes Matheu at 443-336-0978.

LNM: 38/24

MD – EASTERN BAY AND SOUTH RIVER – RHODE RIVER – SHORELINE PROTECTION PROJECT

Edwin A. and John O. Crandell, Inc. will be conduction shoreline protection along the eastern side of Cheston Point at the mouth of the Rhode River just off the West River on or about August 12, 2024 until December 31, 2024. Crandell will be using Tug "Big C Too", Excavator Barge and numerous other support barges and equipment in the rough vicinity Latitude 38°51'54.64"N, Longitude - 76°31'7.89"W. Tug and barge operations will be traveling in and out Rhode River. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment for worker safety. Barges will be anchored in the areas. Edwin A. and John O. Crandell, Inc can be contacted via phone at 410-867-0200 or on cell 410-991-2376.

LNM: 32/24

MD – COVE POINT TO SANDY POINT – PRICE CREEK – DREDGE OPERATIONS

Kokosing Industrial will begin mechanical dredging operations on behalf of Queen Anne's County Department of Parks. Work will commence on or about October 15th, 2024 at Price Creek in Stevensville, Maryland on the Chesapeake Bay. Scows will be loaded in Price Creek and then pushed out to the Chesapeake Bay where they will be transloaded into a different scow and pushed up into Prospect Bay to be unloaded near the Chesapeake Environmental center in between Prospect Bay and Marshy Creek.
A barge with an excavator will perform the dredging with the assistance of small push boats, tender tugs, towing tugs, and scows. Vessels and crew will monitor VHF channel 13 during the project execution.
Dredging and unloading operations will continue until the estimated completion date of December 15th, 2024.

LNM: 40/24

MD – SEVERN AND MAGOTHY RIVERS – SEVERN RIVER – ANNAPOLIS HARBOR – MARINE CONSTRUCTION OPERATIONS

The Annapolis Boat Shows, Inc. will conduct in-water operations in support of the annual United States Sailboat and United States Powerboat Shows in Annapolis Harbor at Annapolis, MD during September 29-October 17, 2024. Temporary pilings, floating docks and submerged electrical cables will be installed in the northwestern area of Annapolis Harbor. To support the Annapolis Harbor in-water operations, long tows will occur across the Severn River during the following dates in 2024: (a) August 22 – August 28; (b) September 29 - October 2; (c) October 15 - October 17; and (d) October 21 - October 25. During these periods, mariners are urged to use extreme caution when transiting the area, and to operate vessels at a reduced speed that allows a safe course and minimizes wake near the towing operations. Information regarding special anchoring restrictions in Annapolis Harbor in the event of severe weather during this period should be directed to the Annapolis City Harbormaster's Office on marine band radio VHF-FM channel 71 or telephone (410) 263-7973.

LNM: 35/24

MD- COVE POINT TO SANDY POINT – HACKETT POINT – REEF BUILDING

The Maryland Department of Natural Resources Artificial Reef Program will be placing concrete bridge sections at the Hackett Point artificial reef site, approximately 1 mile east of Hackett Point, Anne Arundel County. On deployment days there will be a crane and material barge spudded down at or around 38° 59.403' N, 76° 24.032' W. The Maryland DNR Artificial Reef Coordinator will be on site to monitor the deployment and can be reached at Michael.Malpezzi@maryland.gov. Deployment will be continue until the end of the year.

LNM: 29/24

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT – CHESAPEAKE CHANNEL- BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing inspections on the US50/US 301 (William P. Lane Memorial) West Bound Bridge across Chesapeake Bay, mile 138.0, and the US50/US 301 (William P. Lane Memorial) East Bound Bridge across Chesapeake Bay, mile 138.1, between Skidmore, MD, and Stevensville, MD. The inspections will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; and from 8 p.m. to 4 a.m.; Sunday-Thursday; from August 31, 2024, through May 31, 2025.
Under bridge inspection units, work barges and work vessels will be located in and around the vicinity of the bridges. Work vessels may be reached on VHF-FM channels 13 and 16. During the work hours 7 a.m. to 5 p.m.; Monday-Friday; the project foreman can be reached at 443-564-5958. During the work hours from 8 p.m. to 4 a.m.; Sunday-Thursday; the project foreman can be reached at (410) 375-4233. Mariners should use extreme caution navigating through the area.
Information concerning bridge navigational channel clearance reductions will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

LNM: 34/24

MD – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – AERIAL TRANSMISSION LINE MAINTENANCE

There will be helicopter activity on the Patapsco River, between Hawkins Point and Sollers Point north and adjacent to the Francis Scott Key Memorial (I-695/Baltimore Beltway) Bridge to facilitate maintenance on the overhead power transmission lines. Work will be conducted from 6am to 6pm, November 1, 2024, through November 29, 2024. Mariners are urged to use caution when transiting the area. Interested mariners can contact the attending safety vessel on-site on marine band radio VHF-FM channels 13 and 16.

LNM: 37/24

MD –APPROACHES TO BALTIMORE HARBOR – DUNDALK TERMINAL EAST CHANNEL – DRILL SOIL BORING OPERATIONS

Drill soil boring operations are scheduled to occur in the vicinity of Dundalk Marine Terminal, Baltimore MD. from October 7, 2024 to October 18, 2024. Work will be conducted Monday—Friday, from 7 a.m. to 5:00 p.m. Marine equipment on site for the duration of the project includes a spud barge (80'), 1 tug, and a crew boat. All equipment will be clearly marked and lighted as required by U.S. Coast Guard regulations. To prevent damage to the gear, mariners operating vessels nearby are requested to proceed at a reduced safe speed that minimizes wake at the work site. Interested mariners can contact the marine project vessels, while working, on marine band radio VHF-FM channels 16 and 13.

LNM: 39/24

MD – BALTIMORE HARBOR – NORTHWEST HARBOR – PIER CONSTRUCTION

Mclean Contracting Company will be conducting pier demolition and replacement of existing pier in Baltimore Harbor's, Northwest Harbor at the Domino Sugar Refinery Plant. Project center point: 39.2754899278648, -76.59398 Work will be conducted from July 15, 2024 to November 15, 2024, 24 hours, 7 days per week. Some of the following equipment will be on scene during the project:

1) – 50' x 18' x 8' Tugboat 'Megalodon'
(1) – 49.5' x 19' x 7' Tugboat 'Captain Kenn
(1) – 140' x 70' x 12.5' Permanently-Mounted Floating Crane 'Baltimore'
(1) – 120' x 40' x 8' Spudded Floating Barge 'SC1

Marine equipment will be spud in location and marking in accordance with CG regulations. Marine equipment will monitor VHF- CH 74.

LNM: 27/24

MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – DEMOLITION ACTIVITIES

Mariners are advised that a construction company, on behalf of Maryland State Highway Administration, is starting demolition of ten old bridge piers in the vicinity of the Conrail Bridge, across Susquehanna River, mile 1.0, between Harve de Grace and Perryville, MD. Phase 1 installation of bird deterrent netting system begins 7 a.m. to 5:30 p.m. from February 5, 2024, through March 8, 2024. Phase 2 demolition of ten bridge piers begin 7 a.m. to 5:30 p.m. from June 17, 2024, through October 31, 2024. All work being completed will be outside the navigation channel. The waterway will remain open to navigation. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. All mariners should use caution when transiting the area.

LNM: 20/24

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

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

LNM: 18/21

MD - VA – POTOMAC RIVER – LOWER CEDAR POINT TO MATTAWOMAN CREEK – BRIDGE DEMOLITION OPERATIONS

Demolition of the old Harry W. Nice / Thomas "Mac" Middleton (US 301) Bridge on the Potomac River between Newburg, MD and Dahlgren VA, just south of the new bridge, is scheduled to continue into late 2024. Project vessels and barges will be working under and adjacent to the old bridge potentially 24 hours per day, 7 days per week. Construction vessels may be crossing or positioned adjacent to the federal navigation channel. Barges and/or floating boom may delineate active demolition areas outside of the Federal Channel that should be avoided by mariners due to active sensitive work including heavy equipment and divers. Interested mariners can contact Mr. Mike Baker at (443) 286-1780 or Mr. Daniel Francis at (757) 375-3960, or the vessels SEAWARD 23, MISS STACY M, or MISS ILA via marine band radio VHF-FM channels 13 and 16 when actively working on the river for information/coordination. When transiting this area at any time, mariners are reminded to heed the 6-knot speed limit established by the State of Maryland so wake does not affect the crane barges and endanger workers at the work site.

LNM: 25/24

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – GEORGETOWN CHANNEL - BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of CSX Transportation, will be performing bridge maintenance on the rail bridge – Washington, DC Long Bridge Railway across the Potomac River, mile 109.8, at Arlington, VA. To facilitate bridge work from 7 a.m. to 5 p.m. from October 07, 2024, through November 30, 2024, a 30' x 80' barge with a manlift will be utilized in and around the bridge pilings to conduct inspection work and to install monitoring equipment to the bridge structure in various places. The bridge maintenance team and barge will not be in the navigation channel. The main navigation channel will remain open throughout the project. The maintenance personnel may be reached at (301)343-5476. Mariners are urged to use caution when operating in this area.

LNM: 40/24

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER

Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues into 2023. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled "DANGER" mark the ongoing bridge demolition in the Federal Channel. In addition, lit temporary piles are positioned around the old, submerged pier. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course through the work site.

LNM: 04/23

******VA – SEACOAST – CAPE MAY TO CAPE HATTERAS - COASTAL VIRGINIA OFFSHORE WIND ACTIVITIES – SAFETY ZONE******

Dominion Energy has begun construction of the Coastal Virginia Offshore Wind (CVOW) project, with installation of 176 wind turbine generators, three offshore substations and associated cables, and will continue through December 2026. During construction activities, the M/V ORION and other installation vessels will load monopile foundations and other components from the project staging area at Portsmouth Marine Terminal and then transit to the build site, approximately 27nm offshore, where installation of the monopiles foundations has begin.

Phase 1 of foundation installation has been completed, to resume in May 2025 following the conclusion of the North Atlantic Right Whale migration season. 78 of the 176 monopile foundations have been installed at this time. Following installation, the monopiles are marked with temporary navigational lighting to assist in safe navigation. The temporary lighting will be present for as long as 12 months, until the installation and commissioning of the final Aids to Navigation system.

The week of September 30 will see M/V ORION conducting OSS pin pile installation at OSS #2 (36.91564403, -75.41552705). Cable laying activities have been ongoing but are temporarily paused as the CLV LIVING STONE returns to Europe to load out the next sections of export cable.

The Coast Guard has established 179 temporary 500-meter safety zones around the construction of the 179 structures. Safety zones will only be enforced during active construction activities, generally for a period lasting approximately 48 hours or less. There may be periods of time where active construction activities may be taking place at multiple target locations simultaneously. Active construction activities will be evident by the presence of the M/V ORION and/or associated attending vessels conducting operations in support of previously installed monopiles.

Mariners should review the LNM for Chart and Light List Corrections, and updated completed stages, temporary lighting characteristics, and eventual final lighted and markings.

Mariners are encouraged to contact Dominion Energy's Fisheries Liaisons, ronlarsen@searisksolutions.com, with any specific questions about CVOW project activities in relation to fisheries. Additional project information is available on the CVOW project website (coastalvawind.com/resources) Please reach out to the CVOW Marine Affairs Manager Mike Lewis with any other questions: michael.b.lewis@dominionenergy.com.

LNM: 40/24

VA – HAMPTON ROADS – THIMBLE SHOAL CHANNEL – ELIZABETH RIVER – VESSEL TRANSITS

In support of the Coastal Virginia Offshore Wind project, the M/V ORION (IMO No. 9825453) will be making frequent port calls in and out of the Portsmouth Marine Terminal in Portsmouth, VA. The vessel will be entering port in an unloaded condition, and departing port loaded with 6 approximately 300' long monopiles loaded transversely on the vessel. Anticipate these transits occurring approximately once a week during the construction season from May 1 2024 to October 31, 2024.

LNM: 18/24

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

On or around March 14, 2024, Coastal Management Group will be mooring 3 deck barges SSW of Fort Wool as a temporary habitat for nesting birds, during the Hampton Roads Bridge Tunnel Project. Barges will be moored in approximate position 36-59-07.96N, 076-18-05.96W. For more information contact David Oshman (757) 449-8581 doshman@cmgroupva.com. Barges will remain until approximately October 2024.

Chart 12222

LNM: 07/24

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

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

The replacement north approach bridge will be a fixed bridge with a horizontal clearance of 80 feet and a vertical clearance of 16 feet above mean high water at position 37° 00' 24.12" N, 76° 19' 18.84" W for the west span and at position 37° 00' 24.48" N, 76° 19' 15.60" W for the east span. The replacement south approach bridge will be a fixed bridge with a horizontal clearance of 100 feet and a vertical clearance of 16 feet above mean high water at position 36° 58' 15.24" N, 76° 18' 03.96" W. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

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

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

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

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

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

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

Chart 12222

LNM: 44/20

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge.

VA - HAMPTON ROADS-WILLOUGHBY BAY - BRIDGE MODIFICATION

Construction activities will begin on June 7, 2021, and are expected to continue through December, 2025. Marine construction activity will take place 24-hours per day, seven days a week.

The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins.

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

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

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

Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels and channels 67 & 71 while operating in the project area. To reach an on-scene manager, call Hampton Roads Connector Partners at 757-703-6060 and the call will be forwarded to an On-Call Hampton Roads Connector Partners Marine contact. You may also contact Hampton Roads Connector Partners via email at MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org.

Chart 12222

LNM: 23/21

VA - NORFOLK HARBOR AND ELIZABETH RIVER - ELIZABETH RIVER-EASTERN BRANCH – BRIDGE MAINTENANCE

Mariners are advised that the Norfolk Southern Corporation will be performing bridge maintenance on the railroad drawbridge – Norfolk Southern Railroad Bridge (NS #5) across the Elizabeth River-Eastern Branch, mile 1.1, at Norfolk, VA. The maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; from September 23, 2024, through October 6, 2024.

During the maintenance period, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5.

LNM: 39/24

VA-NORFOLK HARBOR AND ELIZABETH RIVER-ELIZABETH RIVER-EASTERN BRANCH – BRIDGE MAINTENANCE

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing bridge maintenance on the I-264 (Berkley) Bridge, across the Elizabeth River-Eastern Branch, mile 0.4, at Norfolk, VA. The maintenance which began July 2023, will continue to be conducted from 7 a.m. to 3:30 p.m.; 7 days a week; through December 31, 2024. A 40-foot crane barge and a 25-foot tug will be located in and around the vicinity of the bridge. During the work hours, the crane barge will be located in the navigational channel, adjacent to the fender system, which will reduce the horizontal clearance of the bridge to approximately 100 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may safely transit through the bridge, if at least a thirty-minute prior notice is given to the bridge tender. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 846-0501 or (703) 499-7121. Mariners should use extreme caution navigating through the area.

LNM: 39/24

VA - NORFOLK HARBOR AND ELIZABETH RIVER - ELIZABETH RIVER - EASTERN BRANCH – BRIDGE TEMPORARY DEVIATION

Mariners are advised that the railroad drawbridge – Norfolk Southern Railroad Bridge (NS #5) across the Elizabeth River-Eastern Branch, mile 1.1, at Norfolk, VA, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the mechanical and electrical systems of the bridge bascule spans. The bridge will remain in the closed-to-navigation position, from 8 a.m. to 7 p.m.; 7 days a week; from October 7, 2024, through October 14, 2024. A rail crane will be located on the bridge to provide access for the maintenance. Vessels able to safely transit through the bridge in the closed-to-navigation during may do so at any time. Vessels unable to safely transit through the bridge in the closed-to-navigation position during the closure period may transit through the bridge from noon until 1 p.m. 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. 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.

LNM: 40/24

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – JAMES RIVER - BRIDGE TEMPORARY DEVIATION

Mariners are advised that the highway drawbridge – US 17 (James River) Bridge, over James River, at mile 5.0, between Isle of Wight and Newport News, VA, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge vertical lift span. The bridge will remain in the closed position from 7 a.m. through 3:30 p.m.; Monday-Friday; from September 9, 2024, through October 4, 2024. A crane barge, a material barge, and work boats will be located in and around the vicinity of the bridge. During the work hours, the crane barge, material barge, and work boats will be located in the navigational channel of the bridge. During the work hours, vessels may safely transit through the bridge, if at least a 24-hour prior notice is given to the bridge tender. 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. 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 extreme caution when transiting the area.

LNM: 35/24

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – JAMES RIVER - BRIDGE INSPECTION

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing an inspection on the highway drawbridge – US 17 (James River) Bridge, over James River, at mile 5.0, between Isle of Wight and Newport News, VA. The inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Friday; from September 4, 2024, through September 27, 2024. An under-bridge inspection vehicle and work boat will be located in and around the vicinity of the bridge. During the work hours, the under-bridge inspection vehicle will be located in the navigational channel of the bridge and will reduce the vertical clearance of the bridge to approximately 45 feet. Vessels that can safely transit

through the bridge during periods with a reduced vertical clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced vertical clearance may safely transit through the bridge, if at least a fifteen-minute prior notice is given to the bridge tender. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 513-7736. Mariners should use caution navigating through the area.

LNM: 36/24

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – JAMES RIVER – DREDGE OPERATIONS

Kokosing Industrial will begin mechanical dredging operations on behalf of Dominion Terminal Associates will commence on or about August 26, 2024 at Dominion Terminal Associates Pier 11 in Newport News on the James River. Loaded scows will be towed from the work area at Pier 11 to the Unloader barge located at Shirely's Plantation (Weanack Island). The Dredge KOKO V will perform the dredging with the assistance of a tender tug, towing tugs and scows. Vessels and crew will monitor VHF channel 13 during the project execution. Dredging and unloading operations will continue until the estimated completion date of October 18, 2024.

LNM: 35/24

VA – JAMES RIVER – JAMESTOWN ISLAND TO JORDAN POINT – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be conducting dredging operations on the James River (Dancing Point- Swann Point Channels) between James River Channel Lighted Buoy 57 (LLNR 12200) and James River Channel Lighted Buoy 66 (LLNR 12250). The dredge and attendant equipment will be operating between August 14, 2024 and October 14, 2024. Prior to approach, the Dredge can be reached via VHF Radio Channels #13 and #16. For emergency the dredge operator can be contacted at phone number 757-635-2578.

LNM: 32/24

VA - JAMES RIVER - JORDAN POINT TO RICHMOND - JAMES RIVER – BRIDGE TEMPORARY DEVIATION

Mariners are advised that the highway drawbridge – SR 156 (Benjamin Harrison Memorial) Bridge across James River, mile 65.0, at Hopewell, VA, will continue to be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge vertical lift span. The maintenance of the bridge which began in April 2024 will continue to be conducted through October 2024. The bridge will continue to remain in the closed-to-navigation position from 7 a.m. through 7 p.m.; Monday through Friday; through October 4, 2024. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. Vessels unable to safely transit through the bridge in the closed-to-navigation position may transit through the bridge if at least a 30-minute prior notice is given to the bridge tender. 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. The bridge tender may be reached on VHF-FM channels 13 and 16 and/or 804-668-5076. During the work hours, if unable to reach the bridge tender, the project foreman can be reached at (813) 469-4808 or 251-635-9550. 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.

LNM: 33/24

VA – SOUTHERN CHESAPEAKE BAY - UNMANNED SURFACE VEHICLE TESTING

Unmanned Surface Vehicle Testing will take place North of Thimble Shoal Channel, West of the Chesapeake Bay Bridge Tunnel and South of the York River Entrance Channel. Area bound by: N36.986032, W076.123049, N37.016606, W076.233481, N37.142086, W076.194826, N37.094524, W076.120850, N37.052687, W076.089700. Duration of Operations will be during the following dates: 26 AUG - 6 SEP 2024, 3-16 OCT 2024, 2-13 DEC 2024. Vessels involved will be: USV Navy Test Craft, 11 Meter Navy Test Craft, 7 Meter Navy Test Craft and will have at least one escort vessel at all times. Escort vessel will monitor VHF-FM Radio Frequencies Monitored: VHF-FM Ch-16, VHF-FM Ch-82A. Point of Contact: Jayson Bautista 757-492-4946.

LNM: 35/24

******VA – NORFOLK TO ALBEMARLE SOUND - ALBEMARLE AND CHESAPEAKE CANAL - GREAT BRIDGE LOCK – NORTH LAND SPECIAL BRIDGE OPERATING SCHEDULE ******

Mariners are advised that the highway drawbridge – S165 (North Landing Bridge) over North Landing River, mile 20.2, at Chesapeake, VA, is not capable of normal operation, due to mechanical and electrical degradation, and has been placed on a special operating schedule from May 10, 2024, through October 31, 2024.

The north (Virginia Beach) span of the bridge is fully operational, and the south span of the bridge has limited operational capabilities. The north (Virginia Beach) span will open every half-hour from 6 a.m. to 7 p.m. for all vessels, on demand at all times for commercial traffic, and on demand from 7:01 p.m. to 5:59 a.m. for all vessels. The bridge will provide a horizontal clearance of approximately 38 feet with the north span open and the south span closed. Both spans will open on demand to accommodate vessels with a beam of greater than 35 feet and daily at 10 a.m.

At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.1021. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area.

LNM: 20/24

VA – NORFOLK TO ALBEMARLE SOUND – DEEP CREEK (VIA DISMAL SWAMP CANAL) - BRIDGE REPLACEMENT

Mariners are advised that a construction firm, on behalf of the U. S. Army Corps of Engineers (USACE), has commenced construction activities for replacement of the highway drawbridge – Deep Creek Bridge across Dismal Swamp Canal (Atlantic Intracoastal Waterway), mile 11.1, at Chesapeake, Virginia. Construction which began in September 2023, is expected to be finished in September 2026. Sheet pile cofferdams to support installation of the new bridge bascule span and rest piers will be installed behind the existing/proposed fender system outside the navigable channel. No restrictions will be placed in the navigation channel, except during several planned full closures to be scheduled between the fall of 2024 and spring of 2026. Construction equipment on scene includes excavators, crane barges, land cranes, and other construction equipment. Communications with the bridge tender will be maintained on VHF-FM channel 13. Detailed information will be provided via updated local notice to mariners, broadcast notice to mariners, and/or marine safety information bulletins. Vessels should use caution when transiting the area. For questions or concerns, please contact the Atlantic Intracoastal Water Way Project Manager, Zack Ware from the Army Corps of Engineers Norfolk District at (757) 633-5749 or Zachary.t.ware@usace.army.mil.

LNM: 39/23

NC – CAPE FEAR RIVER – DREDGE OPERATIONS

NC – CAPE FEAR RIVER – DREDGE OPERATIONS

Norfolk Dredging company will begin maintenance dredging on the Cape Fear River in areas between Cape Fear River Channel Lighted Buoy 59 (LLNR 30855) and the Wilmington Turning Basin. Bucket dredge BALTIMORE will begin September 27, 2024 with project expected to be completed March 1, 2025. Dredge will be loading Mud Scows, and a Tug will tow them to the Ocean Dredging Material Disposal Site (ODMDS) located offshore at approximate position Lat 33-43-11.516N, 078-02-40.953W.
The Dredge BALTIMORE operator will standby on channels #13 and #16 VHF-FM. Traffic should call 60 minutes prior to the expected time of passage. All mariners are requested to stay clear of the dredge, barges, cranes, and tugs. Operators of vessels of all types should be aware that the barges are held in place by cables, attached to anchors some distance away from the equipment.
Project will be conducted twenty –four (24) hours per day seven (7) days a week. For further information contact Norfolk Dredging Company at (757) 547-9391.

LNM: 39/24

NC – CURRITUCK BEACH TO WIMBLE SHOALS – OREGON INLET – HAZARD TO NAVIGATION

Mariners are advised that the North Carolina Department of Transportation (NCDOT) has identified three partially submerged bents of concrete piles from the old Bonner Bridge. These piles are on the northeastern side of the bridge in 8 ft to 12 ft of water near Bodie Island. The piles have become uncovered due to ongoing erosion and changes in shoreline conditions. The tops of the piles are 2 ft to 4 ft below the water at Mean High Water (MHW). Mariners are urged to exercise caution when in vicinity of these piles. NCDOT has marked these piles with temporary inflatable buoys. Piles are in approximate positions: 35-46.75N, 075-32.66W, 35-46.75N, 075-32.65W, and 35-46.74N, 075-32.65W.

LNM: 12/24

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

Marine Corps Air Station (MCAS) Cherry Point, Notice of Live Firing.
Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):
NONE SCHEDULED.
Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when
Boating in this area. This area will not be patrolled by Military Personnel or vessels.
Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

LNM: 50/22

NC – INTRACOASTAL WATERWAY – NEUSE RIVER TO MYRTLE GROVE SOUND - ATLANTIC INTRACOASTAL WATERWAY - TEMPORARY DEVIATION

Mariners are advised that the highway drawbridge - SR 74 (Wrightsville Beach) Bridge across Atlantic Intracoastal Waterway (AIWW), mile 283.1, at Wrightsville Beach, NC, and the highway drawbridge - Isabel S. Holmes Bridge, across Northeast Cape Fear River, mile 1.0, at Wilmington, NC, will be maintained in the closed-to-navigation position to facilitate the Annual 70.3 IRONMAN North Carolina Triathlon. The SR 74 (Wrightsville Beach) Bridge will be maintained in the closed position from 5:15 a.m. to 10 a.m. on October 19, 2024, and the Isabel S. Holmes Bridge will be maintained in the closed position from 7:30 a.m. to 2:30 p.m. on October 19, 2024. The bridges will be able to open for emergencies, if at least a fifteen-minute prior notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.821(a)(4) and Title 33 Code of Federal Regulations Part 117.829(a), respectively. Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 40/24

NC – CAPE FEAR RIVER –CAPE FEAR TO WILMINGTON-NORTHEAST CAPE RIVER - TEMPORARY DEVIATION

Mariners are advised that the highway drawbridge - SR 74 (Wrightsville Beach) Bridge across Atlantic Intracoastal Waterway (AIWW), mile 283.1, at Wrightsville Beach, NC, and the highway drawbridge - Isabel S. Holmes Bridge, across Northeast Cape Fear River, mile 1.0, at Wilmington, NC, will be maintained in the closed-to-navigation position to facilitate the Annual 70.3 IRONMAN North Carolina Triathlon. The SR 74 (Wrightsville Beach) Bridge will be maintained in the closed position from 5:15 a.m. to 10 a.m. on October 19, 2024, and the Isabel S. Holmes Bridge will be maintained in the closed position from 7:30 a.m. to 2:30 p.m. on October 19, 2024. The bridges will be able to open for emergencies, if at least a fifteen-minute prior notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.821(a)(4) and Title 33 Code of Federal Regulations Part 117.829(a), respectively. Mariners should adjust their transits accordingly and should use caution when transiting the area.

LNM: 40/24

******NC – NEW RIVER – CAMP LEJEUNE - NOTICE OF LIVE FIRING AND TRAINING 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.
1. The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart US5NC14M, will be closed to navigation up to 15 nm seaward because of firing exercises during the following periods:
Restricted areas in the new river, as shown on National Ocean Service chart 11542 that will be closed to navigation because of stone bay rifle range firing exercises during the following periods:
Stone Creek Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
West of the 77 (deg) 26 (min) Longitude line.
The restricted areas that may be closed to navigation because of firing exercises during the following periods:
Traps Bay Sector 12:01 a.m. to midnight daily
Courthouse Bay Sector 12:01 a.m. to midnight daily
Stone Bay Sector 12:01 a.m. to midnight daily
East of the 77 (deg) 26 (min) longitude line.
Grey Point sector 12:01 a.m. to midnight daily
Farnell Bay sector sunrise to sunset daily
Morgans Bay sector sunrise to sunset daily
Jacksonville sector sunrise to sunset daily

******NC – NEW RIVER – CAMP LEJEUNE - NOTICE OF LIVE FIRING AND TRAINING EXERCISES******

2. The target bombing area N1/BT-3 impact area in the Atlantic Ocean east of the new river inlet as shown on national ocean service chart US5NC14M, may be closed to navigation because of firing exercises during the following periods:
3. Atlantic Intracoastal Waterway, inland waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods:
4. 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.
5. 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.
5A. 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.
6. Range control boats, MCIE-MCB CAMLEJ North Carolina monitor channel 16 VHF-FM (156.8 mhz) and the working channel 82 vhf-fm(161.725 mhz). Range Control can be reached by phone at 910-451-3064 or 4449.

LNM: 20/24

NC – ATLANTIC INTRACOASTAL WATERWAY (AICW) – NORTH CAROLINA CUT

Mariners are advised that a construction firm, on behalf of U. S. Marine Corps. Base Camp Lejeune, will continue to construct a new bridge to replace the Onslow Beach Swing Bridge across the Atlantic Intracoastal Waterway, mile 240.7, at Camp Lejeune, NC. Construction activities which began in October 2022, are expected to finish in February 2025.
During the construction period, outside of the extended closure periods listed below, to facilitate construction and installation of the new bridge superstructure, the new bridge will be maintained in the closed-to-navigation position from 8 a.m. to noon and from 1 p.m. to 5 p.m., and the existing Onslow Beach Swing Bridge, will open on demand, from noon to 1 p.m.; Monday through Friday; excluding Federal holidays, from October 7, 2024, through December 20, 2024.
Vessels unable to safely transit the new bridge with the reduced clearances during the non-extended closure periods above from 8 a.m. to noon and from 1 p.m. to 5 p.m., should:
(1) adjust their voyage plan, if able, to transit through the new bridge and the existing bridge outside of the closure period or from noon to 1 p.m. during the closure period, or
(2) if not able to adjust their voyage plan, may transit through the bridges upon arrival, if at least a 24-hour prior notice is given to the onsite project foreman.
To facilitate construction of the bascule span (structural steel), the new bridge will remain in the closed-to-navigation position and will not be able to open at any time during the extended bridge closure periods, as reflected below:
Primary Closure Timeframe:
from 7 a.m. on Monday, November 4, 2024, through 9 p.m. on Thursday, November 7, 2024
from 7 a.m. on Monday, November 18, 2024, through 9 p.m. on Thursday, November 21, 2024
Alternative Closure Timeframe:
from 7 a.m. on Tuesday, November 12, 2024, through 9 p.m. on Friday, November 15, 2024
from 7 a.m. on Monday, December 2, 2024, through 9 p.m. on Thursday, December 5, 2024
During all closure periods above, the new bridge will have a vertical clearance of approximately 15 feet above mean high water in the closed position and a horizontal clearance of approximately 20 feet. Vessels that can safely transit through the new bridge with the reduced clearances may do so at any time.
At all other times, the existing Onslow Beach Swing Bridge will operate in accordance with Title 33 Code of Federal Regulations (CFR) 117.821(a)(1), and the new bridge will remain open to navigation.
To facilitate construction of the new bridge fender system, a work barge will be placed in the navigation channel of the new bridge from 8 a.m. to noon, and 1 p.m. to 5 p.m.; Monday through Friday, excluding Federal holidays from October 7, 2024, through 5 p.m. on December 20, 2024. The work barge will be located in the navigation channel of the new bridge which will reduce the horizontal clearance of the new bridge to approximately 20 feet.
Two barges, a support vessel, and crew boat will be operating or stationed in the vicinity of the existing and new bridges. Temporary work platforms will be in place for the duration of construction of the new bridge and demolition of the existing bridge.
The work barges, work vessels and bridge tender may be reached on VHF-FM channels 13 and 16, and the onsite project foreman may be contacted at 910-520-1319, when work is in progress or vessels are operating the area. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway.

LNM: 40/24

NC – CAPE FEAR RIVER – OBSTRUCTION

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

LNM: 40/20

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
1080	Oyster Creek Channel Buoy 37	39-47-28.721N 074-09-04.706W *				Green can.	Removed when endangered by ice.	40/24
1085	Oyster Creek Channel Buoy 37A						Remove from list. *	40/24

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
1090	Oyster Creek Channel Buoy 38	39-47-30.772N 074-09-05.081W				Red nun.	Removed when endangered by ice.	40/24
		*						
1091	Oyster Creek Channel Buoy 38A						Remove from list.	40/24
							*	
1093	Oyster Creek Channel Buoy 39	39-47-28.540N 074-09-19.256W				Green can.	Removed when endangered by ice.	40/24
		*						
1095	Oyster Creek Channel Buoy 40	39-47-28.862N 074-09-25.357W				Red nun.	Removed when endangered by ice.	40/24
		*						
1097	Oyster Creek Channel Buoy 41	39-47-26.313N 074-09-37.070W				Green can.	Removed when endangered by ice.	40/24
		*						
3945	DEVLIN UPPER RANGE FRONT LIGHT	40-05-01.335N 074-51-11.375W	Q W (NIGHT) Q W (DAY)	31 31		On skeleton tower.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline.	40/24
				*		*	*	
3950	DEVLIN UPPER RANGE REAR LIGHT 259 yards, 078.2° from front light.	40-05-02.928N 074-51-01.598W	Iso W 6s (NIGHT) Iso W 6s (DAY)	38 38		On skeleton tower.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline.	40/24
				*			*	
7575	*Chesapeake Channel Mid-Channel Lighted Buoy HS*	38-12-20.876N 076-14-33.733W	Mo (A) W		5	Red and white stripes with red spherical topmark.		40/24
	*	*						
20850	*FSK NOAA Lighted Data Buoy A*						Remove from list.	40/24
							*	
29570	Bogue Inlet Buoy 9	34-39-11.450N 077-05-59.034W				Green can.		40/24
		*						
29580	*Emerald Isle Cut Lighted Junction Buoy EI*	34-39-15.552N 077-05-55.060W	Fl (2+1)R 6s		4	Red and Green bands.		40/24
		*						

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
30687	*Cape Fear River Channel Lighted Buoy 34*	34-01-22.651N 077-56-19.401W						40/24
40435	CAPE FEAR RIVER - LITTLE RIVER LIGHT 111	33-52-33.209N 078-32-24.996W	Fl G 4s	15	4	SG-SY on pile.		40/24
	35 feet outside channel limit.							

*

ENCLOSURES

Enclosures

1. Summary of Shoaling.
2. Summary of Bridge Regulations/Construction/Permits.
3. Summary of Dredging and Construction.
4. Summary of Marine Events.
5. Summary of Offshore Renewable Energy Installations.
6. Temporary Changes to ATON - Temp Positions.
7. Reported Unexploded Ordnances (UXO).

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

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

NEW JERSEY SHOALING

NJ – MANASQUAN INLET – SHOALING
U.S. Coast Guard Sector Delaware Bay is notifying mariners of shoaling on the green side of the channel in Manasquan Inlet. The shoaling extends approximately 75 feet from the south jetty towards the navigational channel. Mariners are advised to use caution when transiting the area.*

NJ – BARNEGAT INLET – SHOALING
U.S. Coast Guard Sector Delaware Bay is notifying mariners of extreme shoaling at the entrance to Barnegat Inlet. Due to this shoaling Barnegat Inlet Buoy 3 (LLNR 915) and Barnegat Inlet Lighted Buoy 4 (LLNR 925) are unreliable at marking the navigational channel. Mariners are advised to use extreme caution when transiting Barnegat Inlet. See SEC DB BNM 235-22.*
Sector Delaware Bay is notifying mariners that there is shoaling reported at the entrance of Barnegat Bay inlet. The shoaling is reported in the main navigation channel between Barnegat Inlet Lighted Buoys 9 (LLNR 950) and 11 (LLNR 995). Mariners are advised to use extreme caution when transiting Barnegat Bay Inlet as some depths at mean low low water could be hazardous to navigation, especially during extreme weather events. If you have any questions, regarding the content of this message, please contact the waterways Management staff at (215) 271-4814 or the command center at (215) 271-4807.See SEC DB BNM 107-21 and SEC DB BNM 196-22*

NJ – BARNEGAT INLET – OYSTER CREEK CHANNEL – SHOALING
Shoaling has been observed between Oyster Creek Channel Buoy 38 (LLNR-1090)and Oyster Creek Channel Buoy 40 (LLNR-1095). Shoaling has encroached between both buoys and within channel boundaries. Mariners are to proceed with caution when transiting the area.*

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET – SHOALING
Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported:
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 49 (LLNR 36180) based on ACOE Survey December 21, 2022.*
Shoaling reported developing in the vicinity of New Jersey Intracoastal Waterway Junction Lighted Buoy LEI (LLNR 35485).*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 129 (LLNR 35530) and New Jersey Intracoastal Waterway Lighted Buoy 130A (LLNR 35536) based on ACOE Survey May 13, 2024.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Light 141 (LLNR 35575) and New Jersey Intracoastal Waterway Lighted Daybeacon 144 (LLNR 35585) based on ACOE Survey May 14, 2024.*
Shoaling has been reported between New Jersey Intracoastal Waterway Daybeacon 159 (LLNR 35640) and New Jersey Intracoastal Waterway Light 160 (LLNR 35645). At low tide, area is impassable. LNM 11/24.*Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 207 (LLNR 35830) and New Jersey Intracoastal Waterway Daybeacon 209 (LLNR 35835) based on ACOE Survey July 11, 2023.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 221 (LLNR 35867) based on ACOE Survey May 20, 2024.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Light 233 (LLNR 35905) and New Jersey Intracoastal Waterway Daybeacon 234 (LLNR 35910) based on ACOE Survey August 24, 2023.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 239 (LLNR 35930) and New Jersey Intracoastal Waterway Daybeacon 243 (LLNR 35945) based on ACOE Survey August 24, 2023.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 245 (LLNR 35945) and New Jersey Intracoastal Waterway Buoy 246 (LLNR 35955) based on ACOE Survey August 24, 2023.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Buoy 263 (LLNR 36007) and New Jersey Intracoastal Waterway Buoy 263A (LLNR 36009) based on ACOE Survey June 4, 2024.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 273 (LLNR 36040) and New Jersey Intracoastal Waterway Buoy 275 (LLNR 36045) based on ACOE Survey June 4, 2024.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 385 (LLNR 36427) and New Jersey Intracoastal Waterway Daybeacon 399 (LLNR 36470) based on ACOE Survey August 23, 2023.*
Shoaling report in the vicinity of New Jersey Intracoastal Waterway Buoy 419 (LLNR 36520) and New Jersey Intracoastal Waterway Daybeacon 429 (LLNR 36550) based on ACOE Survey June 25, 2024.*

NJ – LITTLE EGG INLET – SHOALING
Shoaling has been observed between Little Egg Inlet Buoy 1 (LLNR 1100) and Little Egg Inlet Buoy 4 (LLNR 1115). Shoaling has encroached channel ward in between the aids. Minimal depths observed at low tide 4ft.*
Shoaling has been observed between Little Egg Inlet Lighted Buoy 10 (LLNR 1131) and Little Egg Inlet Lighted Buoy 8(LLNR 1129). Shoaling has encroached channel ward in between the aids. Little Egg Inlet Lighted Buoy 8 (1129) is no longer marking best water.*

NJ – LITTLE EGG INLET – SHOALING
Shoaling has been observed between Great Egg Harbor Inlet Buoy 7 (LLNR 1288) and the charted location of Buoy 9 (LLNR 1291) with a MLW depth of 4ft in the channel. See DB BNM 0062-24.*

NJ – DELAWARE BAY – CROW SHOAL – EXCESSIVE SHOALING
There have been multiple reports of excessive shoaling in the Delaware Bay, in the vicinity of the southern portion Crow Shoal, in approximate position latitude 38°57'25.2"N, longitude 075°00'06.4"W, and extending south approximately 1,500 yards. Mariners are advised to use extreme caution when transiting this area and avoid it if possible.*

PENNSYLVANIA SHOALING

DELAWARE SHOALING

DE – DELAWARE BAY – REHOBOTH BAY – SHOALING
Shoaling observed from entrance to Rehoboth-Lewis canal south to Rehoboth Bay Channel Buoy 3 (LLNR 2100), depths 2-4 feet at mean low water. SEC DB BNM 080-21.*

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

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

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

DE - INDIAN RIVER CHANNEL – SHOALING
Extreme Shoaling has occurred in the channel on the Indian River from Indian River Channel Daybeacon 64 (LLNR 4551.23) to Indian River Channel Daybeacon 70 (LLNR 4551.23) near Millsboro, DE. This area is inaccessible at low tide and faces a severe hazard to safety. All navigation in this area should use caution as much of the channel has shoaled in with less than 1' MLW average. Shoaling hazard buoys are being placed from Cupola Park entrance and near Marker 68 to denote the worst of the shoaling areas. Signs will be places at the nearby launching locations to also denote the hazard.*

MARYLAND SHOALING

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET- OCEAN CITY INLET – SHOALING
Shoaling - a USACE survey has identified shoaling on the north side of the channel across from Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and ocean city inlet lighted buoy 13 (LLNR 4758), indicating a least depth of 6.6 feet at mean low water. Mariners are advised to use caution in the area.*

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

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

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

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

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

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

MD – CHESAPEAKE BAY – CHOPTANK RIVER AND HERRING BAY – KNAPPS NARROWS WEST CHANNEL – SHOALING
Shoaling has been observed in the Knapps Narrow West Channel within the channel boundaries between Knapps Narrow West Channel Daybeacon 3 (LLNR 25925) and Knapps Narrow West Channel Daybeacon 5 (LLNR 25931) to a depth of 3 foot at mean low water.*

MD - CHESAPEAKE BAY - POCOMOKE AND TANGIER SOUNDS - POCOMOKE RIVER – SHOALING
Shoaling has been reported in the Pocomoke River between Pocomoke River Channel Buoy 7 (LLNR 22540) and Pocomoke River Channel Buoy 8 (LLNR 22555), to reported depths less than 4.5 feet at MLW centerline, 2.3 feet on the red side of the channel, and 3.2 feet on the green side. MD-NCR BNM 299-21.*

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 approximately 50-100 yds easterly with observed depths of 3-4' in between tide cycles. Shoaling to 2' 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).*

MD - CHESAPEAKE BAY - EASTERN BAY AND SOUTH RIVER - CRAB ALLEY BAY - SHOALING
Hazard to navigation - there has been a report of shoaling in Crab Alley Bay approximately 50 yards northwest of Crab Alley Bay Buoy 6, (LLNR 26300), and 200 yards south of Crab Alley Bay Daybeacon 7, (LLNR 26305), in approximate position: 38-55.78n, 076-17.58w to a depth of 2ft at mean low water.*

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

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

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

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

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

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.*

VIRGINIA SHOALING

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – QUINBY CREEK – 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 to 1.2'MLLW at Quinby Creek Warning Daybeacon J (LLNR 6785). VA BNM 040-20.*

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

VA – LYNNHAVEN INLET – LONG CREEK – SHOALING
ACOE Survey indicates shoaling in Lynnhaven Basin and connected tributaries, south of the Lesner Bridge. Depths of 3.1 - 5.2 feet extend into channel from Pleasure House Creek eastbound to Long Creek Light 6A (LLNR 10170), in Crab Creek, Lynnhaven Inlet and Long Creek. Depths of 1.4 - 5.0 feet observed in Long Creek side channel in the vicinity of Fish House Island. Navigation of the area requires extreme caution.*

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

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

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

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

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).*

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

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE – BROAD CREEK CHANNEL – SHOALING
Norfolk District Army Corp of Engineers survey of Broad Creek Channel indicates shoaling with least depth of 4.5’ at MLLW on the northwest (red) side of channel in vicinity of Broad Creek Channel Daybeacon 2 (LLNR 14970), and on the southeast (green) side of the channel with a least depth of 5.3’ at MLLW in the vicinity of Broad Creek Channel Wreck Light WR3 (LLNR 14973). Mariners are requested use extreme caution when operating in the vicinity. See SEC VA BNM 0159-23 – LNM 34/23.*

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.*

VA – CHESAPEAKE BAY TO PINEY POINT – LITTLE WICOMICO RIVER – SHOALING
Shoaling has been reported in Little Wicomico River within the channel Boundaries between Little Wicomico River Light 4 (LLNR 16355) to the south approximately 75 yards towards Little Wicomico River Light 5 (LLNR 16360) to reported depths of three feet at mean low water.*

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. *

VA - CHESAPEAKE BAY - POCOMOKE SOUND - DEEP CREEK – SHOALING
U.S. Army Corps Survey on 19 Sep 19 indicated a least depth of 1.2' MLW within the channel limits. From Deep Creek Channel Daybeacon 12 (LLNR 22225) to Deep Creek Channel Daybeacon 14 (LLNR 22230) least depth of 6.3' in center of channel, 5.8' on green side of channel, and 4.5' on red side of channel. From Deep Creek Channel Daybeacon 14 to Deep Creek Channel Light 15 (LLNR 22235) least depth of 5.0' In center of channel, 3.0' on green side of channel, 3.8' on red side of Channel. From Deep Creek Channel Light 15 to Deep Creek Channel Daybeacon 16 (LLNR 22240) least depth of 4.4' in center of channel, 3.2' on green side of channel, and 4.1' on red side of channel. From Deep Creek Channel Daybeacon 16 to Deep Creek Channel Daybeacon 17 (LLNR 22245) least depth of 3.6' in center of Channel, 0.2' on green side of channel, and 2.6' on red side of channel.
Chart 12207 *

VA - MD - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - ST. CATHERINE SOUND LOWER ENTRANCE - SHOALING
Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel ward between position 38-14-17.586N, 076-47-15.562W and position 38-14-32.841N, 076-47-14.761W, and (2) in the vicinity of St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGD5 BNM 524-16.

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 – RUDEE INLET – SHOALING
May 7, 2024 survey indicates shoaling starting approximately 140’ East to the eastern ends out; eastward, 200’ least depth 7.5’ MLLW. West starting 70’ westward of the eastern end inward for approx. 500’ least depth 8.5’ MLLW.

NORTH CAROLINA

NC – CAPE HENRY TO PAMLICO SOUND – WANCHESE CHANNEL – SHOALING
Encroaching shoaling is present between Wanchese Channel Buoy 2 (LLNR 28445) and Wanchese Channel Daybeacon 4 (LLNR 28455) extending into channel. NC BNM 0277-24.*

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.*

NC - HATTERAS INLET - SHOALING
Shoaling exists in various locations throughout Hatteras Inlet Channel to a depth of 2 feet at mean low water. Shoaling continues to encroach the channel near Hatteras Inlet Channel Lighted Buoy 12A (LLNR28732.1), and Hatteras Inlet Channel Buoy 15 (LLNR 28736). Depths of less than 4 feet MLW have been reported between Hatteras Inlet Channel Buoy 18 (LLNR 28760) and Hatteras Channel Lighted Buoy 19 (LLNR 28760). Some aids to navigation in the inlet may be unreliable. NC BNM 029-22, 030-22.*

NC - OCRACOKE INLET – SHOALING
Shoaling exists in the vicinity of Ocracoke Inlet. Aids to Navigation may be unreliable in various locations between Ocracoke Inlet Buoy 1 (LLNR 28900) and Ocracoke Inlet Buoy 8 (LLNR 28927). Mariners are advised to use caution while navigating this area.*

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

NC – BOGUE SOUND – NEW RIVER – SHOALING
Shoaling has been observed between Bogue Sound – New River Buoy 66B (LLNR 39243) and Bogue Sound – New River Light 66 (LLNR 39245), south of buoy 66B. Shoaling is reported of less than 4FT MLW and extends into the channel. See SEC NC BNM 0298-22.
Shoaling has been observed in the vicinity of Bogue Sound - New River Buoy 72A (LLNR 39300) and Bogue Sound - New River Buoy 74 (LLNR 39305) depths as low as 4 ft MLW extending into the channel. See SEC NC BNM 0118-24.*

NC – NEW RIVER - NEW RIVER INLET – SHOALING
Significant shoaling has occurred in New River Inlet between New River Inlet Lighted Buoy 1 (LLNR 29655) and New River Inlet Buoy 10 (LLNR 29720) with depths of 3' - 4' MLW present. Due to the shoaling, Buoys 1 through 10 have been temporarily discontinued. Once shoaling has been removed by ACOE dredging, waterway will be re-evaluated and aid will be re-established if sufficient depths are present. See SEC NC Marine Information Bulletin 017-24.*

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

NC – BOGUE SOUND – SHOALING
Shoaling found via survey between Bogue Sound Light 6 (LLNR 38815) and Bogue Sound Daybeacon 7 (LLNR 38840). Shoaling encroaching across the channel from the south. SEC NC 0002-24.
Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895). Survey indicates depths as low as 5FT MLW encountered in channel center and depths as low as 4FT have been reported. Depths close to channel markers may be less. Conditions may change rapidly and mariners are advised to transit the area with caution. The most recent ACOE survey can be found here: https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/aiww*

NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING
Aids to Navigation in Lenoxville Point have been relocated to mark best available water. Shoaling still exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760) and channel remains very narrow. Users of waterways should observe new route of channel and new locations of shoaling which can be viewed on US Army Corps of Engineers Hydrographic Survey – Taylor's Creek East.*

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

NC – NEUSE RIVER – WHITTAKER CREEK
Shoaling has been reported from Whittaker Creek Daybeacon 3 (LLNR 33723) to Whittaker Creek Daybeacon 5 (LLNR 33730). Shoaling is encroaching from western side of channel, expanding roughly 70% of channel width between Whittaker Creek Daybeacon 3 (LLNR 33723) and Whittaker Creek Daybeacon 4 (LLNR 33725). Depths of 3.5' MLLW has been reported. See SEC NC BNM 0439-23. LNM 40/23.*

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

NC - CAROLINA BEACH INLET – SHOALING
Significant shoaling has been reported in Carolina Beach Inlet between Carolina Beach Inlet Buoy 1 (LLNR 30265) and Carolina Beach Inlet Buoy 8 (LLNR 30300). Depths of 1'-5' MLW have been reported in most recent ACOE Survey.

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

NC – MYRTLE GROVE SOUND TO CASINO CREEK – LOCKWOODS FOLLY INLET
The Coast Guard has temporally discontinued Lockwoods Folly Inlet Buoy 1 (LLNR 31010) through Lockwoods Folly Inlet Buoy 7 (LLNR 31035) to due shoaling and creating a misleading signal. Lockwwods Folly Inlet Buoy 8 (LLNR 31040) is listed as discrepant, creating a mislead signal. Inlet will be reviewed when dredge operations is completed, ACOE survey is conducted, and safe navigable water depths are identified. See Sector North Carolina MSIB 015-24.*

NC – MYRTLE GROVE SOUND TO LITTLE RIVER – SHOALING
Shoaling has been reported in the ICW in the vicinity of the Swains Cut Bridge, Cape Fear River - Little River Buoy 16A (LLNR 40093) was established to mark shoaling.
Shoaling has been reported in the ICW in the vicinity of the Swains Cut Bridge, West Of Cape Fear River - Little River Light 18 (LLNR 40095).*

SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION IN THE FIFTH COAST GUARD DISTRICT
ENCLOSURE (2)

Updated September 17, 2024, all new data will be posted in General Section of LNM.

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR DELAWARE BAY

- *Delaware*

  Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)

  Broadkill River – Bridge 3-155 N&S (SR 1/SR 14/Coastal Highway) – Permit (2-21-5) signed October 14, 2021, for a fixed bridge across Broadkill River, mile 8.08, near Milton, Sussex County, DE with a horizontal clearance of 50 feet and a vertical clearance of 16.5 feet above mean high water. (MT)

  Cedar Creek – SR36 Bridge – Drawbridge replacement – Preliminary Navigation Clearance (PNCD) issued on August 23, 2022; vertical clearance of 4 feet above mean high water in the closed position and unlimited vertical clearance above mean high water in the open position with a horizontal clearance of 27 feet. (MT)

- *New Jersey (Central & Southern)*

  Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)

  Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)

  Glimmer Glass - W9 (Brielle Road) Drawbridge – Fixed bridge replacement and drawbridge replacement Preliminary Navigation Clearance Determination (PNCD) issued on October 22, 2019. A fixed bridge replacement will provide a horizontal clearance of 31.9 feet and a vertical clearance of 60 feet above mean high water and a drawbridge replacement will provide a vertical clearance of 9 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 31.9 feet. (MS)

  Atlantic Intracoastal Waterway, Middle Thorofare - Ocean Drive Causeway Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 10, 2019; vertical clearance of 80 feet above mean high water and a horizontal clearance of 80 feet. (MB)(HP)

  Big Timber Creek – Route 130 Bridge – Permit (4-22-5) signed October 12, 2022, for a fixed bridge across the Big Timber Creek, mile 0.9 between Borough of Westville, Gloucester County and Borough of Brooklawn, Camden County, NJ. The bridge will provide a minimum vertical clearance of 14.73 feet above mean high water and a horizontal clearance of 60 feet centered on the axis of the navigable channel. (MS)

  Maurice River – SR 49 (CR 555/Main Street) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on August 8, 2023; vertical clearance of 3.46 feet above mean high water and a horizontal clearance of 60 feet centered on the axis of the channel. (MT)

  Big Timber Creek - SR 47 Bridge - Permit 1-23-5 signed April 19, 2023, for a fixed bridge over Big Timber Creek, mile 1.4, between the Borough of Westville, Gloucester County and Borough of Brooklawn, Camden County, NJ. The bridge will provide a minimum vertical clearance of 14.02 feet above mean high water and a horizontal clearance of 108 feet centered on the axis of the navigable channel. (MT)

- ***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. Extension of time to October 31, 2024, for completion of construction/removal of existing structure (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland* –

  Potomac River – Governor Harry Nice Memorial Bridge – Permit (1a-20-5) signed June 25, 2020, for a fixed replacement bridge with a vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the new bridge will be shifted approximately 115 feet to the west of the center of the current navigation span. (KB)

  Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)

- ***Washington DC*** –

  Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (CT)

- ***Virginia (Northern)*** – None.

SECTORVIRGINIA

- ***Virginia (Southern)***

  Western Branch of the Elizabeth River – Churchland Bridge **-** Permit Amendment (53b-73-5) signed May 1, 2019, for a fixed bridge replacement of the northbound structure of the bridge with a structure providing a vertical clearance of 36.63 feet above mean high water and a horizontal clearance of 80 feet. (MS)

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

SECTOR NORTH CAROLINA

- ***North Carolina***

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

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

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

Currituck Sound – Proposed new fixed bridge across mid-Currituck Sound, approximately 18 miles north of the Wright Memorial Bridge, between Aydlett (on the mainland) and Corolla (on the Outer Banks), at Currituck County, NC. Preliminary Navigation Clearance Determination (PNCD) issued on February 9, 2021; vertical clearance of 20 feet above mean high water and a horizontal clearance of 40 feet. (MS)
Atlantic Intracoastal Waterway (New Port River – Proposed modified fixed bridge - Newport River Bridge, carrying US 70 over the Atlantic Intracoastal Waterway, mile 203.8, near Morehead City, Carteret County, NC. Preliminary Navigation Clearance Determination (PNCD) issued on October 20, 2022; vertical clearance of 65 feet above mean high water and a horizontal clearance of 80 feet. (MT)
Dawson Creek - SR 1302 (Janeiro Road) Bridge – Proposed replacement fixed bridge preliminary navigation clearance determination (PNCD) with a horizontal clearance of 70 feet and a vertical clearance of 10.89 feet above mean high water. (MS)
Bath Creek - NC 92 (Ray S. Brooks) Bridge, mile 2.1, Bath, Beaufort County, NC – replacement of span 25 (navigation span). Permit 6-23-5 signed on January 19, 2024, vertical clearance of 11.86 feet above mean high water and a horizontal clearance of 37 feet. (AB)
Blounts Creek - All interested parties are notified that application materials were received on August 21, 2024, from the North Carolina Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for replacement of an existing highway fixed bridge across a navigable waterway of the United States.
WATERWAY AND LOCATION: Blounts Creek, mile 0.26, near Chocowinity, Beaufort County, NC.
CHARACTER OF WORK: The proposed project is to replace the existing highway fixed 15-span Bridge No. 9 across Blounts Creek with a new highway fixed 8-span bridge located on a new alignment south of the existing bridge. The existing bridge shall be removed in its entirety. In the event that a piling or other component breaks during removal and cannot be removed in its entirety, the piling or component may be removed to an elevation at or below the existing mudline. The purpose of the project is to replace a structurally deficient bridge.
The existing fixed bridge has a horizontal clearance of 35.167 feet and a vertical clearance of 14.50 feet above mean high water. The replacement bridge will be a fixed bridge with a horizontal clearance of 111.28 feet and a vertical clearance of 14.50 feet above mean high water.
A copy of **Public Notice D05PN-01-2024**, which describes the proposal in detail, can be obtained by calling (571) 607-6762 or by viewing at **https://www.navcen.uscg.gov/public-notices-for-bridges-active-by-district?district=5&subdistrict=n.** Comments on this proposal should be forwarded to the address in the notice no later than **October 11, 2024**. (MT)

Regulations:

SECTOR DELAWARE BAY

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

Rancocas Creek - US Route 543 (Riverside-Delanco) Bridge – To reduce the number of openings during off-peak hours, the bridge will be maintained in the closed-to-navigation position from 7 a.m. to 3 p.m., and from 8 p.m. to 11 p.m., Monday through Friday, from 7 a.m. to 1 p.m., and from 8 p.m. to 11 p.m., Saturday and Sunday, and from 11 p.m. to 7 a.m., daily, from May 9, 2023, through October 15, 2023. The vertical clearance of the bridge in the closed-to-navigation position is 4 feet above mean high water. Vessels able to safely pass through the bridge in the closed-to-navigation position may do so at any time. The bridge will be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. At all other times the bridge will operate per 33 CFR 117.745 (b). (MS)

- *Pennsylvania* – None

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Washington, DC & Virginia (Northern)*

Potomac River - I-95/I-495 (Woodrow Wilson Memorial Bridge) - New contact number. Any Mariners requesting transit should contact 571-513-3745. (CT)

- *Maryland*

Potomac River - I-95/I-495 (Woodrow Wilson Memorial Bridge) - New contact number. Any Mariners requesting transit should contact 571-513-3745. (CT)

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

- *North Carolina*
  Atlantic Intracoastal Waterway (AIWW) - S.R. 74 (US 74/US 76/Wrightsville Beach/Heide Trask Drawbridge) Bridge - To facilitate the 2024 YMCA Wrightsville Beach Triathlon, the bridge will be maintained in the closed-to-navigation position from 5 a.m. through 10:30 a.m. on Saturday September 21, 2024. The bridge will be able to open for emergencies, if at least a 10-minute prior notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.821(a)(4). Mariners should adjust their transits accordingly and should use caution when transiting the area. (MT)

Construction, et al:

SECTOR DELAWARE BAY

- *Delaware*
  Delaware River - Delaware Memorial Bridge – Ongoing bridge painting through July 2024. Work platforms have been installed, reducing the available vertical clearance by approximately five feet from 175 feet to 170 feet, above mean high water. Mariners should use extreme caution when transiting the area. (CT)
  Christina River - South James Street Bridge – Bridge maintenance (removal) will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from July 1, 2024, through September 9, 2024. A cofferdam will be located within the navigational channel of the bridge and will reduce the horizontal clearance of the bridge to approximately 43 feet. The project foreman can be reached at (302) 373-5685 or (302) 607-8329. Mariners should use caution navigating through the area. (MT)
  New Jersey (Central & Southern)
  Delaware River - Benjamin Franklin Bridge – Bridge maintenance will be performed from July 27, 2020, through December 31, 2024. For the duration of the project, the preferred navigation channel and bridge navigational lighting normally situated over the 410-foot Federal project channel will be shifted to the east approximately 205 feet. The Federal Project channel will remain fully open to traffic; however, the vertical clearance of the channel has temporarily decreased based on the planned scaffolding system (work platform) to be installed. The scaffolding system will be installed over the entire length of the bridge, as detailed below.
  Preferred Navigation Channel: A 410-foot scaffolding (work platform) system, with five 82-foot independent work zones, will be installed extending below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet). When in use, a single 82-foot work zone portion of the 410-foot scaffolding (work platform) system will be extended below the bridge approximately 18.5 inches (1.54 feet), thereby reducing the vertical clearance of the bridge within the work zone by approximately 18.5 inches (1.54 feet). The single 82-foot work zone portion of the 410-foot scaffolding (work platform) system in use will be lifted to extend below the bridge approximately 10 inches (.83 feet), thereby reducing the vertical clearance of the bridge within the preferred navigation channel by approximately 10 inches (.83 feet), if at least 48-hour notice is given to Eric.Dovak@Skanska.com.
  Outside the Preferred Navigation Channel: Scaffolding will extend below the bridge approximately two feet from the west boundary of the Federal project channel to the center of the Federal project channel (west boundary of preferred navigation channel) and from the east boundary of the preferred navigation channel toward the east abutment approximately 385 feet. West of the west boundary of the Federal project and east of the position approximately 385 feet east of the east boundary of the preferred navigation channel, scaffolding will extend below the bridge approximately three feet.
  A safety boat will be in the vicinity of the bridge during bridge maintenance, which may be reached via VHF FM channel 13. Mr. Eric Dovak, contractor's representative, may be reached at Eric.Dovak@Skanska.com or (347) 860-2399. Mariners are advised to exercise caution when transiting the area. (HP)
  Delaware River - SR 90 (Betsy Ross) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from March 5, 2024, through November 7, 2027. During the maintenance period, work platforms and containment will reduce the vertical clearance of the entirety of the bridge, reducing the vertical clearance of the bridge navigational channel to approximately 136 feet of vertical clearance above mean high water. A safety vessel will be located onsite in the vicinity of the bridge but will not be in the navigational channel or restrict vessel transits. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (856) 979-1593. Mariners should use extreme caution navigating through the area. (MT)
  Delaware River - SR 73 (Tacony-Palmyra) Bridge - To facilitate repairs to the bottom of the lower chord (steel members) on the bascule leaves from May 20, 2024, through November 23, 2024. The platform will reduce the vertical clearance of the bridge by approximately 2 feet to approximately 48 feet above mean high water. Vessels able to pass through the bridge in closed position may do so at any time. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.716. All mariners should use caution when transiting the area. The drawbridge tender may be reached VHF-FM channel 13 and (609) 922-2843. Mariners should use caution while navigating in the vicinity of the bridge. (JW)
  New Jersey Intracoastal Waterway (NJICW), Manasquan River - SR 35 (Route 35/Churchill) Bridge - Bridge fender system maintenance will be conducted from 6 a.m. to 4 p.m.; Monday-Saturday; from July 1, 2024, through December 31, 2025. A 60-foot crane barge, a 40-foot material barge, and work vessels will be located in and around the vicinity of the bridge. During the duration of the maintenance period, the 40-foot material barge will be located adjacent to the bridge fender system within the navigational channel reducing the horizontal clearance of the bridge to approximately 45 feet of horizontal clearance. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (908) 618-6313. Mariners should use extreme caution navigating through the area. (MT)
  Delaware River - I-95 New Jersey/Philadelphia Turn Pike Bridge – Bridge inspection will begin on September 16, 2024, from 8 a.m. to 4 p.m. through October 11, 2024. To facilitate the inspection, a safety boat will be operating in the vicinity of the bridge inside and outside of the main navigation channel. The safety boat may be reached on VHF-FM channel 13 and 16. Mariners should use extreme caution when transiting the area. (JW)
  Great Egg Harbor Ship Channel and Drag Channel - Garden State Parkway North and South Bound Bridges – Bridge inspections will be performed between 8 a.m. to 4 p.m., Monday-Friday, from October 21, 2024, through November 1, 2024. They will be utilizing an inspection bucket platform boat and will relocate from the navigable channel if given a 15-minute notice. Vessel may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the area. (JW)
  Delaware River - I-76 (Walt Whitman) Bridge – Underwater bridge inspection project is scheduled from 7 a.m. to 4 p.m.; Monday-Friday; from July 8, 2024, through August 15, 2024. A 26-foot work vessel and dive team will be in and around the vicinity of the bridge. During the inspection period, during work hours, the 26-foot work vessel and dive team will be located in the navigational channel, adjacent to the bridge fender system of the bridge, which will reduce the horizontal clearance of the I-76 (Walt Whitman) Bridge, to approximately 1574 feet, and will reduce the horizontal clearance of the I-676 (Ben Franklin) Bridge, to approximately 1904 feet, respectively. Inspection personnel, equipment and vessels will relocate from the navigable channel upon request. The work vessel and dive team may be reached on VHF-FM Channels 13

and 16. The onsite project foreman may be reached at 914-261-0912. Mariners are advised to exercise extreme caution when transiting the area. (MT)
New Jersey Intracoastal Waterway (NJICW), Inside Thorofare Mariners - US40-322 (Albany Avenue) Bridge – To accommodate the USA Triathlon National Championship, the bridge will be closed-to-navigation from 8 a.m. to 6 p.m., Friday, September 13, 2024, from 5 a.m. to 5 p.m., Saturday, September 14, 2024, and from 5 a.m. to 3 p.m., Sunday, September 15, 2024. Vessels may not pass through the bridge in the closed position. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.733(f). Mariners should use extreme caution when transiting the area. (JW)
Delaware River - I-76 (Walt Whitman) Bridge and I-676 (Benjamin Franklin) Bridge – Bridge inspections are scheduled from 6:30 a.m. to 5:30 p.m.; Monday-Friday; from August 19, 2024, through October 18, 2024. A 21-foot work vessel will be in and around the vicinity of the bridge piers. Inspection personnel, equipment and vessels will relocate from the navigable channel upon request. The work vessel may be reached on VHF-FM Channels 13 and 16. The onsite project foreman may be reached at 973-670-0762. Mariners are advised to exercise extreme caution when transiting the area. (MT)
Shark River - CR 18 (Ocean Avenue) Bridge - Bridge maintenance of the bridge fender system will be conducted from 7 a.m. to 3:30 p.m.; Monday-Friday; from September 3, 2024, through February 1, 2025. A crane barge and work boat will be located in and around the vicinity of the bridge. During the duration of the maintenance period the crane barge will be located within the navigational channel and will reduce the horizontal clearance of the bridge to approximately 70 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (201) 232-0617. Mariners should use extreme caution navigating through the area. (MT)
Pennsylvania –
Delaware River - SR 73 (Tacony-Palmyra) Bridge - To facilitate repairs to the bottom of the lower chord (steel members) on the bascule leaves from May 20, 2024, through November 23, 2024. The platform will reduce the vertical clearance of the bridge by approximately 2 feet to approximately 48 feet above mean high water. Vessels able to pass through the bridge in closed position may do so at any time. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.716. All mariners should use caution when transiting the area. The drawbridge tender may be reached VHF-FM channel 13 and (609) 922-2843. Mariners should use caution while navigating in the vicinity of the bridge. (JW)
Schuylkill River - Schuylkill River Park Trail - along the eastern bank of the Schuylkill River - Construction activities commenced in mid-February 2022 and are scheduled to conclude at the end of April 2025. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should navigate the vicinity of construction with due caution at minimum safe speed. (HP)
Schuylkill River - CSX (Tasker Avenue/BAK-2) Railroad Bridge - Bridge causality. Until further notice, the eastern navigation span will be restricted; the western navigation span of the bridge will be available for vessels to safely transit through the bridge. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The drawbridge will continue to operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.905 (a). (MT)
Delaware River - Delaware Memorial Bridge – Bridge construction of the bridge collision protection began July 2023 and is expected to finish August 2025. Work will be ongoing from 7:00 a.m. to 5:30 p.m.; Monday-Saturday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Barges will be on scene 24/7 and will be located outside the navigation channel. Temporary work platforms will be in place for the duration of construction of the bridge collision protection system. The waterway will remain open to navigation. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area. (JW)
Delaware River - SR 90 (Betsy Ross) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Saturday; from March 5, 2024, through November 7, 2027. During the maintenance period, work platforms and containment will reduce the vertical clearance of the entirety of the bridge, reducing the vertical clearance of the bridge navigational channel to approximately 136 feet of vertical clearance above mean high water. A safety vessel will be located onsite in the vicinity of the bridge but will not be in the navigational channel or restrict vessel transits. The safety vessel may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (856) 979-1593. Mariners should use extreme caution navigating through the area. (MT)
Darby Creek - SR 420 (Wanamaker Avenue) Bridge – Bridge construction activities will begin on March 11, 2024, and are expected to finish on July 12, 2027. Work will be on-going from 6 a.m. to 6 p.m.; Monday-Saturday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. A tug, a material barge, manlift barges, and support vessels will be operating or stationed in the vicinity of the existing and new bridge structures. For the duration of the construction period, cofferdams will be located within the navigational channel of the bridge reducing the horizontal clearance of the bridge to approximately 45 feet of horizontal clearance. During the work hours, two forty-foot manlift barges and one forty-foot material barge may be located within the reduced navigational channel of the existing and new bridge structures providing access for demolition/construction activities. Vessels may safely transit through the bridge during the work hours if at least a two-hour prior notice is given to the R.E. Pierson Construction Company. R.E. Pierson Construction Company tug and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The PennDOT Construction Manager may be contacted at (610) 476-7874 and P.E. Pierson Construction Company may be contacted at (609) 743-1617 or (609) 364-7105 or 609-743-7134. Project information may be found at https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/DelawareCounty/Pages/Route-420-(Wanamaker-Ave.)-Darby-Creek-Bridge-Replacement.aspx . (MT)
Delaware River - I-95 New Jersey/Philadelphia Turn Pike Bridge – Bridge inspection will begin on September 16, 2024, from 8 a.m. to 4 p.m. through October 11, 2024. To facilitate the inspection, a safety boat will be operating in the vicinity of the bridge inside and outside of the main navigation channel. The safety boat may be reached on VHF-FM channel 13 and 16. Mariners should use extreme caution when transiting the area. (JW)
Delaware River - I-76 (Walt Whitman) Bridge – Underwater bridge inspection project is scheduled from 7 a.m. to 4 p.m.; Monday-Friday; from July 8, 2024, through August 15, 2024. A 26-foot work vessel and dive team will be in and around the vicinity of the bridge. During the inspection period, during work hours, the 26-foot work vessel and dive team will be located in the navigational channel, adjacent to the bridge fender system of the bridge, which will reduce the horizontal clearance of the I-76 (Walt Whitman) Bridge, to approximately 1574 feet, and will reduce the horizontal clearance of the I-676 (Ben Franklin) Bridge, to approximately 1904 feet, respectively. Inspection personnel, equipment and vessels will relocate from the navigable channel upon request. The work vessel and dive team may be reached on VHF-FM Channels 13 and 16. The onsite project foreman may be reached at 914-261-0912. Mariners are advised to exercise extreme caution when transiting the area. (MT)

Delaware River - I-76 (Walt Whitman) Bridge and I-676 (Benjamin Franklin) Bridge – Bridge inspections are scheduled from 6:30 a.m. to 5:30 p.m.; Monday-Friday; from August 19, 2024, through October 18, 2024. A 21-foot work vessel will be in and around the vicinity of the bridge piers. Inspection personnel, equipment and vessels will relocate from the navigable channel upon request. The work vessel may be reached on VHF-FM Channels 13 and 16. The onsite project foreman may be reached at 973-670-0762. Mariners are advised to exercise extreme caution when transiting the area. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*
  Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) East Bound Bridge - Bridge maintenance will be conducted from 6:30 a.m. to 5:30 p.m.; 7 days a week; from March 1, 2023, through December 2024. During work hours, work vessels will be located in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. Mariners should use caution navigating through the area. (MT) through the bridge. Mariners should use caution navigating through the area. (MT)
  Susquehanna River - U.S. Route 40 (Thomas J. Hatem Memorial) Bridge - To facilitate replacement of the coating systems on the structural steel members of the bridge, a containment system will be located on and around the vicinity of the bridge from January 27, 2024, through November 7, 2025. The containment system will reduce the vertical clearance of the bridge by approximately 3 feet to approximately 84 feet above mean high water. A barge will be in and around the vicinity of the bridge which will reduce the horizontal clearance by approximately 53 feet to approximately 267 feet. The work vessel can be reached on VHF-FM channel 13. The project superintendent can be reach at (443) 250-8791. Mariners should use extreme caution while navigating in the vicinity of the bridge. (JW)
  Susquehanna River - Conrail Bridge – Bridge pier demolition of ten piers. Phase 1 installation of bird deterrent netting system begins 7 a.m. to 5:30 p.m. from February 5, 2024, through March 8, 2024. Phase 2 demolition of ten piers begin 7 a.m. to 5:30 p.m. from June 17, 2024, through October 31, 2024. All work being completed will be outside the navigation channel. The waterway will remain open to navigation. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. All mariners should use caution when transiting the area. (JW)
  Isle of Wight (Sinepuxent) Bay - US 50 (Harry W. Kelley Memorial) Bridge - To facilitate bridge work, the bridge will be maintained in the closed-to-navigation position from 8 a.m. to 5 p.m. from March 11, 2024, through March 15, 2024, and from 8 a.m. to 5 p.m. on March 18, 2024, through March 22, 2024. Vessels able to pass through the bridge in the closed position may do so at any time. During the closure, the bridge will open for vessels upon signal, if given at least a 10-minute notice. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.559. Mariners should use caution when transiting the area. (JW)
  Chesapeake Bay – US 50/US 301 (William P. Lane Memorial) West Bound Bridge and US 50/US 301 (William P. Lane Memorial) East Bound Bridge – Bridge inspections will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; and from 8 p.m. to 4 a.m.; Sunday-Thursday; from August 31, 2024, through May 31, 2025. Under-bridge inspection units, work barges and work vessels will be located in and around the vicinity of the bridges. Work vessels may be reached on VHF-FM channels 13 and 16. During the work hours 7 a.m. to 5 p.m.; Monday-Friday; the project foreman can be reached at 443-564-5958. During the work hours from 8 p.m. to 4 a.m.; Sunday-Thursday; the project foreman can be reached at (410) 375-4233. Mariners should use extreme caution navigating through the area. (MT)
  Curtis Creek - Intersate-695 Drawbridge and Pennington Avenue Drawbridge – Underwater diving operations are scheduled from September 23, 2024, to September 27, 2024, from 7:00 a.m. to 5:00 p.m. each day. The dive crew will be on-site performing diving operations in and around the navigational channel and behind the fender systems. A dive boat will be utilized to assist divers access to the underwater portions of the structure and will be on scene when divers are in the water. The divers and the dive boat will relocate from the navigational channel with at least one hour of notice. The on-site dive team can be reached via the bridge tenders or by calling the on-site project foreman at (484)792-1045 or (443) 534-1100. The drawbridge will continue to operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.557. All mariners should use caution when transiting the area. (DB)
- *Washington DC*
  Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge –
  Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge and demolition of the old bridge across the Anacostia River in Washington, DC continues to December 31, 2024. The federal navigation channel east of the original center submerged pier, approximately 150 feet wide, remains available for navigation. Exclusion buoys labelled “DANGER” mark the ongoing bridge demolition in the Federal Channel. In addition, lit temporary piles are positioned around the old pier. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course through the work site (CT/HP)
  Anacostia River - Washington Area Metro Transit Authority (WMATA) Railroad Bridge – Bridge maintenance will be conducted from 6:30 a.m. to 3:30 p.m. Monday-Friday and from 10 p.m. to 6 a.m. from 10 p.m. on Saturday to 6 a.m. on Sunday; from May 13, 2024, through November 20, 2024. Several work barges and work boats will be located in and around the vicinity of the bridge. During the duration of the maintenance period one work barge will be located in the navigational channel of the bridge reducing the horizontal clearance of the bridge to approximately 94 feet. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Maintenance personnel, equipment and vessels will not be able relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at 202-365-8932. Mariners should use extreme caution while navigating through the area. (MT)
- ***Virginia (Northern)*** *– None.*

SECTOR VIRGINIA

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

Hampton Flats Mooring Area – As charted. Changes pending. This area will contain six mooring buoys, lighted with flashing white lights, for the exclusive use of vessels involved in the HRBT Expansion project. The corners of the mooring area are marked with yellow buoys with flashing yellow lights. Mariners should use caution when transiting the area.
Phoebus Safe Harbor Area – As charted. Changes pending. This area will only be used by HRBT Expansion project vessels in advance of a severe weather event that requires the vessels to be securely anchored or spudded down in that location. The corners of the safe harbor area are marked with yellow buoys with flashing yellow lights. When utilized, mariners should keep clear of the area.
Willoughby Bay Mooring and Safe Harbor Area – As charted. This area contains a straight row of mooring pilings for the exclusive use of vessels involved in the HRBT Expansion project. The two end pilings are marked with a solid red light and each interior piling is marked with a solid yellow light. The perimeter of the mooring and safe harbor area is marked with yellow buoys with flashing yellow lights. Mariners are advised to keep clear of the mooring/safe harbor area.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the project area. To reach an on-scene manager, contact Shannon Gresham 757-685-3392 or Kareem Myers 757-256-9715. You may also contact Hampton Roads Connector Partners at 757-373- 4799 and/or email MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)
Willoughby Bay - I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge - Construction activities began on June 7, 2021, and are expected to continue through December 2025. Marine construction activity will take place 24-hours per day, seven days a week.
The project will involve widening the existing two-lane eastbound and westbound structures into two four-lane structures. This will be done by constructing an additional vehicular lane on each side of the existing eastbound structure and constructing an additional vehicular lane on each side of the existing westbound structure. The modified bridge will be a fixed bridge with a horizontal clearance of 50 feet and a vertical clearance of 25 feet above mean high water. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge spans or located within the specific Mooring/Safe Harbor area.
Bridge Structures/Work Trestles: Mariners are advised to maintain a safe distance of 300 feet to the south and 50 feet to the north from the Willoughby Bay Bridge. Construction managers may establish safe transit corridors through bridge trestles as construction activity permits. Work trestles will be constructed extending on out from the North and South shorelines.
Willoughby Mooring and Safe Harbor Area – As charted. Mariners are advised to keep clear of the mooring/safe harbor area and are not permitted entry or mooring within the exclusion zone throughout the duration of the project.
Communications: Hampton Roads Connector Partners tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels and channels 67 & 71 while operating in the project area. To reach an on-scene manager, call Hampton Roads Connector Partners at 757-703-6060 and the call will be forwarded to an On-Call Hampton Roads Connector Partners Marine contact. You may also contact Hampton Roads Connector Partners via email at MarineOps@hrcpjv.com. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Project information may be found at https://hrbtexpansion.org. (MT)
Western Branch of the Elizabeth River - US 17 (Churchland) Bridge –The horizontal clearance will be reduced to 35 feet, 24 hours a day, until November 30, 2023. There will be a work barge IVO the bridge during this time. Vessels able to pass may do so at any time. The project officer can be reached via cell at (757) 708-2900, or on VHF/FM CH 13. All mariners should use caution when transiting the area. (MS)
Hampton River and East Branch of the Hampton River – I-64 Westbound Bridge, I-64 Eastbound Bridges - Bridge construction began on March 4, 2024, and will continue through December 31, 2026, Monday through Saturday, from 6 a.m. to 6 p.m., daily. 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. Construction includes widening and repairs of the I-64 Westbound Bridge, and replacement of I-64 Eastbound bridges. Work activities include pile driving, concrete bent cap construction, erection of precast concrete girders, superstructure deck placements, structural steel erection and removal of existing structures. To facilitate bridge construction, temporary work trestles will be constructed alongside the existing bridges (Westbound and then Eastbound), and crane barges, material barges and work boats will be stationed and/or operating in the vicinity of the bridges and navigational channel. The work trestle in the vicinity of Hampton Spit has a removable trestle span. Vessels intended transit to or from Hampton Spit may do so, if at least 24-hour notice is given to the project foremen. Work vessels barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 639-5179 or (252) 312-4876. Mariners should use extreme caution when navigating through the area. (HP)
Cypress Creek - Route 10 Bypass Bridge – Bridge maintenance will not restrict the height or width of the main navigational channel. The equipment will be present at night, have nighttime navigational lights, and spudded down. Maintenance will be from December 11, 2023, through June 25, 2025. The project foreman can be contacted on VHF-FM channel 13 and 16. All mariners should use caution when transiting the area. (JW)
Dismal Swamp Canal (Atlantic Intracoastal Waterway) - Deep Creek Bridge – Bridge construction which began in September 2023, is expected to be finished in September 2026. Sheet pile cofferdams to support installation of the new bridge bascule span and rest piers will be installed behind the existing/proposed fender system outside the navigable channel. No restrictions will be placed in the navigation channel, except during several planned full closures to be scheduled between the fall of 2024 and spring of 2026. Construction equipment on scene includes excavators, crane barges, land cranes, and other construction equipment. Communications with the bridge tender will be maintained on VHF-FM channel 13. Detailed information will be provided via updated local notice to mariners, broadcast notice to mariners, and/or marine safety information bulletins. Vessels should use caution when transiting the area. (HP)
Elizabeth River-Eastern Branch - I-264 (Berkley) Bridge –Bridge maintenance which began July 2023, will continue to be conducted from 7 a.m. to 3:30 p.m.; 7 days a week; through September 30, 2024. A 40-foot crane barge and a 25-foot tug will be located in and around the vicinity of the bridge. During the work hours, the crane barge will be located in the navigational channel, adjacent to the fender system, which will reduce the horizontal clearance of the bridge to approximately 100 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may safely transit through the bridge, if at least a thirty-minute prior notice is given to the bridge tender. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 846-0501 or 703-499-7121. Mariners should use extreme caution navigating through the area. (MT)
James River - SR 156 (Benjamin Harrison Memorial) Bridge - To facilitate bridge maintenance of the bridge vertical lift span, the bridge will be maintained in the closed-to-navigation position from 7 a.m. through 7 p.m.; Monday through Friday; through October 4, 2024. The maintenance of the bridge which began in April 2024 will continue to be conducted through October 2024. Vessels able to pass through the bridge in the closed-to-navigation position may do so at any time. Vessels unable to safely transit through the bridge in the closed-to-navigation position may transit through the bridge if at least a 30-minute prior notice is given to the bridge tender. 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. The bridge tender may be reached on VHF-FM channels 13 and 16 and/or 804-668-5076. During the work hours, if unable to reach the bridge tender, the project foreman can be reached at (813) 469-4808 or 251-635-9550. 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)

James River - US 17 (James River) Bridge - To facilitate bridge maintenance of the bridge vertical lift span, the bridge will remain in the closed-to-navigation position from 7 a.m. through 3:30 p.m.; Monday-Friday; from September 9, 2024, through October 4, 2024. A crane barge, a material barge, and work boats will be located in and around the vicinity of the bridge. During the work hours, the crane barge, material barge, and work boats will be located in the navigational channel of the bridge. During the work hours, vessels may safely transit through the bridge, if at least a 24-hour prior notice is given to the bridge tender. 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. 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 extreme caution when transiting the area. (MT)

James River - US 17 (James River) Bridge – Bridge inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Friday; from September 4, 2024, through September 27, 2024. An under-bridge inspection vehicle and work boat will be located in and around the vicinity of the bridge. During the work hours, the under-bridge inspection vehicle will be located in the navigational channel of the bridge and will reduce the vertical clearance of the bridge to approximately 45 feet. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced vertical clearance may safely transit through the bridge, if at least a fifteen-minute prior notice is given to the bridge tender. Inspection personnel, equipment and vessels will relocate from the moveable span and navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (757) 513-7736. Mariners should use caution navigating through the area. (MT)

SECTOR NORTH CAROLINA

North Carolina

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

Atlantic Intracoastal Waterway - Onslow Beach Swing Bridge - Construction activities which began in October 2022, are expected to finish in February 2025. The new bridge will remain open to navigation. The navigational channel of the bridge will be unrestricted at all times. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. (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. Will assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- *Washington, DC* –
  Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (KB)
- *Virginia (Northern)* – None

SECTOR VIRGINIA

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

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

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

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

NEW JERSEY

NJ – SANDY HOOK TO LITTLE EGG HARBOR – MANASQUAN RIVER – DREDGE OPERATIONS
SUMcO Eco Contracting will begin Outfall Pipe Dredging Along the western shoreline of the Manasquan River at the Meadow Point Road Public Accessway in Point Pleasant Borough, NJ in approximate position 40° 05' 30.300" N 74° 04' 51.600" W. All dredging will be conducted from shore using a long reach excavator. Radius of excavation not to exceed 100' from shoreline. Project will run from September 23, 2024 to October 29, 2024. POC Conor Nielsen, 732-865-6754, cnielsen@sumcoeco.com.*

NJ – LITTLE EGG HARBOR TO CAPE MAY – ABSECON INLET – BEACH NOURISHMENT
Great Lakes Dredge and Dock Co. LLC is working on a beach nourishment project. Hopper dredge "Liberty Island" will include dredging operations on the coast of Long Beach Island, New Jersey. Dredged material will be transported through a 30" diameter pipe from the dredge to five (5) different beach fill areas. Material from one borrow area: D1 BA located about 2-3 miles offshore of Long Beach Island, approximate center point 39-40-06.913N, 074-05-25.360W. See proposed subline locations for Holgate, Beach Haven, North Beach Haven, Harvey Cedars & Lovelady's Beaches on Long Beach Island. GLDD continues to maintain the northwest waterside staging areas on the northeast side of Absecon Inlet in Atlantic City where rafted pipeline and equipment will be stored until towed to the Barnegat Inlet Staging Area. The survey vessel and crew transfer vessel Saginaw River will traverse between the work areas and the Inlets throughout duration of the project. Other equipment on scene can include Booster Jack, Anchor Barges 111 & 116, Derrick 66, Crew Boat Saginaw River, Crew Boat St. Johns River, Tug Cavalier State, Tug Sherena B Cheramie, Tug Caspian Dawn. Operations will begin September 1, 2024 to **April 30, 2025** and will be conducted 24 hours per day, 7 days per week. All vessels can be contract on VHF-FM 13 and 16. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.*

NJ – LITTLE EGG HARBOR TO CAPE MAY - DREDGE OPERATIONS
H & L Contracting LLC will begin mobilization on July 8, 2024, with dredging to commence on July 15, 2024, in Patcong Creek in Great Egg Harbor Bay. Cutter suction Dredge Great Gun, Tug Oliver, Unnamed 25' skiff and a 30 x 80' Barge will be on scene and can be contacted on VHF-FM Channel 16 and 65. Dredge will between 39 18' 19.39 N /74 37' 47".67 W, and 39 18' 52.60" N/74 37'43.00 W in Patcong Creek with a dredge pipe depositing material at the disposal site at Beasleys Point in Marmora, NJ, approximate lat/long, 39 17' 32.46"N / 74 38' 21.57" W. Hours of operation will be 24 hours a day, 7 days a week until **October 31, 2024**. The pipeline will be marked with spar buoys and yellow flashing lights. In addition, there will be channel crossings for vessels marked with lights and buoys. Mariners are advised to use caution and operate at slowest speed possible to avoid wake. LNM 26/24 *

PENNSYLVANIA

PA – PHILADELPHIA AND CAMDEN WATERFRONT – SCHUYLKILL RIVER
Mariners are advised that a construction firm, on behalf of the City of Philadelphia, will be constructing an extension of the Schuylkill River Park Trail along the eastern bank of the Schuylkill River, between mile 6.3 and 6.4, at Philadelphia, PA. Construction activities commenced in mid-February 2022 and are scheduled to conclude at the end of **April 2025**. Work will be performed from 6 a.m. to 6 p.m., Monday through Friday, with potential night and weekend work. A 70-foot by 120-foot crane barge, 30-foot by 100-foot material barges, work floats, and 24-foot work boats will be utilized during operations and stationed in the vicinity of construction. Vessels may be contacted via VHF-FM on channel 13 or 16. Construction firm representatives may be contacted at (215) 669-7883 and (484) 680-8550, 24-hours/day. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Mariners should navigate the vicinity of construction with due caution at minimum safe speed.
Chart 12313 LNM 06/22 *

PA - NJ – UPPER DELAWARE RIVER – DREDGING OPERATIONS
Seaward Marine Corp. will be conducting dredging operations in the Upper Delaware River between Edgewater Range and Florence Range starting July 1, 2024 to **January 1, 2025**. Mariners are requested to notify the Dredge Carolyn Skaves 30 minutes prior to transiting the area that the dredge is working in, to make passing arrangements. The Dredge Carolyn Skaves can be contacted via VHF radio channel 13, or by phone at 757-837-7620. Mariners are reminded to transit the area with caution. LNM 27/24*

DELAWARE

DE – NJ – DELAWARE RIVER – SMYRNA RIVER TO WILMINGTON – DELAWARE MEMORIAL BRIDGE - BRIDGE WORK
Mariners are advised that a construction company, on behalf of Delaware River Port Authority, started construction of the bridge collision protection system at the Delaware Memorial Bridge, over Delaware River, mile 68.9, at New Castle, DE. Construction activities began July 2023 and are expected to finish **August 2025**. Work will be ongoing from 7:00 a.m. to 5:30 p.m.; Monday-Saturday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Barges will be on scene 24/7 and will be located outside the navigation channel. Temporary work platforms will be in place for the duration of construction of the bridge collision protection system. The waterway will remain open to navigation. Work vessels may be reached on VHF-FM channel 13 and 16. Mariners should use caution navigating through the area.*

DE – CAPE HENLOPEN TO INDIAN RIVER INLET – INDIAN RIVER CHANNEL – DREDGE OPERATIONS
Delaware Department of Natural Resources (DNREC) will begin dredging operations in the Indian River Channel between Indian River Channel Daybeacon 64 (LLNR 4551.23) and Indian River Channel Daybeacon 70 (LLNR 4551.31), near Millsboro, DE, starting on July 1, 2024, and continuing until **March 1, 2025**. The dredge work hours will be Monday through Thursday, from 6 a.m. to 3 p.m. This dredging project is to help mitigate extreme shoaling in the area at low tide. The dredge, associated vessels, and equipment will be in the navigation channel and will remain in the navigation channel for the duration of the project. For more information mariners can contact Kathleen Bergin, the project point of contact, at (302) 739-9453. Mariners are urged to use extreme caution when transiting the area and avoid the area at low tide.*

MARYLAND

MD – HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY – BARREN ISLAND – SHORELINE STABILIZATION
Coastal Design & Construction, Inc. will begin shoreline stabilization on Barron Island, MD starting on February 13, 2023 to approximately **October 26, 2024**. Twenty barges of various sizes will be moored in positions around the west side of the island. All barges will be marked with constant White Light per Coast Guard requirements and moorings with slow flashing white lights. Tug Capt. Dale and Push Boat Emelie B will be monitoring VHF Channel 13 & 16. For more information, contact, J Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.*

MD – EASTERN BAY AND SOUTH RIVER – WYE RIVER – SHORELINE PROTECTION PROJECT
Shoreline Design will be conducting a shoreline protection project at the Pickering Creek Audubon Center in Easton, MD. Project will run from September 23, 2024 to **November 11, 2024.** Work will be conducted seven days a week from 7am to 7pm. Several work barges and work boats will be moored in the area for the project. For more information contact Wes Matheu at 443-336-0978.*

MD – EASTERN BAY AND SOUTH RIVER – RHODE RIVER – SHORELINE PROTECTION PROJECT
Edwin A. and John O. Crandell, Inc. will be conduction shoreline protection along the eastern side of Cheston Point at the mouth of the Rhode River just off the West River on or about August 12, 2024 until **December 31, 2024.** Crandell will be using Tug "Big C Too", Excavator Barge and numerous other support barges and equipment in the rough vicinity Latitude 38°51'54.64"N, Longitude - 76°31'7.89"W. Tug and barge operations will be traveling in and out Rhode River. Mariners are urged to use caution when transiting the area and reduce to a no-wake speed in the vicinity of the equipment for worker safety. Barges will be anchored in the areas. Edwin A. and John O. Crandell, Inc can be contacted via phone at 410-867-0200 or on cell 410-991-2376.*

MD – COVE POINT TO SANDY POINT – GIBSON ISLAND – SHORELINE STABILIZATION PROJECT
Shoreline Design, LLC will begin construction of a shoreline erosion control project at Gibson Island, Maryland on or about February 15, 2024. Project will stabilize the Gibson Island Causeway to be complete **October 31, 2024**. Project will require up to 7 barges in the area as well as tugboats Miss Lee and Pusherman. Work will be conducted 7 days a week, from 7am to 7pm. Vessels will monitor VHF FM 16 & 80. Project approximate position: 39-5-11.47N, 076-25-01.421W. LNM 04/24.*

MD – APPROACHES TO BALTIMORE HARBOR – CURTIS CREEK – PIER CONSTRUCTION
Pier, bulkhead, and dolphin construction and repair will begin January 15, 2024 along the U.S. Coast Guard Yard's waterfront located on Curtis Creek, Maryland, 2401 Hawkins Point Road, Baltimore, Anne Arundel County, Maryland. [Latitude: 39.197419; Longitude: -76.570247]. The project is expected to end on **June 30, 2025**. Associated on-water construction equipment/vessels include a 30-50T capacity Whirley, two 50x120 material barges, two work floats, two push/work skiffs, an ICE 216 vibratory hammer, and a Delmag D46 Diesel impact hammer will used in the vicinity of the project.
Chart 12278 LNM 02/24.*

MD – BALTIMORE HARBOR – NORTHWEST HARBOR – PIER CONSTRUCTION
Mclean Contracting Company will be conducting pier demolition and replacement of existing pier in Baltimore Harbor's, Northwest Harbor at the Domino Sugar Refinery Plant. Project center point: 39.2754899278648, -76.59398 Work will be conducted from July 15, 2024 to **November 15, 2024,** 24 hours, 7 days per week. Some of the following equipment will be on scene during the project:
1) – 50' x 18' x 8' Tugboat 'Megalodon'
(1) – 49.5' x 19' x 7' Tugboat 'Captain Kenn
(1) – 140' x 70' x 12.5' Permanently-Mounted Floating Crane 'Baltimore'
(1) – 120' x 40' x 8' Spudded Floating Barge 'SC1
Marine equipment will be spud in location and marking in accordance with CG regulations. Marine equipment will monitor VHF- CH 74. LNM 27/24*

MD – BALTIMORE HARBOR – FAIRFIELD CHANNEL – FAIRFIELD MARINE TERMINAL – PIER REPLACEMENT
McLean Contracting Company will conduct pier replacement on pier 4 in the Fairfield Marine Terminal from July 2023 to **July 2025**. Work will be conducted 24hours a day, 7 days a week until complete. Up to 4 crane barges and as well as numerous material barges will be moored around the pier. All assist boats will monitor VHF-FM 74.*

MD – HEAD OF CHESAPEAKE BAY – SUSQUEHANNA RIVER – DEMOLITION ACTIVITIES
Mariners are advised that a construction company, on behalf of Maryland State Highway Administration, is starting demolition of ten old bridge piers in the vicinity of the Conrail Bridge, across Susquehanna River, mile 1.0, between Harve de Grace and Perryville, MD. Phase 1 installation of bird deterrent netting system begins 7 a.m. to 5:30 p.m. from February 5, 2024, through March 8, 2024. Phase 2 demolition of ten bridge piers begin 7 a.m. to 5:30 p.m. from June 17, 2024, through **October 31, 2024**. All work being completed will be outside the navigation channel. The waterway will remain open to navigation. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.575. All mariners should use caution when transiting the area. LNM 06/24 *

DC

DC – POTOMAC RIVER - ANACOSTIA RIVER – BRIDGE DEMOLITION OPERATIONS
Demolition of the original center pier of the old Frederick Douglass Memorial Bridge across the Anacostia River in Washington, DC will begin on or about April 1, 2024 and run through **December 11, 2024**. The federal navigation channel east of the original center pier, approximately 150 feet wide, remains available for navigation. Marine barges with navigational lights will be positioned around the old, submerged center pier. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course through the work site. LNM 14/24*

DC – UPPER POTOMAC RIVER – GEORGETOWN CHANNEL – SEAWALL REHABILITATION
Starting on April 15th, 2024 Cianbro Corporation will be mobilizing to begin the Tidal Basin and West Potomac Park Seawall Rehabilitation Project for The National Park Service. This project is scheduled from April 15th, 2024 to **February 1st, 2027**; with waterside activities being completed by the end of **2026**. Starting in mid-June of 2024, one (1) temporary trestle will be installed between 38.8805754591474N, -77.04249015204742W and will extend approximately 94 feet into the river. In July 2024, one additional (1) temporary trestle in the Tidal Basin will be installed at 38.88154282457337N, -77.04085444069864W and will extend approximately 55 feet into the basin. The work area in the Potomac River will span from Arlington Memorial Bridge to The Inlet Bridge following the shoreline of West Potomac Park in stages starting in March of 2025. Directly surrounding the work areas we will have turbidity curtain deployed to contain the work impact zone, two (2) Turbidity Monitoring Bouy's Twenty-Five (25) LF upstream and downstream from the immediate work area. Additional equipment such as boats, crane barges, and material barges in the Potomac River to facilitate the completion of the work. While work is in proximity to a navigable channel, mariners are asked to refrain from entering the work area and maintain a respectful distance with minimize wake to prevent any hazardous conditions from arising for the safety of our Team Members and the traveling public. LNM 14/24 *

DC – POTOMAC RIVER – MATTAWOMAN CREEK TO GEORGETOWN – ANACOSTIA RIVER 6.59
Mariners are advised that an engineering firm, on behalf of Washington Area Metro Transit Authority (WMATA), will be performing maintenance on the WAMATA Railroad Bridge, over Anacostia River, mile 4.7, at Washington, DC. The maintenance will be conducted from 6:30 a.m. to 3:30 p.m. Monday-Friday and from 10 p.m. to 6 a.m. from 10 p.m. on Saturday to 6 a.m. on Sunday; from May 13, 2024, through **November 20, 2024**. Several work barges and work boats will be located in and around the vicinity of the bridge. During the duration of the maintenance period one work barge will be located in the navigational channel of the bridge reducing the horizontal clearance of the bridge to approximately 94 feet. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Maintenance personnel, equipment and vessels will not be able relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at 202-365-8932. Mariners should use extreme caution while navigating through the area. LNM 19/24*

VIRGINIA

VA – CHINCOTEAGUE INLET TO GREAT MACHIPONGO INLET – BRADFORD BAY – DREDGE OPERATIONS
Next Generation Logistics, LLC will begin dredge operations in Bradford Bay, approximate position, 37-35-25.0N, 075-40-55.0W. Dredge Compass 1 and dredge related floating plant equipment will be in the area. Channel will remain open to traffic with open hailing channel of VHF 16 and working of VHF 7. Project will begin on July 22, 2024 and continue to approximately **October 31, 2024**. The following disposal sites will used: 37-35-9.3243N, 075-40-51.6551W, 37-34-55.4299N, 075-40-53.6207W, 37-35-03.1592N, 075-41-01.3675W, 37-35-01.5949N, 075-41-01.3675W.*

VA – HAMPTON ROADS – CHESAPEAKE BEACH RENOURISHMENT
Seaward Marine Corp will begin beach renourishment for Chesapeake Beach. Dredge material will be taking from Chesapeake Beach Shoal, approximate position - 36°55'39.47"N, 76°07'04.80"W,
Operations will begin on June 15, 2024 and continue until **October 15, 2024**. Tender Tug, Matty T and SMC Dredge 1, will monitor VHF FM Channel 16, 13, 03. All equipment will be lighted in accordance with regulations. For more information, contact Scott White, Project Manager, 757-641-2132. LNM 23/24 *

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

VA – NORFOLK HARBOR AND ELIZABETH RIVER – ELIZABETH RIVER – DREDGE OPERATIONS
The Dredge Delaware, along with support equipment, will commence dredging operations on April 16, 2024, through **April 2025**, deepening the Elizabeth River (Norfolk Harbor Inner Channel). Crews will begin installing pipeline the final week of March prior to startup. Operations will be conducted between the Hampton River Bridge Tunnel and Elizabeth River Lighted Buoy 23 (LLNR 9710). Material will be pumped to Craney Island. A floating pipeline will be utilized behind the dredge which will be anchored off in and outside of the channel. Submerged pipeline will be utilized between the dredging area and Craney Island. The submerged pipeline will be marked with buoys approximately every 1000' with signs and lights placed at every pipeline entry and exit points. The maximum floating pipeline length will be approximately 4000' and will be anchored and tended by tugboats. The submerged and floating pipeline will need to be moved occasionally as the dredge progresses. The Dredge Operator will standby on channels #13, #16, and #65 VHF-FM. For any emergencies the dredge operator can be reached at 757-570-8453. Traffic should call at minimum 30 minutes prior to expected time of passage. Mariners are requested to exercise caution when approaching, passing, and leaving the dredging plant. All vessels are requested to contact the dredge prior to passing. LNM 13/24*

VA – NORFOLK HARBOR AND ELIZABETH RIVER – SCOTT CREEK CHANNEL – PIER REPAIR

Crofton Construction Services, Incorporated (CCSI) will be performing repair of Crofton Bulkhead in Scott Creek. Specifically, there will be installed approximately 276 linear feet of replacement steel sheet pile bulkhead, an average 3 feet channel ward of an existing, deteriorating bulkhead withing Scotts Creek, adjacent to property situated at 16 Harper Avenue in the City of Portsmouth. The limits of construction are approximately .20 acres in size and the area is bound by the land on the NW and Scott Creek on the other three sides of the bulkhead at in the following location:36°50'54.20"N, 76°18'56.41"W.

Beginning June 16, 2023, and continuing until **December 31, 2024**, approximately 198 days or until complete from 7:00 AM – 5:00 PM, five days a week. Operations will include crane barge operations, material barges, tugboats, work floats, and smaller crafts consistent with general marine construction.

Barge(s) & vessel(s) will be moored, on site with employees working over the side on small floats or crew boats. The construction equipment will be confined to the barges with crew boats working in the vicinity. The entire channel will not be closed, during any stage of construction, or will not restrict marine traffic. Vessels are requested to proceed in this area with caution and no wake within 500' of the above coordinates. Crews will be monitoring the following radio frequencies: VHF channels 13 & 16. LNM 23/23*

VA – HAMPTON ROADS - HAMPTON RIVER – BRIDGE CONSTRUCTION

Mariners are advised that an engineering firm, on behalf of Virginia Department of Transportation, will be performing construction on the I-64 Westbound Bridge over Hampton River and the East Branch of the Hampton River, and I-64 Eastbound Bridge over the Hampton River and I-64 Eastbound Bridge over the East Branch of the Hampton River, mile 1.2, at Hampton, VA. Construction began on March 4, 2024, and will continue through **December 31, 2026**, Monday through Saturday, from 6 a.m. to 6 p.m., daily. 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.

Construction includes widening and repairs of the I-64 Westbound Bridge, and replacement of I-64 Eastbound bridges. Work activities include pile driving, concrete bent cap construction, erection of precast concrete girders, superstructure deck placements, structural steel erection and removal of existing structures. To facilitate bridge construction, temporary work trestles will be constructed alongside the existing bridges (Westbound and then Eastbound), and crane barges, material barges and work boats will be stationed and/or operating in the vicinity of the bridges and navigational channel. The work trestle in the vicinity of Hampton Spit has a removable trestle span. Vessels intended transit to or from Hampton Spit may do so, if at least 24-hours notice is given to the project foremen.

Work vessels and barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (757) 639-5179 or (252) 312-4876. Mariners should use extreme caution when navigating through the area.*

VA – HAMPTON ROADS - NEWPORT NEWS – PIPELINE INSTALLATION PROJECT

A pipeline installation project began on or about August 1, 2023 and is expected to continue through **August 2025**. The former temporary work platform has been de-constructed and removed from the south side of the federal shipping channel and federally maintained anchorage area. However, a few remnant mooring and goal-post piles will be in place through **September 30, 2024** (approximate center at latitude/longitude 36.948626°N, 076.419579°W, ¾ of a mile west of the Monitor-Merrimac Memorial Bridge Tunnel). On or about September 1, 2024 and continuing through August 2025, approximately 17,970 feet of new pipeline will be installed beneath the bottom of the James River by marine trenching operations from the south side of the federal shipping channel and federally maintained anchorage area to the Suffolk shoreline along a non-linear path, between latitudes/longitudes 36.948626°N, 076.419579°W and 36.904509°N, 076.431395°W. Pipe installations will be conducted using a “train”, consisting of four (4) individual barges in succession and moving in unison, including: two (2) trench excavation barges; one (1) pipe laying barge; and, one (1) trench restoration barge. Under normal conditions, it is expected the “train” will progress at the average rate of approximately 100 feet per day, with marine trenching, pipe installation and backfill efforts taking approximately 210 days to complete, including allowances for adverse weather conditions. Additional barges will be required for the delivery and storage of pipe and other construction materials. Each individual barge associated with these operations are expected to be approximately 60 feet in width and 180 feet in length, and will be individually equipped with four (4) 360-degree visible white warning lights, one (1) light at each corner. Mariners are advised to avoid crossing, and use caution while transiting in proximity to, the “train”. At no time will this construction project affect, interfere with, obstruct, nor otherwise adversely impact marine traffic in the federal navigation channel or federally maintained anchorage area. Tug, barge and other vessel operations associated with these construction activities will monitor VHFFM channels 13 and 16 when work is in progress, or when vessels are operating in the project area. To reach an on-scene manager, contact Tommy Worten 813-957-7000. In case of emergency, please contact USCG Sector Virginia Command Center on VHF-FM Channel 16 or 757-483-8567. Updated project information can be obtained from https://www.hrsd.com/boat-harbor-underwater-transmission-pipe-installation. Chart 12245 LNM 28/23, 48/23, 02/24, 03/24, 08/24, 09/24, 22/24, 23/24, 31/24, 34/24, 37/24.*

VA – JAMES RIVER – JAMESTOWN ISLAND TO JORDAN POINT – DREDGE OPERATIONS

Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge *Lexington* will be conducting dredging operations on the James River (Dancing Point- Swann Point Channels) between James River Channel Lighted Buoy 57 (LLNR 12200) and James River Channel Lighted Buoy 66 (LLNR 12250). The dredge and attendant equipment will be operating between August 14, 2024 and **October 14, 2024**. Prior to approach, the Dredge can be reached via VHF Radio Channels #13 and #16. For emergency the dredge operator can be contacted at phone number 757-635-2578. LNM 32/24*

VA – YORKTOWN TO WEST POINT – UPPER YORK RIVER - SHORELINE STABILIZATION AND BREAKWATERS CONSTRUCTION

Coastal Design & Construction, Inc. will begin shoreline stabilization, stone breakwaters construction, and installing sand the southwest side of the Upper York River, along the Colonial National Historical Park, starting on February 20, 2023 to approximately **October 7, 2024**. Sixteen barges of various sizes will be moored in positions along the southwest side of the river, between Yorktown NAVAL Weapons Station and Cheatham Annex. All barges will be marked with constant White Light per Coast Guard requirements and moorings with slow flashing white lights. Tug Linda M will be monitoring VHF Channel 13 & 16. For more information, contact, Steven Bailey – Superintendent (Marine), Cell: 240-298-8701.
Chart 12243 LNM 07/23

VA – CAPE HENERY TO THIMBLE SHOAL – LYNN HAVEN – OYSTER REEF CONSTRUCTION

Coastal Design & Construction, Inc. will begin oyster reef construction project, starting September 23, 2024. This project will take place in Lynnhaven River, VA Beach, VA. Push Boats & barges will be transiting from the loading location alongside Lesner Wharf near (36°54'20.32"N 76° 5'38.49"W) to the project site in Broad Bay via the marked federal navigation channel. Tug: “Capt. Dale” and Push Boat “Linda M” along with various deck barges will be spudded down in the project site in Broad Bay or tied to the bulkhead alongside Lesner Wharf. Reef corners will be marked with 10” Orange Poly Buoys, as required by Virginia Marine Resources Commission for Pre-Con inspection. Tug Linda M will be monitoring VHF Channel 13 & 16. Project is expected to be completed by **May 1, 2025**. For more information, contact, Eppa Dale Wroten – Superintendent (Marine), Cell: 804-366-0447. 37/24*

NORTH CAROLINA

NC – OREGON INLET – DREDGING OPERATIONS

The "MISS KATIE" dredge vessel has routine dredging operations scheduled at the Oregon Inlet, the Walter Slough Channel, Oregon Inlet Cut, the Old House Channel, and Roanoke Sound Channel from Light 1 (LLNR 28365) to Light 17 (LLNR 28470) periodically throughout the year, dependent upon weather conditions, maintenance, and/or other emergency dredging projects out of the area. Dredging operations will be performed on a schedule of 12 hours and/or 24 hours a day, seven (7) days a week. Material that is hopper dredged will be transported to a disposal site located in deep scour holes near the Basnight Bridge on the south side of Oregon Inlet and/or a nearshore site located off Pea Island. All mariners are requested to use caution in the area. MISS KATIE can be reached on VHF-FM CH 16 and 13. For more information, contact Jordan Hennessy at jhennessy@ejedredgng.com or (252) 597-5752. *

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

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

NJ – MANASQUAN INLET – MANASQUAN INLET INTRACOASTAL TUG – SPECIAL LOCAL REGULATION
The Manasquan Inlet Intracoastal Tug will occur in Manasquan Inlet between Manasquan, NJ, and Point Pleasant Beach, NJ, on **October 13, 2024**, with a rain date of October 19, 2024, from 12:00 p.m. to 2:30 p.m. The event is a tug of war utilizing a rope across the inlet from shoreline to shoreline. A special local regulation will be enforced during the event restricting access to all waters of the Manasquan River within the Manasquan Inlet within 400 feet of the event located between approximate locations 40°06'09"N, 74°02'08"W and 40°06'14"N, 74°02'08"W. Mariners are urged to use caution when transiting near the area. Mariners may contact official patrol personnel on scene via VHF radio channel 16. For any comments or questions, contact Coast Guard Sector Delaware Bay, Waterways Management Division, at (215) 271-4814.*

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – SAILING REGATTA WEEKLY SERIES
An annual weekly sail boat racing series is scheduled to occur on the Patapsco River each Sunday during April 23, 2024-**October 22 2024**, between 11 a.m. and 5 p.m. Up to 20 sail boats (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 Fall Racing Series" can be obtained at website https://www.bcya.com. Interested mariners may contact the race committee on marine band radio VHF-FM channel 72. For any comments or questions contact U.S. Coast Guard Sector Maryland-NCR, Waterways Management Division, at telephone number (410) 576-2693. *

VA – SOUTHERN CHESAPEAKE BAY – WEDNESDAY NIGHT REGATTAS
The Broad Bay Sailing Association is sponsoring the Little Creek Races Wednesday Night Series on April 3, 2024 running until **November 27, 2024** in Southern Chesapeake Bay, off the shores of Norfolk and Virginia Beach, VA. The sailboats will begin transiting to the racing area at 4:30 p.m. Mariners are requested to use caution when transiting the area.*

VA – HAMPTON HARBOR - LOWER CHESAPEAKE/OFF BUCKROE BEACH - CCV RACING 2024 FALL SERIES RACES
The CCV Racing is sponsoring the CCV Racing 2024 Fall Series Races. The event will occur in the Hampton Harbor on September 15th, September 22nd, and **October 13th**. The sailboats will begin transiting to the racing area at 10 a.m each day. Mariners are requested to use caution when transiting the area.

VA – WILLOUGHBY BAY - WILLOUGHBY RACERS THURSDAY NIGHT RACES
The Broad Bay Sailing Association is sponsoring the Willoughby Racers Thursday Races on April 4 running until **November 24, 2024** in Willoughby Bay, Norfolk VA. The sailboats will begin transiting to the racing area at 6:00 p.m. Mariners are requested to use caution when transiting the area. *

VA – HAMPTON ROADS – ELIZABETH RIVER - CCV RACING 2024 TRIPLE TUNNEL RACE**
The CCV Racing is sponsoring the Triple Tunnel Race in the Hampton Harbor and the Elizabeth River. The sailing regatta will begin on **October 6, 2024**, at 9 a.m. and end at 8:30 p.m. Mariners are requested to use caution when transiting the area.

VA – HAMPTON ROADS – HAMPTON FLATS - CCV Racing Octoberfest Race Series 2024
The CCV Racing is sponsoring the Octoberfest Race Series occurring every Wednesday from October 2 to **October 30** in the Hampton Flats. The sailing regatta will be held from at 5 p.m. to 9 p. m. each Wednesday. Mariners are requested to use caution when transiting the area.

VA – MATTAPONI RIVER – WEST POINT, VA
The West Point Chamber of Commerce is Sponsoring fireworks display in the waters of the York River in West Point, VA. The Fireworks will begin on October 4th at 8 p.m. and end at 8:15 p.m. Mariners are requested to use caution when transiting the area.*

VA – DISMAL SWAMP CANAL – FALL FOLIAGE PADDLE EVENT
The Chesapeake Parks, Recreation, and Tourism is sponsoring the Fall Foliage Paddle on the Dismal Swamp Canal in Chesapeake, VA. The event will include approximately 75 kayaks that will launch from the Ballahack Boat Ramp on the Dismal Swamp Canal and end 6 miles north at the Dismal Swamp Canal North Trail Head. The event will begin at 9 a.m. and end at 1:30 p.m. on October 12, 2024. Mariners are requested to use caution when transiting the area. *

NC – ATLANTIC OCEAN AND BANKS CHANNEL – WRIGHTSVILLE BEACH – CAROLINA YACHT CLUB REGATTAS
Mariners are advised that the Carolina Yacht Club will host a series of regattas in the Atlantic Ocean near Masonboro Inlet and Banks Channel in Wrightsville Beach, NC. Approximately 45 regattas will take place from March 2, 2024 through **January 1, 2025**. Race coordinators will monitor local vessel traffic and can be contacted via VHF Marine Radio Channel 78. The sailing schedule can be found at www.carolinayachtclub.org. For any questions or comments, please contact the Coast Guard Sector North Carolina Marine Event Coordinator at (910) 772-2221. No restrictions will be placed on the navigable channel.

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

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

NY – NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
R/V GO Pursuit will be conducting benthic sampling and marine remote sensing with acoustic sources, i.e. multibeam, sonar, magnetometer, and high frequency sub-bottom profilers; to map the seafloor and near-surface conditions. Vessel may additionally run weather patterns or testing in sheltered areas without survey sensors. Offshore vessel operations are planned in OCS-A 0542 and in the polygon bounded by the following coordinates: NW = 74° 00' 48.7773" W, 40° 29' 05.3500" N NE = 73° 23' 09.8861" W, 40° 28' 39.9348" N SE = 73° 24' 38.0595" W, 39° 25' 40.8372" N SW = 74° 01' 42.6876" W, 39° 26' 05.3295" N Survey operations will begin 04 JULY 2024, continuing until approximately **October 31, 2024**, and will be conducted 7 days per week, 24 hours per day until survey completion with periodic port calls. Go Pursuit will monitor VHF-FM Ch 16. Average vessel speed will be 4.5 knots with towed sensors up to 600-feet behind vessel, maximum vessel speed is 10 knots during transits when not towing sensors.*

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
The OSV HOS Browning, call sign XCBK8, will be conducting geotechnical survey operations, using geotechnical drilling equipment. Operations will occur within Lease Area OCS-A-0539 located ~56 nautical miles (103 km) off the east coast of the USA (closest distance to New York) and will begin around June 1st, 2024, and continue to approximately **December 31, 2024**.
Operating Area Lease 0539:
N extent: 39° 39’ 52” N / 73° 18’ 25” W
NE extent: 39° 35' 10" N / 73° 05' 52" W
S extent: 39° 24' 58" N / 73° 18' 17" W
SW extent: 39° 28' 28" N / 73° 29' 38" W
The OSV HOS Browning will be restricted in her ability to maneuver for extended periods (up to 72 hours) and is requesting mariners operating in or transiting the area to give a 1 NM CPA. The OSV HOS Browning will be monitoring VHF channel 16 and can be contacted on these frequencies for safe passing arrangements.* LNM 21/24

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
Research vessel Time and Tide will conduct survey operations in a corridor off Manasquan Inlet, NJ. Overview of Work Area (LAT/LONG): Between 40° 07.033’ N / 74° 01.705’ W and 40° 04.996’ N / 73° 58.292 W. Surveying will be conducted from September 29, 2024 to **November 16, 2024** during daylight hours. R/V Time and Tide will monitor VHF 16 or can be reached at Bridge Mobile PHONE: +1 339-499-8784 or +1 508-736-5019. All vessels and fishing activity requested to maintain a 0.5 nautical mile (0.5 nm) closest point of approach (CPA).*

NJ – SEACOAST – OFFSHORE SURVEY OPERATIONS
Alpine Ocean Seismic Survey Inc. will conduct vibracore (VC) sampling work between September 15, 2024 and October 15, 2024. Work will be performed 7 days a week on a 12-hour schedule (0600 to 1800, typically) and be performed on the RV Shearwater with a Geomarine Survey Systems Geo-Core 6000 Electric Vibracore. Shearwater will be performing geotechnical operations with equipment extending through the water and into the underlying seabed and will have limited maneuverability during operations. Vessel will monitor VHF-FM CH 13 and 16.
Work will be done offshore New Jersey and in the Atlantic Ocean between (generally) off Atlantic City focusing in area bound by:
-39°18'57.71"N / 74°30'37.25"W -39°21'35.40"N / 74°23'39.50"W
-39°24'28.20"N / 74°20'38.31"W -39°20'3.80"N / 73°51'9.26"W
-39° 6'22.48"N / 74° 6'41.02"W:*

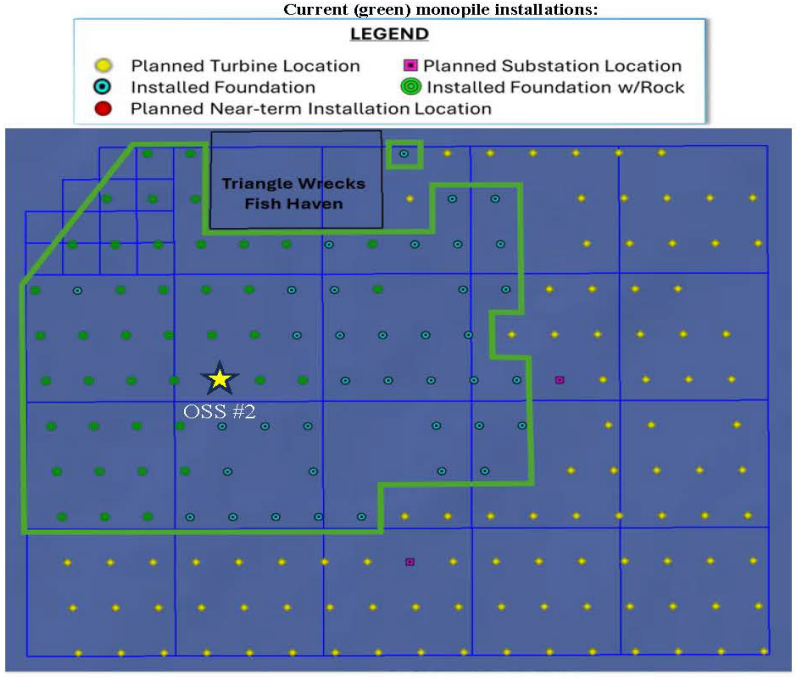
Dominion Energy's Coastal Virginia Offshore Wind (CVOW) Project Construction Updates:

Marine Coordination Center Contact Information	757-366-7000 (desk)
	757-731-8307 (cell)
	Email: *CVOWOps@dominionenergy.com*

Current Offshore Construction Activities:

- **Monopile foundation installation has been completed for the 2024 season: 78 of 176 monopile foundations have been installed in the lease area as of 9/18/2024. Installation activities are forecasted to resume May 1, 2025 following the North Atlantic Right Whale migration period.**
- M/V ORION is conducting Offshore Substation foundation installation work at OSS#2 (indicated in the chart below).
- F/V Atlantic Bounty and F/V Capt. Danny are providing safety vessel duties in the lease area.
- F/V LADY ISLA and THOMAS REED will be conducting fisheries monitoring studies in the vicinity of the southern region of the lease area.
- For all other project vessels, please reference the latest Mariners Update here.

Current (green) monopile installations:



The Coast Guard has established temporary 500-meter Safety Zones around construction activities in the lease area. Safety Zones will only be enforced during active construction, generally for a period lasting approximately 48 hours or less. There may be periods of time where active construction may be occurring at multiple locations simultaneously. Active construction activities will be evident by the presence of the M/V ORION and/or other support vessels.

- Quick flashing yellow marine navigation lights are installed on each monopile. These lights will be energized from sunset to sunrise. Updates to the lighting installations will be published in the USCG Light List.

- Monopile foundations extend 15 feet above the sea surface and are approximately 30 feet wide; caution should be exercised when operating in the lease area.

CURRENT DEPLOYED BUOYS IN CVOW LEASE AREA

Name	Buoy Type	Coordinates	Notes
PAM BUOY 1	PAM	36.860055°N 075.311969°W	Deployed
PAM BUOY 2	PAM	36.956420°N 075.330752°W	Deployed
PAM BUOY 3	PAM	36.997861°N 075.284951°W	Deployed
PAM BUOY 4	PAM	36.993097°N 075.395327°W	Deployed
PAM BUOY 5	PAM	36.917429°N 075.425020°W	Deployed
PAM BUOY 6	PAM	36.920987°N 075.265876°W	Deployed
G3B14	SFV	36.996290°N 075.309018°W	Deployed
T2G07	SFV 15000m	36.916113°N 075.247130°W	Deployed
T2G07	SFV 8000m	36.949750°N 075.336377°W	Deployed
T2G07	SFV 4000m	36.924175°N 075.375962°W	Deployed
T2G07	SFV 2000m	36.924175°N 075.395747°W	Deployed
T2G07	SFV 750m	36.918843°N 075.408110°W	Deployed
T2G07	SFV 90	36.921600°N 075.419517°W	Deployed

Monopile (Foundation) Installations #50 - #78:

50	**G2H09**	Monopile	36.900322°N 075.382433°W	11 August 2024
51	**G2J09**	Monopile	36.884896°N 075.380449°W	12 August 2024
52	**G2K09**	Monopile	36.869469°N 075.378476°W	12 August 2024
53	**G2K08**	Monopile	36.869419°N 075.394026°W	13 August 2024
54	**G2K07**	Monopile	36.869366°N 075.409577°W	14 August 2024
55	**G3H12**	Monopile	36.900463°N 075.335763°W	18 August 2024
56	**G2K10**	Monopile	36.869518°N 075.362926°W	21 August 2024
57	**G2H07**	Monopile	36.900218°N 075.413546°W	21 August 2024
58	**G2K06**	Monopile	36.869311°N 075.425127°W	22 August 2024
59	**G3H13**	Monopile	36.900506°N 075.320207°W	23 August 2024
60	**G3J13**	Monopile	36.885079°N 075.318235°W	23 August 2024
61	**G3G11**	Monopile	36.915845°N 075.353288°W	25 August 2024
62	**G3J12**	Monopile	36.885036°N 075.333788°W	26 August 2024
63	**G3H14**	Monopile	36.900547°N 075.304650°W	26 August 2024
64	**G3G14**	Monopile	36.915975°N 075.306609°W	27 August 2024
65	**G3G13**	Monopile	36.915934°N 075.322169°W	28 August 2024
66	**G3G12**	Monopile	36.915891°N 075.337728°W	29 August 2024
67	**G2E04**	Monopile	36.946312°N 075.466199°W	31 August 2024
68	**G2E10**	Monopile	36.946642°N 075.372804°W	01 September 2024
69	**G3F12**	Monopile	36.931309°N 075.339705°W	02 September 2024
70	**G3F13**	Monopile	36.931352°N 075.324142°W	08 September 2024
71	**G3C13**	Monopile	36.977634°N 075.330046°W	09 September 2024
72	**G3B12**	Monopile	36.993008°N 075.347599°W	11 September 2024
73	**G3C14**	Monopile	36.977677°N 075.314474°W	12 September 2024
74	**G3E13**	Monopile	36.946780°N 075.326106°W	12 September 2024
75	**G3D12**	Monopile	36.962163°N 075.343650°W	13 September 2024
76	**G3E14**	Monopile	36.946821°N 075.310540°W	19 September 2024
77	**G3D13**	Monopile	36.962207°N 075.328081°W	20 September 2024
78	**G3B14**	Monopile	36.993095°N 075.316448°W	23 September 2024

Mariners are encouraged to contact Dominion Energy's Fisheries Liaisons, ronlarsen@searisksolutions.com, with any specific questions about CVOW project activities in relation to fisheries. Additional project information is available on the CVOW project website. Please reach out to the CVOW Marine Affairs Manager Mike Lewis with any other questions: michael.b.lewis@dominionenergy.com.

TEMPORARY CHANGES to ATON - AMPLIFYING INFORMATION REGARDING SECTION III

(Information in this Enclosure is only for temporary relocated aids. See SECTION III for complete listing of temporary changes)

ENCLOSURE (6)

LLNR	Aid Name	Status	BNM Ref	LNM St	Temporary Relocated to Approximate Position	
					Lat	Long
455	Chesapeake Bay Southern Approach Lighted Buoy 9	RELOCATED FOR DREDGING	0340D5	26/24	36-52-10.004N	075-52-18.170W
460	Chesapeake Bay Southern Approach Lighted Buoy 10	RELOCATED FOR DREDGING	0340D5	26/24	36-52-21.995N	075-52-05.117W
3690	Upper Delaware River Channel Lighted Buoy 10	RELOCATED FOR DREDGING	366D5	36/23	40-00-36.406N	075-02-39.508W
5380	Chincoteague Channel Lighted Buoy 25	RELOCATED FOR DREDGING	0479D5	39/24	37-55-42.767N	075-23-28.377W
8245	Francis Scott Key Memorial Buoy	RELOCATED TEMPORARILY	0334D5	26/24	39-13-40.544N	076-31-38.331W
9445	Elizabeth River Lighted Buoy 1	RELOCATED FOR DREDGING	0401D5	32/24	36-59-15.575N	076-18-40.809W
9465	Elizabeth River Lighted Buoy 3	RELOCATED FOR DREDGING	0401D5	32/24	36-58-25.221N	076-19-43.845W
9470	Elizabeth River Lighted Buoy 5	RELOCATED FOR DREDGING	0401D5	32/24	36-58-00.000N	076-19-59.431W
9475	Elizabeth River Lighted Buoy 7	RELOCATED FOR DREDGING	0401D5	32/24	36-57-44.515N	076-20 00.208W
9515	Elizabeth River Lighted Buoy 9	RELOCATED FOR DREDGING	0401D5	32/24	36-56-37.013N	076-20-06.281W
9520	Elizabeth River Lighted Buoy 10	RELOCATED FOR DREDGING	0401D5	32/24	36-56-35.910N	076-20-24.372W
9525	Elizabeth River Lighted Buoy 11	RELOCATED FOR DREDGING	0358D5	29/24	36-55-51.793N	076-20-09.879W
9530	Elizabeth River Lighted Buoy 12	RELOCATED FOR DREDGING	0358D5	29/24	36-55-47.579N	076-20-28.244W
9600	Elizabeth River Lighted Buoy 18	RELOCATED FOR DREDGING	0188D5	16/24	36-54-15.852N	076-20-23.261W
9620	Elizabeth River Lighted Buoy 20	RELOCATED FOR DREDGING/TRLB	0188D5	16/24	36-53-32.289N	076-20-15.591W

****REPORTED UNEXPLODED ORDNANCES (UXO)****
Enclosure (7)

The Coast Guard advertises reported unexploded ordnances (UXO) information through local, Sector Broadcast Notice to Mariners (BNMs) and through the weekly, Fifth Coast Guard District LNM. BNMs are additionally available directly to mariners by email sign-up at the CG Navigation Center Web Site Subscribe to Our RSS Feeds | Navigation Center (uscg.gov). Information on proper reporting and safety procedures for UXOs can be found at the following link: https://www.denix.osd.mil/uxo/.
The following is a list of Reported Unexploded Ordnances (UXO) in Fifth Coast Guard District. New information will be highlighted in yellow.

LNM Added – UXO REF #	Latitude	Longitude	LNM Added – UXO REF #	Latitude	Longitude
19/23 - A1 M3281	36-48-04.3488N	075-39-40.572W	19/23 – A1 M3713	36-48-00.256N	075-39-44.719W
20/23 – A1 M2398	36-48-09.163N	075-40-09.461W	20/23 – A1 M4108	36-48-14.134N	075-40-36.742W
20/23 – A1 M1660	36-48-03.505N	075-40-19.866W	20/23 – A1 M1176	36-47-59.422N	075-40-56.776W
20/23 – A1 M4176	36-47-59.243N	075-40-40.894W	20/23 – A1 M1046	36-47-55.476N	075-42-18.279W
20/23 – A1 M467	36-47-56.662N	075-41-54.717W	20/23 – A1 M 2490	36-48-00.934" N	075-41-08.176W
20/23 – A1 M1042	36-48-02.523N	075-41-25.176W	20/23 – A1 M3738	36-48-15.167N	075-39-56.484W
20/23 – A1 M1095	36-48-15.167N	075-39-56.484W	20/23 – A1 M3416	36-48-02.302N	075-43-13.289W
20/23 – A1 M1823	36-47-56.095N	075-43-48.899W	21/23 – A1 M1823	36-47-56.095N	075-43-48.899W
21/23 – A1 M2084	36-48-00.203N	075-43-43.218W	21/23 – A1 M2027	36-48-01.787N	075-45-24.997W
21/23 – A1 M1276	36-48-13.791N	075-39-56.586W	24/23 – A1 M882	36-48-04.768N	075-46-20.263W
24/23 – A1 M287	36-47-51.493N	075-45-58.878W	25/23 – A2 M5443A	36-50-57.0012N	075-25-16.258W
25/23 – A2 M5397	36-51-37.198N	075-25-56.1W	26/23	39-28-09.521N	073-23-41.308W
26/23 – A1 M1679	36-48-11.693N	075-50-02.369W	26/23 - A1 M2401	36-48-11.652N	075-49-56.560W
26/23 – A2 M5009	36-48-25.92N	075-38-39.361W	26/23 - A1 M5011	36-48-20.401N	075-38-38.281W
28/23 – A2 5002	36-48-26.751N	075-38-50.486W	28/23 - A1 1507	36-48-19.061N	075-51-05.593W
28/23 - A1 1612	36-48-31.355N	075-50-34.784W	28/23 - A1-M1378	36-48-29.317N	075-51-29.738W
28/23 - A1 M1382	36-48-29.318N	075-51-28.876W	28/23 - A1-M1393	36-48-28.290N	075-51-26.762W
28/23 - A1-M1446	36-48-28.504N	075-51-18.009W	28/23 - A1-M1502	36-48-26.593N	075-51-08.710W
28/23 - A1-M1515	36-48-29.579N	075-50-59.905W	28/23 - A1-M1519	36-48-29.495N	075-50-59.560W
28/23 – A1-M1568	36-48-23.742N	075-50-54.076W	28/23 – A1-M5020	36-49-39.705N	075-34-23.925W
28/23 – A2-M5025	36-49-47.534N	075-34-30.241W	28/23 – A2-M5060	36-50-04.368N	075-33-14.319W
28/23 – A2-M5356	36-51-46.141N	075-23-03.48W	28/23 – A2-M5408	36-51-36.961N	075-23-19.201W
28/23 – A2-M5508	36-52-13.26N	075-21-05.698W	28/23 – A2-M5200	36-50-01.871N	075-32-39.450W
28/23 – A2-M5286	36-50-31.711N	075-32-30.463W	28/23 – A1-M609	36-48-58.393N	075-52-19.926W
28/23 – A1-M3713	36-48-00.1872N	075-39-44.6688W	28/23 – A2 -M5220	36-50-49.605N	075-30-12.542W
28/23 - A1-M571	36-48-56.831N	075-52-27.635W	28/23 – A1–M2024	36-48-06.121N	075-40-13.536W
28/23 – A1–M2309	36-47-58.278N	075-43-42.811W	28/23 – A1-M4016	36-48-11.400N	075-41-27.019W
30/23 – A2-M5003	36-48-20.056N	075-38-49.087W	30/23 – A2-M5005	36-48-25.543N	075-38-48.548W
30/23 – A2-M5006	36-48-25.246N	075-38-47.586W	30/23 – A2-M5010	36-48-21.866N	075-38-38.468W
30/23 – A1-M1475	36-48-21.300N	075-51-16.342W	30/23 – A1-M1540	36-48-26.813N	075-50-57.913W"
30/23 – A1-M989	36-47-55.613N	075-41-17.044W	30/23 – A2-5400	36-50-54.829N	075-23-28.697W
31/23 – A1-M3483	36-48-10.651N	075-48-42.200W	31/23 – A2-M5069	36-50-33.236N	075-30-45.012W
32/23 – A3-M12681	36-52-06.253N	075-28-15.329W	32/23 – A3-M12802	36-52-06.202N	075-27-20.001W
32/23 – A3-M12660	36-52-13.124N	075-28-18.121W	32/23 – A3-M12664	36-52-11.750N	075-28-17.862W
32/23 – A3-M12981	36-52-05.765N	075-26-27.903W	32/23 – A3-M13129	36-52-09.388N	075-25-33.600W
32/23 – A3-M13157	36-52-10.267N	075-25-30.162W	32/23 – A3-M13171	36-52.09.272N	075-25-25.539W
32/23 – A3-M12960	36-53-04.942N	075-26-31.522W	32/23 – A3-M12970	36-53-05.451N	075-26-29.614W
32/23 – A3-13547	36-52-09.363N	075-22-48.180W	33/23 – A3-M12940	36-53-06.859N	075-26-34.249W
33/23 – A3-M12942	36-53-01.253N	075-26-34.173W	33/23 – A3-M12955	36-53-01.782N	075-26-32.259W
33/23 – A3-M12617	36-53-02.283N	075-28-25.885W	33/23 – A3-M13519	36-54-00.701N	075-22-52.737W
33/23 – A3-M13888	36-53-56.775N	075-24-50.247W	33/23 – A3-M14047	36-54-00.573N	075-28-28.754W
33/23 – A3-M13993	36-53-58.954N	075-27-33.911W	33/23 – A3-M11968	36-55-00.902N	075-24-00.794W
33/23 – A3-M12186	36-54-53.259N	075-23-06.871W	33/23 – A3-M12189	36-54-52.373N	075-23-06.363W
33/23 – A3-M12223	36-54-54.358N	075-23-03.083W	33/23 – A3-M12223-A	36-54-54.233N	075-23-03.147W
33/23 – A3-M12226	36-54-54.046N	075-23-02.485W	33/23 – A3-M12236	36-54-55.407N	075-23-00.306W
33/23 – A3-M14020	36-53-59.663N	075-27-33.347W	33/23 – A3-M14055	36-54-01.037N	075-27-33.182W
33/23 – A3-M14001	36-53-59.586N	075-25-46.929W	34/23 – A3-M12128	36-55-51.623N	075-23-14.675W
34/23 – A3-M11180	36-59-30.921N	075-25-28.610W	34/23 – A3-M10664	36-59-37.790N	075-26-24.876W
34/23 – A3-M11181	36-58-40.340N	075-25-28.062W	34/23 – A3-M12474	36-57-45.516N	075-21-29.763W
34/23 – A3-M10169	36-56-46.569N	075-27-58.305W	34/23 – A3-M10229	36-54-57.231N	075-27-45.345W
34/23 – A3-M10233	36-54-52.203N	075-27-44.868W	34/23 – A3-M10246	36-54-56.861N	075-27-43.122W
34/23 – A3-M10262	36-54-59.682N	075-27-40.293W	34/23 – A3-M11738	36-57-43.379N	075-24-26.366W
35/23 – A3-M12897	36-54-28.623N	075-27-39.272W	35/23 – A3-M12730	36-54-17.100N	075-27-37.082W
35/23 – A3-M12865	36-53-48.652N	075-26-38.577W	35/23 – A3-M12879	36-53-51.858N	075-26-37.910W

35/23 – A3-M13866	36-53-54.228N	075-26-38.146W	35/23 - A3-M10489	36-54-57.510N	075-26-53.642W
35/23 - A3-M12721	36-54-28.623N	075-27-39.272W	35/23 – A3-M10274	36-54-53.703N	075-27-38.912W
35/23 - A3-M11079	36-56-26.880N	075-25-39.260W	35/23 - A3-M12358	36-54-53.346N	075-22-17.898W
35/23 - A3-M13757	36-55-45.313N	075-24-59.159W	35/23 - A3-M12353	36-54-54.719N	075-22-18.849W
36/23 – A3-M12633	36-52-49.806N	075-28-21.933W	36/23 – A3-M13649	36-52-08.123N	075-22-10.098W
37/23 – A4-M6345	36-53-03.536N	075-19-02.379W	37/23 – A4-M6328	36-53-05.837N	075-19-07.512W
37/23 – A4-M6569	36-53-08.357N	075-17-12.990W	37/23 – A4-M12041	36-54-52.057N	075-23-27.088W
37/23 – A4-M6326	36-54-02.507N'	075-19-08.752W	37/23 – A4-M6508	36-54-58.543N	075-17-25.671W
37/23 – A4-M7140	36-58-41.461N	075-20-45.097W	37/23 – A4-7137	36-58-41.831N	075-20-45.281W'
37/23 – A3-M10854	36-57-33.898N	075-26-04.534W	37/23 – A3-M14216	36-58-01.572N	075-25-17.253W
37/23 – A4-M7483	36-58-37.381N	075-19-47.622W	37/23 – A4-M7111A	36-58-36.706N	075-20-49.819W
38/23 – A3-M13016	36-52-08.592N	075-26-04.242W	38/23 – A3-M13002	36-52-08.994N	075-26-15.026W
38/23 – A3-M12999	36-52-09.287N	075-26-18.351W	38/23 – A3-M12829	36-52-07.532N	075-27-00.043W
39/23 – A3-M7736	36-56-47.035N	075-19-36.600W	39/23 – A3-M10530	36-56-46.272N	075-26-45.027W
39/23 – A3-M10343	36-56-45.173N	075-27-22.535W	39/23 – A4-M8010	36-57-41.119N	075-18-41.589W
40/23 – A3-M12935	36-53-19.989N	075-26-34.704W	40/23 – A4-M9028	36-57-39.771N	075-15-58.750W
40/23 – A3-M9063	36-57-40.148N	075-15-55.079W	41/23 – A4-M8537	36-57-46.184N	075-16-55.070W
41/23 – A4-M9489	36-57-47.782N	075-15-00.268W	41/23 – A5-M16562	36-52-11.501N	075-20-50.321W
41/23 – A3-M11226	36-55-22.975N	075-25-22.675W	41/23 – A5-M16546	36-52-14.674N	075-20-52.801W
42/23 – A3-M14007	36-53-59.175N	075-28-03.133W	42/23 – A3-M13957A	36-53-57.931N	075-28-00.651W
42/23 – A3-M13957	36-53-57.868N	075-28-00.504W	42/23 – A3-12941	36-53-24.961N	075-26-34.511W
42/23 – A3-10340	36-54-54.801N	075-27-22.593W	42/23 – A3-10401	36-54-54.280N	075-27-09.237W
42/23 – A3-M10386	36-54-53.761N	075-27-12.715W	42/23 – A3-10541	36-55-51.947N	075-26-41.825W
42/23 – A3-M10542	36-55-51.436N	075-26-41.715W	43/23 – A5-M16944	36-52-08.878N	075-19-55.478W
43/23 – A5-M18000	36-52-09.973N	075-16-16.657W	43/23 – A5-M18010	36-52-10.158N	075-16-14.816W
43/23 – A5-M18022	36-52-06.598N	075-16-11.317W	43/23 – A5-M18025	36-52-11.317N	075-16-12.949W
43/23 – A5-M18015	36-52-11.860N	075-16-12.949W	43/23 – A5-M18305	36-52-07.557N	075-14-22.456W
43/23 – A5-M18326	36-52-13.772N	075-14-14.172W	44/23 – A5-M18459	36-52-15.476N	075-13-22.657W
44/23 – A5-M17322	36-51-15.231N	075-18-48.755W	44/23 – A5-M16630	36-51-10.355N	075-20-40.766W
44/23 – A5-M16658	36-51-15.792N	075-20-35.968W	44/23 – A5-M16478	36-49-26.397N	075-21-20.065W
44/23 – A5-M16463	36-49-27.141N	075-21-23.904W	44/23 – A5-M11622	36-49-23.666N	075-22-17.279W
44/23 – A5-M16171	36-49-23.672N	075-22-24.695W	45/23 – A5-M17132	36-49-23.287N	075-19-30.432W
45/23 – A5-M15551	36-49-22.249N	075-25-13.282W	45/23 – A5-M15566	36-49-24.047N	075-25-10.670W
45/23 - A5-M17393	36-49-20.517N	075-18-38.443W	45/23 – A5-M18649	36-49-22.449N	075-13-02.358W
45/23 – A5-M18542	36-49-28.124N	075-13-04.053W	45/23 – A5-M18650	36-49-29.698N	075-13-00.542W
45/23 – A5-M18061	36-50-19.449N	075-16-02.650W	45/23 – A5-M18076	36-50-21.719N	075-15-59.170W
45/23 – A5-M18212	36-50-19.063N	075-14-58.377W	46/23 – A5-M16137	36-50-16.527N	075-22-32.067W
46/23 – A5-M16682	36-50-22.534N	075-20-32.981W	46/23 – A5-M17048	36-50-16.146N	075-19-39.550W
46/23 – A5-M17635	36-50-20.593N	075-17-48.579W	46/23 – A5-M17878	36-50-22.892N	075-16-48.910W
46/23 – A5-M15203	36-50-20.358N	075-27-02.957W	46/23 – A5-M15062	36-49-25.179N	075-27-56.624W
47/23 – A5-02382	36-48-53.290N	075-53-29.940W	47/23 – A5-M15209	36-49-17.500N	075-27-02.092W
47/23 – A5-M15919	36-51-18.094N	075-23-31.094W	47/23 – A5-M16392	36-51-19.102N-	075-21-42.164W
48/23 – A4-M9562	36-56-29.341N	075-14-49.024W	48/23 – A5-M15612	36-51-22.212N	075-25-01.923W
48/23 – A5-M15656	36-51-22.023N	075-24-51.801W	49/23 – A5-M9454	36-58-19.307N	075-15-03.108W
49/23 – A5-M15976	36-51-14.792N	075-23-20.731W	49/23 – A5-M15983	36-51-14.034N	075-23-20.005W
49/23 – A4-M6634	36-54-17.745N	075-16-34.555W	49/23 – A5-M9107	36-57-31.478N	075-15-49.926W
49/23 – A4-M9114	36-57-23.211N	075-15-47.854W	49/23 – A5-M16080	36-50-25.105N	075-22-50.551W
49/23 – A5-M16114	36-50-27.999N	075-22-36.504W	49/23 – A5-M16193	36-50-39.080N	075-22-21.809W
49/23 – A5-M15863	36-50-22.282N	075-23-57.155W	49/23 – A5-M15440	36-50-17.628N	075-25-53.287W
49/23 – A4-M6656	36-54-22.850N	075-16-30.651W	49/23 – A5-M15892	36-50-08.263N	075-23-41.556W
49/23 – A5-M15296	36-49-26.603N	075-26-46.103W	50/23 – A4-M7001	36-55-56.918N	075-14-12.095W
50/23 – A5-M15465	36-49-21.322N	075-25-29.685W			
50/23 – A5-M16906	36-51-42.239N	075-20-01.243W	50/23 – A5-M16255	36-49-23.222N	075-22-07.175W
50/23 – A5-M16755	36-51-30.382N	075-20-26.309W	50/23 – A5-M16838	36-51-26.984N	075-20-08.769W
50/23 – A5-M16811	36-50-55.787N	075-20-11.185W	50/23 – A5-16733	36-50-56.820N	075-20-29.528W
51/23 - A4-M6788	36-54-00.213N	075-15-46.871W	51/23 – A4-M6896	36-54-01.171N	075-15-02.750W
51/23 – A4-6892	36-54-01.962N	075-15-10.886W	51/23 – A4M7029	36-54-00.488N	075-13.47.371W
51/23 – A5-M17276	36-49-48.303N	075-18-54.559W	51/23 – A4-M6585	36-53-06.678N	075-17-05.908W
51/23 – A5-M17774	36-50-02.812N	075-17-13.806W	51/23 – A5-M18197	36-49-40.876N	075-15-04.608W
51/23 – A5-M17084	36-49-59.437N	075-19-35.895W	51/23 – A4-M6288	36-53-02.994N	075-19-13.681W
52/23 – A5-M17529	36-50-49.672N	075-18-35.989W	52/23 – A5-M17422	36-50-14.157N	075-18-09.256W
52/23 – A5-M18348	36-52-12.120N	075-14-10.238W	52/23 -A5-M18411	36-50-59.345N	075-13-51.728W
52/23 – A5-M18413	36-50-59.112N	075-13-51.144W	52/23 – A5-M18425	36-52-09.232N	075-13-43.971W
52/23 – A5-M18493	36-51-41.614N	075-13-17.040W	52/23 – A5-M18515	36-51-23.500N	075-13-14.738W
52/23 – A5-M17706	36-50-19.937N	075-17-35.232W	52/23 – A5-M17723	36-50-19.937N	075-17-29.248W
52/23 – A5-M17902	36-50-19.518N	075-16-45.198W	52/23 – A5-M18130	36-50-20.756N	075-15-44.039W
52/23 – A5-M18139	36-50-19.786N	075-15-36.754W	03/24 – A5-M17701	36-50-20.071N	075-17-36.090W
03/24 – A5-M18187	36-51-24.329N	075-15-08.063W	03/24 – A4-6400	36-54-55.715N	075-18-30.795W
03/24 – A4-6471	36-55-01.243N	075-18-30.795W	03/24 – A2-M5407	36-51-03.346N	075-20-15.422W
03/24 – A2-M5459	36-50-58.363N	075-20-33.385W	03/24 – A2-M5379	36-54-54.776N	075-17-16.948W
04/24 – A4-7148	36-58-49.869N	075-20-43.951W	05/24 – A4-8038	36-57-38.785N	075-1838.120W

05/24 – A4-8021	36-57-39.184N	075-18-40.011W	05/24 – A4-7580	36-58-22.864N	075-19-41.678W
05/24 – A4-7561	36-58-20.090N	075-19-42.458W	08/24 – A1-M01340	36-47-59.31N	075-41-39.67W
08/24 – A1-M00703	36-48-04.60N	075-41-41.87W	09/24 – A1-M01882	36-48-21.28N	075-39-49.02W
12/24 – A2-M05011A	36-48-20.55N	075-38-38.25W	13/24 – A2-DEB24-003	36-50-47.61N	075-26-21.71W
13/24 – A2-DEB24-24-008	36-52-25.66N	075-21-01.13W	15/24 – A1-M01416	36-48-05.30N	075-40-18.49W
23/24 – A2-M05394	36-51-53.48N	075-25-38.25W	24/24 – A5-M16614A	36-51-13.95N	075-20-43.93W
24/24 – A1-M05240A	36-50-38.45N	075-29-55.75W	24/24 – A1-M01679A	36-48-11.76N	075-50-02.17W
25/24 – A2-M05060B	36-50-04.21N	075-33-14.50W	25/24 – A3-M12223B	36-54-54.246N	075-23-03.605W
29/24 – A3-M10409	36-54-52.537N	075-27-07.735W	30/24 – A5-M17563	36-49-20.942N	075-18-00.655W
30/24 – A5-M16832	36-50-56.308N	075-20-09.096W	30/24 – A5-DEB-42-001	36-50-40.49N	075-21-41.45W
31/24 – A4-M09658B	36-57-18.123N	075-14-02.992W	35/24 – A4-M06362B	36-54-01.610N	075-18-53.936W