



LOCAL NOTICE TO MARINERS

District: 5

Week: 50/24

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 (833) 732-8628.

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2024 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

ADRIFT - Buoy Adrift	ICW - Intracoastal Waterway	R - Red
AICW - Atlantic Intracoastal Waterway	IMCH - Improper Characteristic	RACON - Radar Transponder Beacon
AI - Alternating	INL - Inlet	Ra ref - Radar reflector
B - Buoy	INOP - Not Operating	RBN - Radio Beacon
BKW - Breakwater	INT - Intensity	REBUILT - Aid Rebuilt
bl - Blast	ISL - Islet	RECOVERED - Aid Recovered
BNM - Broadcast Notice to Mariner	Iso - Isophase	RED - Red Buoy
bu - Blue	kHz - Kilohertz	REFL - Reflective
C - Canadian	LAT - Latitude	RRL - Range Rear Light
CHAN - Channel	LB - Lighted Buoy	RELIGHTED - Aid Relit
CGD - Coast Guard District	LBB - Lighted Bell Buoy	RELOC - Relocated
C/O - Cut Off	LHB - Lighted Horn Buoy	RESET ON STATION - Aid Reset on Station
CONT - Contour	LGB - Lighted Gong Buoy	RFL - Range Front Light
CRK - Creek	LONG - Longitude	RIV - River
CONST - Construction	LNM - Local Notice to Mariners	RRASS - Remote Radio Activated
DAYMK/Daymk - Daymark	LT - Light	Sound Signal
DBN/Dbn - Daybeacon	LT CONT - Light Continuous	s - seconds
DBD/DAYBD - Dayboard	LTR - Letter	SEC - Section
DEFAC - Defaced	LWB - Lighted Whistle Buoy	SHL - Shoaling
DEST - Destroyed	LWP - Left Watching Properly	si - silent
DISCON - Discontinued	MHz - Megahertz	SIG - Signal
DMGD/DAMGD - Damaged	MISS/MSNG - Missing	SND - Sound
ec - eclipse	Mo - Morse Code	SPM - Single Point Mooring Buoy
EST - Established Aid	MRASS - Marine Radio Activated Sound Signal	SS - Sound Signal
ev - every	MSLD - Misleading	STA - Station
EVAL - Evaluation	N/C - Not Charted	STRUCT - Structure
EXT - Extinguished	NGA - National Geospatial Intelligence Agency	St M - Statute Mile
F - Fixed	NO/NUM - Number	TEMP - Temporary Aid Change
fl - flash	NOS - National Ocean Service	TMK - Topmark
Fl - Flashing	NW - Notice Writer	TRLB - Temporarily Replaced by Lighted Buoy
G - Green	OBSCU - Obscured	TRLT - Temporarily Replaced by Light
GIWW - Gulf Intracoastal Waterway	OBST - Obstruction	TRUB - Temporarily Replaced by Unlighted Buoy
HAZ - Hazard to Navigation	OBSTRR - Obstruction	USACE - Army Corps of Engineers
HBR - Harbor	PRIV - Private Aid	
I - Interrupted	Q - Quick	

Local Notice to Mariners for District 5 12/12/2024

Absecon Inlet

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Submerged Land Act (SLA) - Absecon Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Dredge staging area for: 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.	
Sector Delaware Bay, Submerged Land Act (SLA) - Absecon Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Dredge staging area: 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.	

Adams Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Adams Creek Light 16	38370	STRUCT DEST/TRLB	FD

Albemarle Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Kendrick Creek Channel Daybeacon 2	31665	STRUCT DEST/TRUB	FD
Kendrick Creek Channel Daybeacon 2	31665	STRUCT DEST/TRUB	FD

Alligator River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Alligator River Light 26	37895	STRUCT DEST/HAZ NAV/TRLB	FD
Alligator River Light 26	37895	STRUCT DEST/HAZ NAV/TRLB	FD
Alligator River Daybeacon 35	37920	STRUCT DEST/TRUB	FD
Alligator River Daybeacon 35	37920	STRUCT DEST/TRUB	FD
Alligator River Daybeacon 45	37975	STRUCT DEST/TRUB	FD
Alligator River Daybeacon 45	37975	STRUCT DEST/TRUB	FD

Alligator River Pungo River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Alligator River - Pungo River Light 55	38005	STRUCT DEST/TRLB	FD
Alligator River - Pungo River Light 55	38005	STRUCT DEST/TRLB	FD

Anacostia River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Alexandria Channel - Anacostia River/General/Bridges/Construction	Bridges	General/Bridges/Construction Bridge Name: South Capitol St 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 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.	Lat: 38° 52' 08" Lon: -077° 00' 20"
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Annapolis Harbor Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Horn Point Light HP	19745	DAYMK MISSING	FD
Horn Point Light HP	19745	DAYMK MISSING	FD
Triton Light	19780	LT EXT	FD
Triton Light	19780	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Annapolis Harbor Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Annapolis Harbor Channel Lighted Buoy 2 LLNR: 19695 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged. Additionally, relocate to approximate position:38 56 30.519N-76 25 33.997W.	Lat: 38° 56' 30" Lon: -076° 25' 29"
Chesapeake Channel - Annapolis Harbor Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Annapolis Harbor Channel Lighted Buoy 5 LLNR: 19730 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged. Additionally, remove the word "CHANNEL" from the aids name.	Lat: 38° 58' 18" Lon: -076° 27' 43"
Chesapeake Channel - Annapolis Harbor Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Annapolis Harbor Channel Lighted Buoy 6 LLNR: 19740 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged. Additionally, remove the word "CHANNEL" from the aids name.	Lat: 38° 58' 29" Lon: -076° 27' 47"
Chesapeake Channel - Annapolis Harbor Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Annapolis Harbor Channel Lighted Buoy 9 LLNR: 19760 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged. Additionally, remove the word "CHANNEL" from the aids name.	Lat: 38° 58' 42" Lon: -076° 28' 01"

APM Terminal Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
APM Terminal Channel Lighted Buoy 8	9705	OFF STATION	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
APM Terminal Channel Lighted Buoy 1	9699	RELOCATED	FD
APM Terminal Channel Lighted Buoy 4	9701	RELOCATED	FD
APM Terminal Channel Lighted Buoy 5	9702	RELOCATED	FD
APM Terminal Channel Lighted Buoy 6	9703	RELOCATED	FD
APM Terminal Channel Lighted Buoy 7	9704	RELOCATED	FD
APM Terminal Channel Junction Lighted Buoy A	9706	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Elizabeth River - Apm Terminal Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	The Clamshell Dredge 54, along with support equipment will perform dredging operations 24 hours a day / 7days / week starting October 28, 2024. The dredge area is located west of the Norfolk Harbor Reach of the Norfolk Harbor Channel (Elizabeth River) at the Virginia International Gateway (VIG) in Portsmouth, Virginia. Dredging will only be performed at the berths (VIG) and access channel. The Dredge 54 crew will coordinate directly with commercial traffic and plan accordingly to move as needed to allow traffic to transit the work area(s). All dredged material will be loaded into the split hull scows and will be towed by the tugs Larry Hebert and Smith Predator and placed in the Norfolk Ocean Disposal Area (NODA). All vessels will monitor marine VHF channels 87A and 13/16. Dredge GL 54 can be also reached at 630-881-6795. Project is expected to be completed July 16, 2025.	

Appomattox River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Appomattox River Channel Daybeacon 17	12595	STRUCT DEST/TRLB	FD
Appomattox River Channel Daybeacon 17	12595	STRUCT DEST/TRLB	FD

Aquia Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Aquia Creek Daybeacon 13	18012	DAYMK DMGD/STRUCT DMGD	PA
Aquia Creek Daybeacon 16	18012.3	DAYMK MISSING	PA
Aquia Creek Daybeacon 18A	18012.600000000002	STRUCT DEST/TRUB	PA

Assawoman Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Ocean City Inlet - Isle Of Wight Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-05 To: 2025-11-02 Location: 38.32758° N / 75.09483° W 38.3268° N / 75.09349° W 38.32626° N / 75.0942° W 38.32683° N / 75.09491° W 38.32691° N / 75.0968° W 38.32754° N / 75.09678° W 38.32758° N / 75.09483° W	

Banks Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Banks Channel Daybeacon 5	30070	STRUCT DEST/TRUB	FD
Banks Channel Daybeacon 5	30070	STRUCT DEST/TRUB	FD
New River - Cape Fear River Junction Light BC	30140	STRUCT DEST/TRLB	FD

Banks Slough Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Banks Slough Channel Buoy 2BS	30048	MISSING	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Banks Slough Channel Buoy 3BS	30048.02	DISCONTINUED	FD

Barden Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Barden Inlet Lighted Buoy 21	29235	MISSING	FD

Barnegat Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Barnegat Inlet Lighted Buoy 4	925	OFF STA	FD
Barnegat Inlet North Breakwater Light 6	942	DAYMK DMGD	FD
Barnegat Inlet Lighted Buoy 9	950	MISSING	FD
Barnegat Inlet Lighted Buoy 9	950	MISSING	FD
Barnegat Inlet Lighted Buoy 11	955	OFF STA	FD
Barnegat Inlet Lighted Buoy 11	955	OFF STA	FD
Barnegat Inlet Buoy 21	1000	OFF STA	FD
Barnegat Inlet Buoy 21	1000	OFF STA	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Submerged Land Act (SLA) - Barnegat Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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 Barnegat Inlet Lighted Buoy 11 (LLNR 995). Mariners are advised to use extreme caution when transiting Barnegat Bay Inlet as some depths at mean low water could be hazardous to navigation, especially during extreme weather events.	

Sector Delaware Bay, Submerged Land Act (SLA) - Barnegat Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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, Submerged Land Act (SLA) - Barnegat Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Dredge staging area: 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.	

Barney Slough Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Barney Slough Channel Lighted Buoy 6A	28722.3	MISSING	FD
Barney Slough Channel Buoy 12	28723	OFF STATION/MSLD SIG	FD

Bath Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bath Creek Daybeacon 3	33285	STRUCT MISSING	FD

Bay River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bay River Daybeacon 6	33420	STRUCT DEST/TRUB	FD
Bay River Daybeacon 6	33420	STRUCT DEST/TRUB	FD
Bay River Daybeacon 20	33470	STRUCT DEST/TRUB	FD
Bay River Daybeacon 20	33470	STRUCT DEST/TRUB	FD

Bay Shore Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cape May Aquaculture Zone Lighted Buoy A	1687	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware Bay Main Channel - Bay Shore Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2024-12-10 To: 2025-02-04 Location: 39.08679° N / 74.99796° W Aid Name: Deadman Shoal Lighted Buoy 1DS LLNR: 1685 Action: CHANGE Action Type Change Aid Subtype - Change from Buoy to Light. The Coast Guard is proposing to change Deadman Shoal Lighted Buoy 1DS (LLNR 1685) to Deadman Shoal Light 1DS (LLNR 1685). Aid would be relocated to approximate position 39-04-32.543N, 074-59-56.394W. 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 February 4, 2025 to be considered in the analysis. Refer to Project Number 05-24-039(D).	Lat: 39° 05' 12" Lon: -074° 59' 53"

Bear Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sparrows Point Country Club Pier Light	20700	LT EXT	PA

Beaufort Harbor Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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Beaufort Harbor Channel Warning Daybeacon B	34812	STRUCT DEST/TRUB	FD
Beaufort Harbor Channel Daybeacon 6	34826	STRUCT DEST/TRUB	FD
Beaufort Harbor Channel Daybeacon 8	34830	STRUCT DEST/TRUB	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Beaufort Harbor Channel Lighted Buoy 1	34804	WATCHING PROPERLY	FD	2024-12-10

Beaufort Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Morehead City Channel Range Rear Light	29303	REDUCED INT	FD
Beaufort Inlet Channel Lighted Buoy 14	29310	LT IMCH	FD

Bennett Creek Poquoson River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Poquoson River - Bennett Creek Poquoson River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Big Foot Slough Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Big Foot Slough Channel Light 3	29030	STRUCT DEST/TRLB	FD
Big Foot Slough Channel Light 9	29055	STRUCT DEST/TRLB	FD
Big Foot Slough Channel Light 9	29055	STRUCT DEST/TRLB	FD
Big Foot Slough Channel Light 9A	29056	STRUCT DEST/TRUB	FD
Big Foot Slough Channel Light 9A	29056	STRUCT DEST/TRUB	FD
Big Foot Slough Channel Daybeacon 12	29077	STRUCT DEST/TRUB	FD
Big Foot Slough Channel Daybeacon 12	29077	STRUCT DEST/TRUB	FD

Big Thorofare

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Big Thorofare Channel Daybeacon 10	23038	STRUCT DEST/TRUB	FD

Bivalve Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bivalve Channel Daybeacon 3	24055	STRUCT DEST/TRLB	FD
Bivalve Channel Daybeacon 3	24055	STRUCT DEST/TRLB	FD

Bogue Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bogue Inlet Lighted Buoy 1	29495	MISSING	FD
Bogue Inlet Lighted Buoy 3	29515	OFF STATION	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Bogue Inlet Buoy 6	29540	DISCONTINUED	FD
Bogue Inlet Lighted Buoy 7	29550	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Submerged Lands Act (SLA) - Bogue Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Based on ACOE Survey, shoaling of depths of 3 to 4 foot MLW has been identified between Bogue Inlet Buoy 4 (LLNR 29520) and Bogue Inlet Buoy 6 (LLNR 29540).	

Bogue Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bogue Sound Light 4	38770	STRUCT DEST/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Bogue Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	
Bogue Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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	

Bogue Sound New River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bogue Sound - New River Buoy 61A	39223	OFF STATION	FD
Bogue Sound - New River Daybeacon 76	39310	STRUCT DEST/TRUB	FD
Bogue Sound - New River Daybeacon 76	39310	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Bogue Sound - Bogue Sound New River/General/Bridges/Construction	Bridges	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.	Lat: 34° 34' 22" Lon: -077° 16' 18"
Bogue Sound - Bogue Sound New River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	

Brewerton Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Fort Mchenry Channel - Brewerton Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.18242° N / 76.44381° W 39.17905° N / 76.43287° W 39.17119° N / 76.42713° W 39.17007° N / 76.42992° W 39.18009° N / 76.4451° W 39.18242° N / 76.44381° W Cutoff Angle Section Curtin Maritime (CMC) will be conducting dredging activities commencing on or about December 01, 2024, and conclude on or about April 15, 2025. CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Maintenance dredging will occur with material will be loaded into scows and disposed by an off-loader barge at two sites (Cox Island and/or Poplar Island). Mechanical Dredge: DB Avalon: 255' x 77' x 15', Support Barge: Marmac 16 250' x 75' x 16', 4 Split Hull Scows: Crown Point, Inspiration Point, Sand Point, Stoney Point, and Support Tugs: Karen C, Alice C, Kimberly C, Paul Henry will be operating in the area. All manned equipment will monitor VHF-FM Channels 13, and 16. Project Manager, Mr. Richard Oldham can be reached at 321-474-5633. Mariners are urged to proceed with caution after passing arrangements have been made.	

Brewerton Channel Eastern Extension

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Upper Chesapeake Channel - Brewerton Channel Eastern Extension/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.17159° N / 76.4266° W 39.14189° N / 76.40428° W 39.14064° N / 76.40782° W 39.17034° N / 76.43046° W 39.17159° N / 76.4266° W Craighill Upper Range Section Curtin Maritime (CMC) will be conducting dredging activities commencing on or about December 01, 2024, and conclude on or about April 15, 2025. CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Maintenance dredging will occur with material will be loaded into scows and disposed by an off-loader barge at two sites (Cox Island and/or Poplar Island). Mechanical Dredge: DB Avalon: 255' x 77' x 15', Support Barge: Marmac 16 250' x 75' x 16', 4 Split Hull Scows: Crown Point, Inspiration Point, Sand Point, Stoney Point, and Support Tugs: Karen C, Alice C, Kimberly C, Paul Henry will be operating in the area. All manned equipment will monitor VHF-FM Channels 13, and 16. Project Manager, Mr. Richard Oldham can be reached at 321-474-5633. Mariners are urged to proceed with caution after passing arrangements have been made.	

Broad Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Broad Bay Lighted Buoy 13	10415	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Long Creek - Broad Bay/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes 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.	
Long Creek - Broad Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Rockbridge will conduct dredging operations for the Lynnhaven Inlet Federal Navigation Channel, consisting of the Entrance Channel, Mooring and Turning Basin, Side Channel, Broad Bay Channel, and the Narrows Channel. The dredge and attendant equipment will be operating between October 16, 2024 and December 16, 2024. Before approach, the Dredge can be reached via VHF Radio Channels #13 and #16. For emergency, the dredge operator can be contacted at phone number 757-635-2576.	
Long Creek - Broad Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Rockbridge will conduct dredging operations for the Lynnhaven Inlet Federal Navigation Channel, consisting of the Entrance Channel, Mooring and Turning Basin, Side Channel, Broad Bay Channel, and the Narrows Channel. The dredge and attendant equipment will be operating between October 16, 2024 and December 16, 2024. Before approach, the Dredge can be reached via VHF Radio Channels #13 and #16. For emergency, the dredge operator can be contacted at phone number 757-635-2576.	

Broad Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Rappahannock River - Broad Creek/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 16 the Coast Guard will 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.	Lat: 38° 42' 38" Lon: -076° 15' 31"
Rappahannock River - Broad Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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 4' 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.	

Bush River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bush River Light 9	27363	LT IMCH	PA
Bush River Light A	27367	LT EXT	PA

Buxton Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Buxton Harbor Daybeacon 14	32235	STRUCT DEST/TRUB	FD
Buxton Harbor Daybeacon 14	32235	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Buxton Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	The Coast Guard will convert Buxton Harbor Daybeacon 14 (LLNR 32235) to Buxton Harbor Buoy 14 (LLNR 32235) during the month of January 2025.	Lat: 35° 16' 17" Lon: -075° 33' 41"

Cambridge Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Choptank River - Cambridge Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Cambridge Channel Lighted Buoy 1 LLNR: 25030 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 34' 49" Lon: -076° 03' 45"

Cape Charles City

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cape Charles City Light 1CC	21450	STRUCT DEST/HAZ NAV/TRLB	FD

Cape Fear River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cape Fear River Entrance Channel Lighted Buoy 5	30325	SINKING	FD
Bald Head Shoal Channel Range Front Light	30330	LT EXT	FD
Bald Head Shoal Channel Range Rear Light	30335	LT EXT	FD
Southport Light 1	30455	STRUCT DEST/HAZ NAV/TRLB	FD
Federal Point Range Rear Light	30492	LT EXT	FD
Lower Midnight Channel North Range Front Light	30640	STRUCT DEST/REDUCED INT/TRLT	FD
Lower Midnight Channel North Range Front Light	30640	STRUCT DEST/REDUCED INT/TRLT	FD
Lower Midnight Channel North Range Rear Light	30645	LT EXT	FD
Big Island Upper North Range Front Light	30796	LT EXT	FD
Cape Fear River Turning Basin Light B	30950	STRUCT DEST/TRLB	FD
Cape Fear River Turning Basin Light B	30950	STRUCT DEST/TRLB	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Lower Midnight Channel North Range Rear Light	30645	RELIGHTED	FD	2024-11-29

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	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.	
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging, Dredge Staging Area, Marinex Construction, Inc. will commence mobilization operations with the Dredge "Savannah" and equipment the week of November 16th, 2024, for the Village of Baldhead Island Beach Renourishment Project. Equipment and the dredge will be staged to the west side of Battery Island in the Cape Fear River. The crew will work to submerge roughly 9500' of steel line from the Jay Bird shoals crossing the Federal Channel to Baldhead Island in the vicinity of Cape Fear River Entrance Lighted Buoy 13 (LLNR 30373). The submerged line will rest on the river bottom below 44' of elevation in the Channel. The job consists of dredging beach quality sand from Jay Bird Shoals expansion area at the mouth of the Cape Fear River and placing it in South Beach of Baldhead Island. During the week of November 25th, 2024 the Dredge Savannah should commence work and will be operating a 24 hour per day, 7 days per week basis through March 31, 2025.	
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging, Dredge Submerged Pipeline, Marinex Construction, Inc. will commence mobilization operations with the Dredge "Savannah" and equipment the week of November 16th, 2024, for the Village of Baldhead Island Beach Renourishment Project. Equipment and the dredge will be staged to the west side of Battery Island in the Cape Fear River. The crew will work to submerge roughly 9500' of steel line from the Jay Bird shoals crossing the Federal Channel to Baldhead Island in the vicinity of Cape Fear River Entrance Lighted Buoy 13 (LLNR 30373). The submerged line will rest on the river bottom below 44' of elevation in the Channel. The job consists of dredging beach quality sand from Jay Bird Shoals expansion area at the mouth of the Cape Fear River and placing it in South Beach of Baldhead Island. During the week of November 25th, 2024 the Dredge Savannah should commence work and will be operating a 24 hour per day, 7 days per week basis through March 31, 2025.	

Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 33.87488° N / 78.03622° W 33.86811° N / 78.02849° W 33.86348° N / 78.03557° W 33.87034° N / 78.04351° W 33.87488° N / 78.03622° W Dredge Borrow Area, Marinex Construction, Inc. will commence mobilization operations with the Dredge "Savannah" and equipment the week of November 16th, 2024, for the Village of Baldhead Island Beach Renourishment Project. Equipment and the dredge will be staged to the west side of Battery Island in the Cape Fear River. The crew will work to submerge roughly 9500' of steel line from the Jay Bird shoals crossing the Federal Channel to Baldhead Island in the vicinity of Cape Fear River Entrance Lighted Buoy 13 (LLNR 30373). The submerged line will rest on the river bottom below 44' of elevation in the Channel. The job consists of dredging beach quality sand from Jay Bird Shoals expansion area at the mouth of the Cape Fear River and placing it in South Beach of Baldhead Island. During the week of November 25th, 2024 the Dredge Savannah should commence work and will be operating a 24 hour per day, 7 days per week basis through March 31, 2025.	
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/ATON/Proposed Notice of Change	Proposed Notice of Change	The Coast Guard is proposing changing Cape Fear River Entrance Lighted Whistle Buoy CF (LLNR 860) to Cape Fear River Entrance Lighted Buoy CF (LLNR 860). 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. 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 January 7, 2025 to be considered in the analysis. Refer to Project Number 05-25-0007(D).	Lat: 33° 46' 17" Lon: -078° 03' 02"
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/ATON/Proposed Notice of Change	Proposed Notice of Change	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: 34-01-31.068N, 077-56-19.298W. Buoy would be located 110ft 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).	Lat: 34° 01' 31" Lon: -077° 56' 19"

Cape Fear River Little River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cape Fear River - Little River Daybeacon 5	40055	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Daybeacon 5	40055	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 7	40060	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 7	40060	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Daybeacon 8	40065	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 8	40065	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 28	40110	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 28	40110	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Light 29	40115	STRUCT DMGD/TRLB	FD
Cape Fear River - Little River Daybeacon 36	40130	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 36	40130	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 39	40195	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 39	40195	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 46	40220	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 46	40220	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Light 51	40250	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Daybeacon 57	40270	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 57	40270	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 63	40285	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 71	40305	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 71	40305	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 73	40315	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 73	40315	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Light 77	40325	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 77	40325	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 78	40330	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 78	40330	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Daybeacon 80	40335	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 80	40335	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Light 83	40350	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 83	40350	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 85	40360	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 85	40360	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 93	40385	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 93	40385	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Daybeacon 97	40395	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 97	40395	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 99	40405	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 99	40405	STRUCT DEST/TRUB	FD

Cape Fear River - Little River Light 101	40410	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 101	40410	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Daybeacon 109	40430	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 109	40430	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Light 111	40435	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Daybeacon 113	40440	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 113	40440	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 115	40445	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 115	40445	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Light 117	40455	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 117	40455	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 119	40460	STRUCT DEST/TRLB	FD
Cape Fear River - Little River Light 119	40460	STRUCT DEST/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Fear River - Cape Fear River Little River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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. Lockwoods 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.	
Cape Fear River - Cape Fear River Little River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	
Cape Fear River - Cape Fear River Little River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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).	
Cape Fear River - Cape Fear River Little River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Shoaling has been reported between Cape Rear River - Little River Lighted Daybeacon 36 (LLNR 40130) and Cape Rear River - Little River Daybeacon 39 (LLNR 40195) in the vicinity of Lockwoods Folly River. Depths of 2-4ft MLLW have been reported.	

Carolina Beach Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Carolina Beach Inlet Buoy 4	30280	OFF STA/MSLD SIG	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Hatteras To Little River Inlet - Carolina Beach Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	

Chesapeake Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Horseshoe West Channel Daybeacon 2	12830	DBD DMGD	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Chesapeake Bay/General/Miscellaneous	Miscellaneous	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.	

Chesapeake Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bay Bridge Marina Light 1	7840	LT IMCH	PA
Bay Bridge Marina Light 2	7845	DAYMK DMGD	PA
Bay Bridge Marina Light 3	7850	LT IMCH	PA
Bay Bridge Marina Light 4	7855	LT EXT	PA
Bay Bridge Marina Light 6	7865	LT IMCH	PA
Queen Ann County Obstruction Buoy A	7980	MISSING	PA
Salt Ponds Light 6	12870	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: USN Aerial Gunnery Area Lighted Buoy C LLNR: 7580 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 13' 11" Lon: -076° 18' 16"
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: USN Aerial Gunnery Area Lighted Buoy D LLNR: 7585 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 12' 51" Lon: -076° 19' 51"
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: USN Aerial Gunnery Area Lighted Buoy C LLNR: 7580 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 13' 11" Lon: -076° 18' 16"
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: USN Aerial Gunnery Area Lighted Buoy D LLNR: 7585 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 12' 51" Lon: -076° 19' 51"
Cape May To Cape Hatteras - Chesapeake Channel/General/Bridges/Inspection	Bridges	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.	Lat: 38° 59' 31" Lon: -076° 22' 38"
Cape May To Cape Hatteras - Chesapeake Channel/General/Bridges/Inspection	Bridges	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.	Lat: 38° 59' 30" Lon: -076° 22' 11"
Cape May To Cape Hatteras - Chesapeake Channel/General/Bridges/Maintenance	Bridges	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)	Lat: 38° 59' 31" Lon: -076° 22' 38"
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Bridges/Construction	Bridges	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@hrctpv.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 .	Lat: 36° 58' 33" Lon: -076° 18' 03"

Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Bridges/Construction	Bridges	<p>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@hrcpv.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.</p>	<p>Lat: 36° 58' 35" Lon: -076° 18' 00"</p>
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Bridges/Inspection	Bridges	<p>Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing a bridge inspection on the main navigational span of the highway fixed bridge – US 50/US 301 (William P. Lane Memorial) West Bound Bridge across Chesapeake Bay, mile 138.1, near Annapolis, MD. The inspection will be conducted from 9 a.m. to 3 p.m.; Monday-Thursday; from November 4, 2024, through November 7, 2024, from November 18, 2024, through November 21, 2024, and from December 2, 2024, through December 5, 2024, with alternative work dates from December 16, 2024, through December 19, 2024. Multiple under-bridge inspection vehicles (snooper) will be located in and around the vicinity of the bridge. During the work hours, the under-bridge inspection vehicles (snooper) will be located underneath the bridge, within the main navigation channel of the bridge which will reduce the vertical clearance of the main navigational channel of the bridge to approximately 177 feet above mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Vessels that are unable to safely transit through the bridge during periods with a reduced vertical clearance may transit through the bridge, if at least a 20-minute prior notice is given to the project foreman. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (717) 443-5961 or (717) 395-1399. Mariners should use extreme caution navigating through the area.</p>	<p>Lat: 38° 59' 30" Lon: -076° 22' 11"</p>
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Bridges/Inspection	Bridges	<p>Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing a bridge inspection of the main navigational span of the highway fixed bridge – US 50/US 301 (William P. Lane Memorial) East Bound Bridge across Chesapeake Bay, mile 138.0, near Annapolis, MD. The inspection will be conducted from 8 a.m. to 3 p.m.; Monday-Friday; from November 11, 2024, through November 15, 2024, from November 25, 2024, through November 27, 2024, and from December 9, 2024, through December 20, 2024, with alternative work dates from January 6, 2025, through January 17, 2025. A work platform and safety vessel will be located in and around the vicinity of the bridge. During the work hours, the work platform will be located underneath the bridge, within the main navigation channel of the bridge which will reduce the vertical clearance of the main navigational channel of the bridge to approximately 177 feet above mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Vessels that are unable to safely transit through the bridge during periods with a reduced vertical clearance may transit through the bridge, if at least a 30-minute prior notice is given to the project foreman. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (717) 554-2073 or (443) 742-5006. Mariners should use extreme caution navigating through the area.</p>	<p>Lat: 38° 59' 31" Lon: -076° 22' 38"</p>
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Bridges/Inspection	Bridges	<p>Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing a bridge inspection on the Eastern Channel navigational span of the highway fixed bridge – US 50/US 301 (William P. Lane Memorial) West Bound Bridge across Chesapeake Bay, mile 138.1, near Annapolis, MD. The inspection will be conducted from 9 a.m. to 2:30 p.m.; Monday-Friday; from November 18, 2024, through November 22, 2024, and from December 2, 2024, through December 6, 2024, with alternative work dates from December 9, 2024, through December 19, 2024, and on December 23, 2024. An under-bridge inspection vehicle (snooper) will be located in and around the vicinity of the bridge. During the work hours, the under-bridge inspection vehicle (snooper) will be located underneath the bridge, within the Eastern Channel navigation span of the bridge which will reduce the vertical clearance of the Eastern Channel navigational channel of the bridge to approximately 55 feet above mean high water. Vessels that can safely transit through the bridge during periods with a reduced vertical clearance may do so at any time. Vessels that are unable to safely transit through the bridge during periods with a reduced vertical clearance may transit through the bridge, if at least a 20-minute prior notice is given to the project foreman. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vehicles may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (856) 220-1659. Mariners should use extreme caution navigating through the area.</p>	<p>Lat: 38° 59' 30" Lon: -076° 22' 11"</p>

Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Bridges/Maintenance	Bridges	Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing a bridge inspection on the Eastern Channel span of the highway fixed bridge – US 50/US 301 (William P. Lane Memorial) Eastbound Bridge across Chesapeake Bay, mile 138.0, near Annapolis, MD. The maintenance will be conducted from 8 a.m. to 3 p.m.; Monday-Friday; from December 2, 2024, through December 20, 2024, and from January 6, 2025, through February 7, 2025. A work platform, a work barge, and a work boat will be located in and around the vicinity of the bridge. During the work hours, the work platform will be located underneath, and the work barge will be located alongside the fenders of the Eastern Channel navigational of the bridge, which will reduce the vertical clearance of the Eastern Channel navigational span of the bridge to approximately 58 feet and will reduce the horizontal clearance to approximately 660 feet. Vessels that can safely transit through the bridge during periods with a reduced vertical and horizontal clearances may do so at any time. Vessels that cannot safely transit through the bridge during periods with reduced vertical and horizontal clearances may safely transit through the bridge, if at least a fifteen-minute prior notice is given to the project foreman. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13 and 16. The project foreman can be reached at (201) 916-2151 or (410) 370-8653. Mariners should use extreme caution navigating through the area.	Lat: 38° 59' 31" Lon: -076° 22' 38"
Cape May To Cape Hatteras - Chesapeake Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2024-09-09 To: 2025-03-08 Location: 36.96868° N / 76.11449° W 36.96809° N / 76.11013° W 36.96204° N / 76.11202° W 36.96304° N / 76.11689° W 36.96868° N / 76.11449° W 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.	
Cape May To Cape Hatteras - Chesapeake Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2024-09-09 To: 2025-03-08 Location: 36.96868° N / 76.11449° W 36.96809° N / 76.11013° W 36.96204° N / 76.11202° W 36.96304° N / 76.11689° W 36.96868° N / 76.11449° W 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.	
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks Location: 37.63433° N / 76.21067° W A 25ft blue center consol with outboards sank in 34ft of water. All mariners are requested to use caution in the area.	Lat: 37° 38' 04" Lon: -076° 12' 38"
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-05 To: 2025-06-26 Location: 38.46786° N / 76.46793° W 38.46684° N / 76.46679° W 38.46487° N / 76.46911° W 38.46592° N / 76.4704° W 38.46786° N / 76.46793° W	
Cape May To Cape Hatteras - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-15 To: 2025-10-14 Location: 37.39454° N / 75.99135° W 37.39343° N / 75.98867° W 37.38823° N / 75.9928° W 37.38955° W 37.39454° N / 75.99549° W 37.39454° N / 75.99135° W	
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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). From: 2024-08-19 To: 2025-11-12 Location: 37.10929° N / 76.27912° W 37.10917° N / 76.27617° W 37.10681° N / 76.27059° W 37.10581° N / 76.27156° W 37.10769° N / 76.27633° W 37.10833° N / 76.2792° W 37.10929° N / 76.27912° W	
Cape May To Cape Hatteras - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). From: 2024-08-19 To: 2025-02-15 Location: 37.34894° N / 76.26677° W 37.348° N / 76.26618° W 37.3478° N / 76.26671° W 37.34875° N / 76.26722° W 37.34894° N / 76.26677° W	
Cape May To Cape Hatteras - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-10 To: 2025-12-31 Location: 37.39818° N / 75.98102° W 37.39739° N / 75.98043° W 37.39458° N / 75.98874° W 37.39355° N / 75.99011° W 37.39213° N / 75.99042° W 37.38809° N / 75.99231° W 37.38948° N / 75.9942° W 37.39527° N / 75.99035° W 37.39818° N / 75.98102° W 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	
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards Mariners are advised that Seacoast Construction will be establishing a barge mooring area approximately 1.2 nautical miles West of Barren Island in the Chesapeake Bay (Approximate 38°19'30"N 76°16'40"W) from 12/16/2024 to 06/01/2027 . There will be large stone barges moored at and towed to and from the mooring area to the shipping channel and there will be multiple stone scows towed to and from the mooring area to Barren Island. There will be multiple vessels in the area. The mooring area will be outside but near the shipping channel. All mariners are advised to reduce speed to minimum for making way while in the vicinity of construction operations. All marine equipment operators will be monitoring VHF-FM Channel 65 and Channels 16 and 13. Work vessels will monitor Channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.	
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	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 December 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.	
Cape May To Cape Hatteras - Chesapeake Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes 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. From: 2024-08-14 To: 2025-01-01 Location: 38.99342° N / 76.40282° W 38.99083° N / 76.39697° W 38.98504° N / 76.40196° W 38.98796° N / 76.40797° W 38.99342° N / 76.40282° W	

Cape May To Cape Hatteras - Chesapeake Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	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, 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.	
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-12-17 To: 2025-01-12 Location: 37.29066° N / 76.12556° W 37.28588° N / 76.10582° W 37.16901° N / 76.13929° W 37.05471° N / 76.0732° W 37.04238° N / 76.09209° W 37.17038° N / 76.1659° W 37.29066° N / 76.12556° W Starting approximately 17 December 2024 and continuing until approximately 12 January 2025, Weeks Marine Inc. Hopper Dredge "Magdalen" will be operating in Chesapeake Channel between Chesapeake Channel Lighted Buoy 38 (LLNR 7230, Lat 37°17'30.75"N, Long 76° 6'43.52"W) and Chesapeake Channel Lighted Buoy 14 (LLNR 7110, Lat 37° 2'31.03"N, Long 76° 4'2.89"W).	
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	Chesapeake Channel-Windmill Point: The Coast Guard is proposing replacing the existing legacy incandescence red and white sector light with self-contained white LED optic. The new LED will retain the flash 6 second white characteristic, have a reduce the nominal range from 8.6 nm to 7.3nm and remove the red sector from the lights characteristic. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. All comments will be carefully considered and are requested prior to December 9, 2024 to be considered in the analysis. Refer to project number 05-25-004(D) Send comments to CGDSWaterways@uscg.mil, or mail to: U.S. Coast Guard Fifth District Waterways Management (dpw) 431 Crawford Street, Room 100 Portsmouth, VA 23704 Attn: Albert Grimes Portsmouth, VA 23704	Lat: 37° 35' 49" Lon: -076° 14' 10"

Chester River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Upper Chesapeake Channel - Chester River/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Lighted Buoy 6 in the Chester River. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristics and nominal ranges will remain unchanged.	Lat: 39° 00' 25" Lon: -076° 15' 05"
Upper Chesapeake Channel - Chester River/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Lighted Buoy 9 in the Chester River. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristics and nominal ranges will remain unchanged.	Lat: 38° 59' 35" Lon: -076° 12' 45"
Upper Chesapeake Channel - Chester River/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Lighted Buoy 12 in the Chester River. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristics and nominal ranges will remain unchanged.	Lat: 39° 00' 55" Lon: -076° 10' 55"

Chickahominy River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Chickahominy River Dam Light A	12195	LT EXT	PA
Chickahominy River Dam Light B	12195.1	LT EXT	PA

Chincoteague Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Virginia, Submerged Land Act (SLA) - Chincoteague Channel/General/Safety Zones/Space Launches & Recovery	Safety Zones	General/Safety Zones/Space Launches & Recovery From: 2024-12-03 To: 2024-12-20 Location: 38.0889° N / 75.0874° W 38.0792° N / 74.9676° W 37.9333° N / 74.6738° W 37.2625° N / 73.6188° W 37.0977° N / 73.7422° W 37.0977° N / 74.5921° W 37.5686° N / 75.3821° W 37.6692° N / 75.4485° W 37.7637° N / 75.4776° W 37.827° N / 75.5069° W 37.8375° N / 75.506° W 37.8376° N / 75.5059° W 37.8593° N / 75.4872° W 37.9069° N / 75.3757° W 37.9323° N / 75.3336° W 38.022° N / 75.1862° W 38.0889° N / 75.0874° W The Launch Director, National Aeronautics and Space Administration - Wallops Flight Facility, Wallops Island, Virginia, has advised that the area in the Atlantic Ocean within the existing Danger Zone off Wallops Island and Chincoteague Inlet (depicted as 334.130) as shown on National Ocean Service Chart, will be hazardous to navigation because of a rocket launch during the periods and times. The test windows are: Primary: December 13, 2024, 0745PM to December 14, 2024 1200AM. Alternate: December 14, 2024, 0745PM to December 15, 2024 1200AM. Alternate: December 15, 2024, 0745PM to December 16, 2024 1200AM. Alternate: December 16, 2024, 0745PM to December 17, 2024 1200AM. Alternate: December 17, 2024, 0745PM to December 18, 2024 1200AM. Alternate: December 18, 2024, 0745PM to December 19, 2024 1200AM. Alternate: December 19, 2024, 0745PM to December 20, 2024 1200AM. Public ship avoidance area are in effect and bound by: 27.14 nautical miles hazard area approximately 25.1 nautical miles east of Pad RLLC2 at center point position 37-41.11N /74-59.64W. 26.78 nautical miles hazard area approximately 70.4 nautical miles east of Pad RLLC2 at center point position 37-25.68N /74-5.85W. 110.47 nautical miles hazard area approximately 324.6 nautical miles east of Pad RLLC2 at center point position 36-13.23N /69-1.4W. 155.9 nautical miles hazard area approximately 665 nautical miles east of Pad RLLC2 at center point position 34-16.06N /62-30.15W. During the launch window, contact Wallops Plot via Marine Band (VHF) 12 and 22, or land line 757-824-1685. Outside the launch window, contact Surveillance Coordinator (SC) Jordan West 757-824-2949 or Launch Director John Dickerson 757-894-2094.	

Chowan River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Chowan River Light 16	31835	STRUCT DEST/HAZ NAV/TRLB	FD

Christina River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware River Main Channel - Christina River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-12-23 To: 2025-03-01 Location: 39.7268° N / 75.53099° W 39.72284° N / 75.5291° W 39.71697° N / 75.50998° W 39.71506° N / 75.51101° W 39.7211° N / 75.53048° W 39.7246° N / 75.53402° W 39.7268° N / 75.53099° W Cottrell Contracting Corporation using Dredge Rockbridge will be conducting dredging operations in the Christina River, Delaware at the Port of Wilmington Marine Terminal starting at Red Entrance Lighted Buoy 2 and working towards the Christina River Bridge. Operations will begin December 23, 2024 working until March 1, 2025. All mariners are requested to stay clear of the dredge, pipelines, barge, derricks and operating wires about the dredge. All operators should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge moves. Submerged lines should be avoided. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. The dredge Rockbridge monitors VHF channels 13 and 16. 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, hooter, buoys, cables, pipeline, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Dredging operations will be 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 slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing.	

Clam Creek

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Clam Creek Junction Lighted Buoy CC	1240	WATCHING PROPERLY	FD	2024-12-10

Core Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Harkers Island Straits Daybeacon 11	29378	STRUCT DEST/TRUB	FD
Harkers Island Staits Light 15	29384	DBD DEST	FD
Core Sound South Light SS	34630	STRUCT MISSING	FD

Crab Alley Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Eastern Bay - Crab Alley Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Crab Alley Little Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Crab Alley Bay - Crab Alley Little Creek/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Crab Alley - Little Creek Buoy 4 LLNR: 26320 Action: DISCONTINUE Buoy 4 will be removed on or about December 1, 2024, as scheduled, but not replaced April 1.	Lat: 38° 56' 10" Lon: -076° 17' 06"
Crab Alley Bay - Crab Alley Little Creek/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Crab Alley - Little Creek Daybeacon 6 LLNR: 26325 Action: CHANGE Action Type Change Aid Subtype Daybeacon 6 will be changed to Warning Daybeacon A with NW dayboards worded "Danger Shoal" until removed.	Lat: 38° 56' 14" Lon: -076° 17' 01"
Crab Alley Bay - Crab Alley Little Creek/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Crab Alley - Little Creek Daybeacon 8 LLNR: 26330 Action: CHANGE Action Type Change Aid Subtype Daybeacon 8 will be changed to Warning Daybeacon B with NW dayboards worded "Danger Shoal" until removed.	Lat: 38° 56' 16" Lon: -076° 16' 57"

Croatan Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Manns Harbor Canal Light 1	31920	STRUCT DEST	FD

Currituck Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Currituck Sound Research Platform C	31241.2	LT EXT/STRUCT DMGD	FD
Currituck Sound Research Platform C	31241.2	LT EXT/STRUCT DMGD	FD

Curtis Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Thomas Cove Mooring Buoy A	20882	BUOY DMGD	PA
Thomas Cove Mooring Buoy B	20883	BUOY DMGD	PA
Hess Lighted Mooring Buoy	20930	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Fort Mchenry Channel - Curtis Bay/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-09-09 To: 2025-06-30 Location: 39.20081° N / 76.57445° W 39.19847° N / 76.57272° W 39.19827° N / 76.57221° W 39.1973° N / 76.57284° W 39.20057° N / 76.57501° W 39.20081° N / 76.57445° W 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.	
Fort Mchenry Channel - Curtis Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.20683° N / 76.58042° W 39.20294° N / 76.57647° W 39.19987° N / 76.57452° W 39.19596° N / 76.57384° W 39.1954° N / 76.57323° W 39.19548° N / 76.57044° W 39.19573° N / 76.56969° W 39.19947° N / 76.56749° W 39.19966° N / 76.56566° W 39.19935° N / 76.56556° W 39.19916° N / 76.56695° W 39.19475° N / 76.56955° W 39.19471° N / 76.5736° W 39.19571° N / 76.57468° W 39.19787° N / 76.57505° W 39.20336° N / 76.57843° W 39.20652° N / 76.58119° W 39.20683° N / 76.58042° W Curtis Creek Channel Section Fort Mchenry Channel Section Curtin Maritime (CMC) will be conducting dredging activities commencing on or about December 01, 2024, and conclude on or about April 15, 2025. CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Maintenance dredging will occur with material will be loaded into scows and disposed by an off-loader barge at two sites (Cox Island and/or Poplar Island). Mechanical Dredge: DB Avalon: 255' x 77' x 15', Support Barge: Marmac 16 250' x 75' x 16', 4 Split Hull Scows: Crown Point, Inspiration Point, Sand Point, Stoney Point, and Support Tugs: Karen C, Alice C, Kimberly C, Paul Henry will be operating in the area. All manned equipment will monitor VHF-FM Channels 13, and 16. Project Manager, Mr. Richard Oldham can be reached at 321-474-5633. Mariners are urged to proceed with caution after passing arrangements have been made.	
Fort Mchenry Channel - Curtis Bay/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-01-01 To: 2025-03-31 Location: 39.22712° N / 76.58103° W 39.22454° N / 76.57797° W 39.22369° N / 76.57601° W 39.22116° N / 76.57569° W 39.22124° N / 76.57971° W 39.22664° N / 76.58178° W 39.22712° N / 76.58103° W Kokosing Industrial begin mechanical dredging operations on behalf of CSX Transportation. Dredging will commence on or about January 1, 2024 at CSX Transportation's piers and bulkheads located in Curtis Bay. Loaded scows will be towed from the work area to an unloader barge located at Masonville DMCF. A 16"-18" submerged HDPE pipeline will be placed on the river bottom from the unloading barge into the placement facility. The Dredge KOKO V will perform the dredging with the assistance of 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 March 31, 2024.	

Deep Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Pocomoke Sound - Deep Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-10 To: 2025-12-31 Location: 37.79645° N / 75.74917° W 37.79564° N / 75.74816° W 37.78242° N / 75.74993° W 37.7819° N / 75.74988° W 37.77694° N / 75.74799° W 37.77176° N / 75.75027° W 37.77162° N / 75.75023° W 37.7716° N / 75.7506° W 37.77701° N / 75.74833° W 37.78212° N / 75.75023° W 37.78965° N / 75.74916° W 37.79505° N / 75.7485° W 37.79593° N / 75.74886° W 37.79633° N / 75.74935° W 37.79645° N / 75.74917° W 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	

Delaware Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Delaware Bay Entrance Junction Lighted Buoy DF	1483	LT EXT	FD

Delaware Bay Main Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Brown Shoal Light	1535	LT EXT/RAC INOP	FD
Brown Shoal Light	1535	LT EXT/RAC INOP	FD
Elbow of Cross Ledge Light	1600	LT EXT/SS INOP	FD
Elbow of Cross Ledge Light	1600	LT EXT/SS INOP	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware Bay - Delaware Bay Main Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Delaware River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Delaware River Light 2 (2)	2490	LT IMCH	FD
Reedy Island Range Front Light	2580	LT EXT	FD
Reedy Island Range Front Light	2580	LT EXT	FD
Reedy Island Range Rear Light	2585	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Artificial Island Terminal Lighted Buoy 2	2523	MISSING	PA
Artificial Island Terminal Lighted Buoy 3	2523.2000000000003	MISSING	PA
Artificial Island Terminal Lighted Buoy 6	2523.6	MISSING	PA
Artificial Island Terminal Lighted Buoy 6	2523.6	MISSING	PA
Artificial Island Terminal Lighted Buoy 7	2523.8	MISSING	PA
South Jersey Dock Light A	3570	LT EXT	PA
South Jersey Light B	3575	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Liston Range - Delaware River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change 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. From: 2024-08-14 To: 2025-01-01 Location: 39.97786° N / 75.07054° W Aid Name: Fisher Point Range Front Light LLNR: 3625 Action: RELOCATE	Lat: 39° 58' 40" Lon: -075° 04' 14"
Liston Range - Delaware River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change 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. From: 2024-08-14 To: 2025-01-01 Location: 39.97806° N / 75.06902° W Aid Name: Fisher Point Range Rear Light LLNR: 3630 Action: RELOCATE	Lat: 39° 58' 41" Lon: -075° 04' 08"
Eagle Point - Delaware River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Fisher Point Range Front Light LLNR: 3625 Action: CHANGE During the months of December 2024 and January 2025 the Coast Guard will change Fisher Point Ranges. Front light (LLNR 3625) will be relocated to approximate position: 39-58-39.964N, 075-04-16.352W. The day signal (dayboard) will be removed, and aid will be lighted 24 hours a day with a quick green (Q G) light. Rear light (LLNR 3630) will be relocated to approximate position: 39-58-40.690N, 075-04-10.649W. The day signal (dayboard) will be removed, and aid will be lighted 24 hours a day with a green Occulting 4 second (Oc G 4s) light.	Lat: 39° 58' 40" Lon: -075° 04' 14"
Eagle Point - Delaware River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Fisher Point Range Rear Light LLNR: 3630 Action: CHANGE Action Type Change Light Characteristic During the months of December 2024 and January 2025 the Coast Guard will change Fisher Point Ranges. Front light (LLNR 3625) will be relocated to approximate position: 39-58-39.964N, 075-04-16.352W. The day signal (dayboard) will be removed, and aid will be lighted 24 hours a day with a quick green (Q G) light. Rear light (LLNR 3630) will be relocated to approximate position: 39-58-40.690N, 075-04-10.649W. The day signal (dayboard) will be removed, and aid will be lighted 24 hours a day with a green Occulting 4 second (Oc G 4s) light.	Lat: 39° 58' 41" Lon: -075° 04' 08"
Eagle Point - Delaware River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Reedy Island Range Front Light LLNR: 2580 Action: CHANGE Action Type Change Light Characteristic and Relocate During the months of January 2025 and February 2025 the Coast Guard will change Liston Range and Reedy Island Range Lights. Liston Range Front Light (LLNR 2445) and Reedy Island Front Light (LLNR 2580) will be relocated to approximate position: 39-27-50.369N, 075-34-12.298W and share the same structure. Both Front Lights will change to FL W 2.5s. Liston Range Rear Light (LLNR 2450) will be relocated to approximate position: 39-28-34.353N, 075-35-03.631W and change to Iso W 6s. Reedy Range Rear Light (LLNR 2585) will be relocated to approximate position: 39-26-44.833N, 075-34-35.221W and change to Iso W 6s.	Lat: 39° 26' 45" Lon: -075° 34' 35"
Eagle Point - Delaware River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Reedy Island Range Rear Light LLNR: 2585 Action: CHANGE Action Type Change Light Characteristic and Relocate During the months of January 2025 and February 2025 the Coast Guard will change Liston Range and Reedy Island Range Lights. Liston Range Front Light (LLNR 2445) and Reedy Island Front Light (LLNR 2580) will be relocated to approximate position: 39-27-50.369N, 075-34-12.298W and share the same structure. Both Front Lights will change to FL W 2.5s. Liston Range Rear Light (LLNR 2450) will be relocated to approximate position: 39-28-34.353N, 075-35-03.631W and change to Iso W 6s. Reedy Range Rear Light (LLNR 2585) will be relocated to approximate position: 39-26-44.833N, 075-34-35.221W and change to Iso W 6s.	Lat: 39° 24' 24" Lon: -075° 35' 25"

Liston Range - Delaware River/General/Bridges/Maintenance	Bridges	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)	Lat: 39° 57' 11" Lon: -075° 08' 04"
Eagle Point - Delaware River/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance Bridge Name: United States 130 Bridge Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance on the US 130 (Crown Point Road) Bridge across Oldmans Creek, mile 3.1, at Nortonville, NJ. The maintenance will be conducted from 6 a.m. to 5 p.m.; Monday-Saturday; from November 18, 2024, through January 17, 2025. Work scaffolding will be located on and around the vicinity of the bridge. During the duration of the maintenance period, the work scaffolding will be located underneath and in the navigational channel of the bridge which will reduce the vertical clearance of the bridge to approximately 1 foot. The project foreman can be reached at (856) 498-8107 or (856) 398-0996. Mariners should use extreme caution navigating through the area.	Lat: 39° 47' 06" Lon: -075° 24' 24"
Eagle Point - Delaware River/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Samples Location: 39.90473° N / 75.12961° W Mariners are advised that an engineering firm, on behalf of the Delaware River Port Authority, will be performing soil borings around the bridge piers on the I-76 (Walt Whitman) Bridge, at mile 96.8, across Delaware River, in Philadelphia, PA. The project will begin on or about December 9, 2024, and continue until January 31, 2025. The project work hours are Monday-Friday; from 6:30 a.m. to 5:30 p.m. During the work period, the vessel Northstar Vision, the vessel conducting the soil borings, will be alongside the bridge piers 24 hours a day, 7 days a week. The Northstar Vision will be located outside of the navigational channel at 2 of the 3 bridge piers. Coast Guard Sector Delaware Bay will release a Broadcast Notice to Mariners to notify mariners when the barge will be in the navigational channel. The Northstar Vision may be reached on VHF-FM channels 13 and 16. Mariners are advised to exercise extreme caution when transiting the area.	Lat: 39° 54' 17" Lon: -075° 07' 47"
Eagle Point - Delaware River/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Samples Location: 39.95197° N / 75.13589° W Mariners are advised that an engineering firm, on behalf of the Delaware River Port Authority, will be performing soil borings around the bridge piers on the I-676 (Benjamin Franklin) Bridge, at mile 100.2, across the Delaware River, in Philadelphia, PA. The project will begin on or about December 9, 2024, and continue until January 31, 2025. The project work hours are Monday-Friday; from 6:30 a.m. to 5:30 p.m. During the work period, the vessel Northstar Vision, the vessel conducting the soil borings, will be alongside the bridge piers 24 hours a day, 7 days a week. The Northstar Vision will be located outside of the navigational channel at 2 of the 3 bridge piers. During the soil boring around Pennsylvania side bridge pier, of the Benjamin Franklin Bridge, the Northstar Vision will extend approximately 30 feet into the navigational channel on the green side of the channel. Coast Guard Sector Delaware Bay will release a Broadcast Notice to Mariners to notify mariners when the barge will be in the navigational channel. The Northstar Vision may be reached on VHF-FM channels 13 and 16. Mariners are advised to exercise extreme caution when transiting the area.	Lat: 39° 57' 07" Lon: -075° 08' 09"

Delaware River Main Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
New Castle Range Rear Light	2735	LT EXT	FD
New Castle Range Rear Light	2735	LT EXT	FD
Delaware River Lighted Buoy 40	3120	LT EXT	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Billingsport Range Rear Light	3325	RELIGHTED	FD	2024-12-11

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Dupont Chambers Diffuser Warning Lighted Buoy A	2973	MISSING	PA
Dupont-Edgemoor Warning Buoy D	3090.1	MISSING	PA
Chester Transmission East Lights (4)	3225	LT EXT/SS INOP	PA
Thompson Point Intake Light	3305	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware River - Delaware River Main Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: New Castle Range Front Light LLNR: 2730 Action: CHANGE Action Type Change Light Characteristic During the months of January 2025 and February 2025 the Coast Guard will change New Castle Range Lights. Front light (LLNR 2730) will be relocated to approximate position: 39-37-38.851N, 075-35-10.052W. Rear light (LLNR 2735) will be relocated to approximate position: 39-38-14.846N, 075-35-32.476W.	Lat: 39° 38' 33" Lon: -075° 35' 44"

Delaware River - Delaware River Main Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: New Castle Range Rear Light LLNR: 2735 Action: CHANGE Action Type Change Light Characteristic During the months of January 2025 and February 2025 the Coast Guard will change New Castle Range Lights. Front light (LLNR 2730) will be relocated to approximate position: 39-37-38.851N, 075-35-10.052W. Rear light (LLNR 2735) will be relocated to approximate position: 39-38-14.846N, 075-35-32.476W.	Lat: 39° 38' 53" Lon: -075° 35' 56"
Delaware River - Delaware River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/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 Tincum 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 . From: 2024-08-14 To: 2027-07-12 Location: 39.876448° N / 75.304584° W Bridge Name: SR 420 (NB) Bridge	Lat: 39° 52' 35" Lon: -075° 18' 17"
Delaware River - Delaware River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2024-09-09 To: 2025-08-31 Location: 39.68899° N / 75.51807° W Bridge Name: 295 Highway Southbound Bridge 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.	Lat: 39° 41' 20" Lon: -075° 31' 05"
Delaware River - Delaware River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2024-09-09 To: 2025-08-31 Location: 39.68899° N / 75.51807° W Bridge Name: 295 Highway Southbound Bridge 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.	Lat: 39° 41' 19" Lon: -075° 31' 05"
Delaware River - Delaware River Main Channel/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance Bridge Name: Commodore Barry Highway Bridge 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 November 26, 2024, through April 01, 2025. For the duration of the entire project multiple platforms will be attached throughout the center span of the navigational channel to the bottom chords, reducing the vertical clearance of the bridge by approximately 2 feet to approximately 179 feet above mean high water. The contractor can be contacted by phone (609) 685-3417. All mariners should use caution when transiting the area.	Lat: 39° 49' 41" Lon: -075° 22' 15"
Delaware River - Delaware River Main Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Lexington will be conducting maintenance dredging of the Marcus Hook range and anchorage. Dredging will approximately be from November 1st, 2024, to March 15, 2025. During Dredging operations coordinate with USCG Sector Delaware Bay Command center for Marcus Hook anchorage reservations. The dredge will monitor VHF channels 13 & 16.	
Delaware River - Delaware River Main Channel/General/Safety Zones/COPT Restrictions	Safety Zones	General/Safety Zones/COPT Restrictions Location: 39.82409° N / 75.38102° W 39.82242° N / 75.37922° W 39.8216° N / 75.38059° W 39.81041° N / 75.38762° W 39.79599° N / 75.41736° W 39.79535° N / 75.43354° W 39.78655° N / 75.45065° W 39.78295° N / 75.45525° W 39.78547° N / 75.45822° W 39.80765° N / 75.41409° W 39.82409° N / 75.38102° W The Captain of the Port (COTP), Sector Delaware Bay, is establishing two safety zones to facilitate the Philadelphia to Sea Maintenance Dredging. Maintenance dredging will be conducted in Marcus Hook Range and Marcus Hook Anchorage (No. 7) on the Delaware River from November 11, 2024, through approximately March 15, 2025. Safety zone one includes all the waters within a 250-yard radius of the dredge LEXINGTON and all associated dredge equipment operating in or around Marcus Hook Range. Safety zone two includes all the waters of Marcus Hook Anchorage (No. 7) found in 33 CFR 110.157 (a) (8). Vessels wishing to transit through safety zones one and/or two may do so if they can make satisfactory passing arrangements with the dredge LEXINGTON, in accordance with the Inland Navigational Rules in 33 Code of Federal Regulations Subchapter E via VHF-FM channel 13 at least one hour prior to arrival. Vessels desiring to anchor within Marcus Hook Anchorage must obtain permission from the COTP at least 24 hours in advance, at (215) 271-4807. The COTP will permit one vessel at a time on a "first come, first served" basis, and will be directed to the open portion of the anchorage, with preference given to those vessels greater than 650 feet in overall length. The maritime public will be notified of any changes to vessel traffic patterns or availability of Marcus Hook Anchorage via Marine Safety Information Bulletin and Broadcast Notice to Mariners. Normally, Marcus Hook Anchorage is a 48-hour anchorage; however, vessels will not be permitted to occupy the anchorage beyond 12 hours during this time.	

Delaware River To St Georges Bridges

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Chesapeake and Delaware Canal Junction Lighted Buoy CD	2745	OFF STA	FD

Durant Point

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Durant Point Lighted Buoy 2	32320	MISSING	FD
Durant Point Lighted Buoy 2	32320	MISSING	FD

Eagle Point

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Mifflin Range - Eagle Point/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.88142° N / 75.19963° W 39.8811° N / 75.19922° W 39.88061° N / 75.20006° W 39.88095° N / 75.20046° W 39.88142° N / 75.19963° W Location of Unloader Barge, Lake Michigan Contractors and the dredge ER Adams will be adjacent to Fort Mifflin, PA in the Delaware River with scows LMC 231, and LMC 232 conducting dredging operations at the Fort Mifflin Docks beginning on November 15 until January 31, 2024. The scows will be transporting spoil materials to the Fort Mifflin Disposal Area #3 to be pumped upland with the barge LMC Unloader #8. The barge LMC Unloader #8 will be stationed alongside the containment area outside the channel near the green Schuylkill River entrance channel marker #1. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dump scows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge and unloading area. Mariners are reminded to strictly comply with Inland Rules of the Road.	

Eastern Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Eastern Bay/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Eastern Bay Entrance Lighted Buoy 1E LLNR: 26000 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 49' 07" Lon: -076° 22' 08"

Eastham Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Eastham Creek Daybeacon 7	33090	STRUCT DEST/TRUB	FD
Eastham Creek Daybeacon 7	33090	STRUCT DEST/TRUB	FD

Edenton Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chowan River - Edenton Bay/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Edenton Light LLNR: 31750 Action: CHANGE Action Type Change Light Characteristic The Coast Guard has changed Edenton Light (LLNR 31750). The day signal (dayboard) was removed, and a new LED lantern installed, FL W 6s, with a 5NM nominal range.	Lat: 36° 03' 21" Lon: -076° 36' 35"

Elizabeth River

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Elizabeth River Lighted Buoy 1ER	9445	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 3	9465	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 5	9470	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 7	9475	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 9	9515	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 10	9520	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 11	9525	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 12	9530	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 14	9540	DISCONTINUED FOR DREDGING	FD
Elizabeth River Lighted Buoy 18	9600	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 20	9620	RELOCATED FOR DREDGING	FD
Elizabeth River Lighted Buoy 20	9620	TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

James River - Elizabeth River/General/Bridges/Maintenance	Bridges	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.	Lat: 36° 50' 30" Lon: -076° 17' 10"
James River - Elizabeth River/General/Bridges/Maintenance	Bridges	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.	Lat: 36° 50' 30" Lon: -076° 17' 11"
James River - Elizabeth River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-09-24 To: 2025-03-23 Location: 36.96003° N / 76.33257° W 36.9592° N / 76.32651° W 36.95692° N / 76.32697° W 36.95771° N / 76.33262° W 36.96003° N / 76.33257° W Norfolk Dredging company will begin maintenance dredging on Norfolk Navy Base Piers, Norfolk, Virginia. Bucket dredge VIRGINIAN will begin dredging operations at the Norfolk Navy Base inside the Pier 12 and Pier 14 approaches 700 feet south of Elizabeth River Lighted Buoy 7 (LLNR 9475) on approximately April 10, 2024. The Dredge will be loading Mud Scows, and a Tug will tow them to the Norfolk Ocean Disposal Site (NODS) located offshore at Lat 36 57 17 N / Long 075 37 25 W. The dredge will be working between Pier 2 and Pier 14, including pier approaches until further notice. The Dredge VIRGINIAN 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.	
James River - Elizabeth River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	Seaward marine will begin Oyster Reef Construction in the Eastern Branch of the Elizabeth River, in approximate position: 36-52-51.19N, 076-19-29.96W. Project will begin August 22, 2024 to December 15, 2024. Kathie D and Tending Tug Robert T will monitor VHF channels 16,13,03 or cell # 757-418-2033.	

Elk River Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Elk River Channel Lighted Buoy 11	9005	LT EXT	FD

Ferry Bar Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Masonville Dike Warning Light D	21223.3	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Fort Mchenry Channel - Ferry Bar Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Ferry Bar Lighted Buoy 1FB LLNR: 21205 Action: CHANGE Action Type Change Aid Subtype On or about November 11, 2024 the Coast Guard will remove the seasonal ice condition "Replace with an unlighted buoy if endangered by ice."	Lat: 39° 15' 16" Lon: -076° 34' 16"
Fort Mchenry Channel - Ferry Bar Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Ferry Bar Lighted Buoy 6 LLNR: 21265 Action: CHANGE Action Type Change Aid Subtype On or about November 11, 2024 the Coast Guard will remove the seasonal ice condition "Replace with an unlighted buoy if endangered by ice."	Lat: 39° 15' 24" Lon: -076° 35' 37"
Fort Mchenry Channel - Ferry Bar Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Ferry Bar Lighted Buoy 7 LLNR: 21270 Action: CHANGE Action Type Change Aid Subtype On or about November 11, 2024 the Coast Guard will remove the seasonal ice condition "Replace with an unlighted buoy if endangered by ice."	Lat: 39° 15' 16" Lon: -076° 35' 44"

Fire Island To Sea Girt

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector Delaware Bay, Submerged Land Act (SLA) - Fire Island To Sea Girt/General/Bridges/Maintenance	Bridges	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)	Lat: 40° 11' 15" Lon: -074° 00' 37"
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Fort Mchenry Channel

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Fort McHenry Channel Lighted Buoy 14	8285	WATCHING PROPERLY	FD	2024-12-10

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sparrows Point Bulkhead Light A	20600	LT EXT	PA

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Francis Scott Key Memorial Buoy	8245	RELOCATED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Patapsco River - Fort Mchenry Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-09-09 To: 2025-07-31 Location: 39.25177° N / 76.57795° W 39.25162° N / 76.57749° W 39.24911° N / 76.57949° W 39.2492° N / 76.58004° W 39.25177° N / 76.57795° W 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.	
Patapsco River - Fort Mchenry Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.25702° N / 76.56855° W 39.20914° N / 76.51799° W 39.20769° N / 76.5203° W 39.2554° N / 76.57075° W 39.25702° N / 76.56855° W Fort Mchenry Channel Section Curtin Maritime (CMC) will be conducting dredging activities commencing on or about December 01, 2024, and conclude on or about April 15, 2025. CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Maintenance dredging will occur with material will be loaded into scows and disposed by an off-loader barge at two sites (Cox Island and/or Poplar Island). Mechanical Dredge: DB Avalon: 255' x 77' x 15', Support Barge: Marmac 16 250' x 75' x 16', 4 Split Hull Scows: Crown Point, Inspiration Point, Sand Point, Stoney Point, and Support Tugs: Karen C, Alice C, Kimberly C, Paul Henry will be operating in the area. All manned equipment will monitor VHF-FM Channels 13, and 16. Project Manager, Mr. Richard Oldham can be reached at 321-474-5633. Mariners are urged to proceed with caution after passing arrangements have been made.	

Frisco Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Frisco Approach Light 4	32295	STRUCT DEST/TRLB	FD
Frisco Approach Light 4	32295	STRUCT DEST/TRLB	FD
Frisco Channel Daybeacon 8	32305	STRUCT DEST/HAZ NAV/TRLB	FD
Frisco Channel Daybeacon 8	32305	STRUCT DEST/HAZ NAV/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Frisco Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	The Coast Guard will convert Frisco Approach Light 4 (LLNR 32295) changed to Frisco Approach Lighted Buoy 4 (LLNR 32295) FL R 6s, during the month of January 2025.	Lat: 35° 15' 34" Lon: -075° 39' 11"
Frisco Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	The Coast Guard will convert Frisco Channel Daybeacon 8 (LLNR 32305) changed to Frisco Channel Lighted Wreck Buoy WR 8, Q R (LLNR 32305), during the month of January 2025.	Lat: 35° 15' 29" Lon: -075° 37' 06"

Germantown Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Germantown Bay Daybeacon 5	32765	STRUCT DEST/TRUB	FD
Germantown Bay Daybeacon 5	32765	STRUCT DEST/TRUB	FD

Goose Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Goose Creek Daybeacon 24	38230	STRUCT DEST/TRUB	FD

Great Bridge To Albemarle Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Great Bridge to Albemarle Sound Warning Daybeacon	37595	STRUCT DEST/HAZ NAV/TRLB	FD
Great Bridge to Albemarle Sound Warning Daybeacon	37595	STRUCT DEST/HAZ NAV/TRLB	FD
Great Bridge to Albemarle Sound Light 149	37730	DAYMK MISSING	FD
Great Bridge to Albemarle Sound Buoy 171	37815	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Great Bridge To Albemarle Sound/General/Bridges/Maintenance	Bridges	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)	Lat: 36° 44' 28" Lon: -076° 20' 42"

Great Egg Harbor Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Great Egg Harbor Inlet Buoy 7	1288	MISSING	FD
Great Egg Harbor Inlet Buoy 9	1291	OFF STA	FD
Great Egg Harbor Inlet Buoy 9	1291	OFF STA	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Submerged Land Act (SLA) - Great Egg Harbor Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Great Machipongo Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Great Machipongo Inlet Buoy 2	6805	OFF STA	FD
Great Machipongo Inlet Buoy 2	6805	OFF STA	FD
Great Machipongo Inlet Buoy 3	6810	MISSING	FD
Great Machipongo Inlet Buoy 3	6810	MISSING	FD
Great Machipongo Inlet Lighted Buoy 4	6815	MISSING	FD
Great Machipongo Inlet Lighted Buoy 4	6815	MISSING	FD

Gunpowder River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper Gunpowder River Buoy 11	27275	OFF STA	PA
Upper Gunpowder River Buoy 12	27280	OFF STA	PA

Hampton River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

James River - Hampton River/General/Bridges/Modification	Bridges	General/Bridges/Modification From: 2024-09-13 To: 2026-12-31 Location: 37.03145° N / 76.33731° W 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.	Lat: 37° 01' 53" Lon: -076° 20' 14"
James River - Hampton River/General/Bridges/Modification	Bridges	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)	Lat: 37° 01' 53" Lon: -076° 20' 13"
James River - Hampton River/General/Bridges/Modification	Bridges	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)	Lat: 37° 01' 52" Lon: -076° 20' 13"

Harbor Of Refuge

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Delaware Breakwater West End Light 3	2030	REDUCED INT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware Bay - Harbor Of Refuge/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2024-12-09 To: 2025-02-07 Location: 38.8005° N / 75.11665° W Aid Name: Delaware Breakwater West End Light 3 LLNR: 2030 Action: CHANGE Nominal Range. The Coast Guard is proposing reducing Delaware Breakwater West End Light 3 (LLNR 2030) from 7NM nominal range to 6NM. This change will take advantage of LED Technology which requires less maintenance, less equipment, and personnel visits. 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 February 3, 2025 to be considered in the analysis. Refer to Project Number 05-25-008(D).	Lat: 38° 48' 02" Lon: -075° 06' 60"

Harkers Island East Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Barden Inlet - Core Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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).	

Harts Island Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sandy Point To Susquehanna River (Chart 12273) - Harts Island Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Harts Island Channel with 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.	

Hatteras Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hatteras Inlet Channel Buoy 12B	28733.100000000002	OFF STATION/MSLD SIG	FD
Hatteras Inlet Channel Light 21	28770	STRUCT DEST/TRUB	FD
Hatteras Inlet Channel Light 21	28770	STRUCT DEST/TRUB	FD

Herring Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
South Herrington Harbour Range Rear Light	19350	REDUCED INT	PA

Honga River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Muddy Hook Cove Channel Daybeacon 2	24480	STRUCT DEST/TRLB	FD
Muddy Hook Cove Channel Daybeacon 2	24480	STRUCT DEST/TRLB	FD
Middle Island Bridge West Channel Wreck Daybeacon WR1W	24515	STRUCT DEST/TRUB	FD
Middle Island Bridge West Channel Wreck Daybeacon WR1W	24515	STRUCT DEST/TRUB	FD

Indian River Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Indian River Inlet - Indian River Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-05 To: 2025-11-07 Location: 38.59107° N / 75.27681° W 38.59102° N / 75.27576° W 38.58842° N / 75.27703° W 38.58717° N / 75.27716° W 38.58634° N / 75.27641° W 38.58688° N / 75.2736° W 38.58668° N / 75.27192° W 38.58618° N / 75.27205° W 38.58634° N / 75.27342° W 38.58569° N / 75.27651° W 38.58722° N / 75.2778° W 38.58868° N / 75.27759° W 38.5904° N / 75.27681° W 38.59107° N / 75.27681° W	
Indian River Inlet - Indian River Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-09-09 To: 2025-03-01 Location: 38.59027° N / 75.27685° W 38.59015° N / 75.27603° W 38.58834° N / 75.27687° W 38.58725° N / 75.27704° W 38.58628° N / 75.27616° W 38.58683° N / 75.27283° W 38.58614° N / 75.27275° W 38.58634° N / 75.27341° W 38.58567° N / 75.2765° W 38.58722° N / 75.27768° W 38.58873° N / 75.27749° W 38.59027° N / 75.27685° W 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.	

Indian River Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Indian River Inlet Buoy 11	4400	OFF STA	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Submerged Land Act (SLA) - Indian River Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 38.60869° N / 75.07186° W 38.60856° N / 75.06703° W 38.60716° N / 75.06729° W 38.60649° N / 75.0695° W 38.60686° N / 75.07523° W 38.6061° N / 75.07953° W 38.60805° N / 75.07684° W 38.60869° N / 75.07186° W The dredge TRIUMPH will begin dredging operations in Indian River Inlet, west of the Charles W. Cullen Memorial Bridge near Bethany Beach, DE, starting on November 11, 2024, and continuing until March 31, 2025. The borrow area where the dredging will occur is located between approximate position 38°36.48' N, 075°04.05' W, and 38°36.43' N, 075°04.74' W, to include the navigational channel. The dredge, associated vessels, and equipment will be in and around the navigation channel and a section of floating dredge pipeline will be attached to the dredge and will be marked. The work hours for the dredge will be 24 hours a day, 7 days a week. The dredge TRIUMPH can be contacted via VHF radio channels 13 and 16. Mariners are requested to contact the dredge TRIUMPH prior to transiting the area to make passing arrangements. Mariners are urged to use extreme caution when transiting the area.	

Isle Of Wight Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
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Ocean City Inlet - Isle Of Wight Bay/General/Bridges/Temp Deviation	Bridges	Mariners are advised that the US 50 (Harry W. Kelley Memorial) Bridge, over Isle of Wight (Sinepuxent) Bay, mile 0.5, at Ocean City, MD, will be maintained in the closed-to-navigation position to facilitate bridge maintenance. The bridge will remain in the closed-to-navigation position from 6 a.m. on January 2, 2025, through 6 p.m. on March 17, 2025. The bridge will not be able to open for emergencies. The navigation channel directly under the bridge will also be closed to navigation due to the presence of a permanently moored work barge under the bridge. The on-site maintenance team can be contacted via VHF-FM channel 13 or via telephone at (302) 632-9506. 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 adjust their transits accordingly and should use caution when transiting the area.	Lat: 38° 19' 59" Lon: -075° 05' 37"
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James River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
NOAA Lighted Data Buoy J	12113	LT EXT	FD
James River Channel Light 122	12605	STRUCT DEST/HAZ NAV/TRLB	FD
James River Channel Light 168	12795	STRUCT DEST/TRLB	FD
James River Channel Light 168	12795	STRUCT DEST/TRLB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
James River Oyster Sanctuary Daybeacon NMT	11564	DAYMK IMCH	PA
James River Oyster Sanctuary Daybeacon NTH	11564.1	DAYMK MISSING/STRUCT DMGD	PA
Surry Power Station Daybeacon 2	11800	STRUCT DEST	PA
Surry Power Station Daybeacon 5	11810	DAYMK MISSING	PA
Surry Power Station Daybeacon 9	11820	STRUCT DEST	PA
Seaward Marine Lighted Mooring Buoy A	11307	MISSING	PA
Virginia Power Groin Light A	12055	LT EXT	PA
Virginia Power Groin Light B	12060	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - James River/General/Bridges/Construction	Bridges	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@hrcpv.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 .	Lat: 37° 00' 27" Lon: -076° 19' 18"

Chesapeake Channel - James River/General/Bridges/Construction	Bridges	<p>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.</p>	<p>Lat: 37° 00' 26" Lon: -076° 19' 19"</p>
Chesapeake Channel - James River/General/Bridges/Construction	Bridges	<p>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.</p>	<p>Lat: 36° 58' 16" Lon: -076° 18' 04"</p>
Chesapeake Channel - James River/General/Bridges/Maintenance	Bridges	<p>General/Bridges/Maintenance Bridge Name: 156 State Route Bridge Mariners are advised that a contractor will perform maintenance on the highway drawbridge – SR 156 (Benjamin Harrison Memorial) Bridge across James River, mile 65.0, at Hopewell, VA, commencing on November 18, 2024, until December 31, 2026. The bridge maintenance project will include replacement of the existing fender systems and electrical work on the lifting tower piers. The work will be performed from outside the Federal navigation channel or behind the fender systems. Tugboat Christi (25' by 14'), a 120' by 40' barge with a Manitowoc 4000 Crawler crane, and 120' by 40' material barges will be in the vicinity of the bridge. The bridge tender and vessels/barges may be reached on VHF-FM channel 13, project superintendent at (443) 623-8412, and project engineer at (540) 845-6505. 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.</p>	<p>Lat: 37° 19' 10" Lon: -077° 13' 27"</p>

Chesapeake Channel - James River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Pipeline Installation From: 2024-09-13 To: 2025-08-01 Location: 36.94862° N / 76.41957° W 36.9045° N / 76.43139° W 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 36.94862°N, 076.41957°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 VHF 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 .
Chesapeake Channel - James River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 37.33865° N / 77.26982° W 37.33636° N / 77.26387° W 37.33605° N / 77.26403° W 37.33788° N / 77.26873° W 37.33743° N / 77.27097° W 37.33865° N / 77.26982° W Weanack Land LLC plans to re-commence dredging activities of the Weanack Access Channel starting November 15, 2024 using dredge Lawson Chase. All dredge spoils will be placed in Shirley Cove. Project is expected to be completed by February 14, 2025.
Chesapeake Channel - James River/General/Marine Events/Boat Parade	Marine Events	General/Marine Events/Boat Parade From: 2024-12-14 To: 2024-12-14 There will be a lighted boat parade on Saturday, December 14th on the James River, beginning at Rockett's Landing in Richmond, VA, at 5:00 p.m. and ending at Osborne Landing at 8:00 p.m. Mariners are requested to use caution when transiting the area.

Jones Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Jones Creek Daybeacon 5	23320	OFF STATION	PA

Kent Island Narrows North Approach

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chester River - Kent Island Narrows North Approach/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported A USACE survey 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.	

Knapps Narrows West Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Knapps Narrows West Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Lake Conoy

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Lake Conoy Warning Daybeacon C	16565	STRUCT DEST/HAZ NAV	PA

Lenoxville Point

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Core Sound - Lenoxville Point/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	

Liston Range

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Delaware Bay Main Channel - Liston Range/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Liston Range Front Light LLNR: 2445 Action: CHANGE Action Type Change Light Characteristic and Relocate During the months of January 2025 and February 2025 the Coast Guard will change Liston Range and Reedy Island Range Lights. Liston Range Front Light (LLNR 2445) and Reedy Island Front Light (LLNR 2580) will be relocated to approximate position: 39-27-50.369N, 075-34-12.298W and share the same structure. Both Front Lights will change to FL W 2.5s. Liston Range Rear Light (LLNR 2450) will be relocated to approximate position: 39-28-34.353N, 075-35-03.631W and change to Iso W 6s. Reedy Range Rear Light (LLNR 2585) will be relocated to approximate position: 39-26-44.833N, 075-34-35.221W and change to Iso W 6s.	Lat: 39° 28' 57" Lon: -075° 35' 30"
Delaware Bay Main Channel - Liston Range/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Liston Range Rear Light LLNR: 2450 Action: CHANGE Action Type Change Light Characteristic and Relocate During the months of January 2025 and February 2025 the Coast Guard will change Liston Range and Reedy Island Range Lights. Liston Range Front Light (LLNR 2445) and Reedy Island Front Light (LLNR 2580) will be relocated to approximate position: 39-27-50.369N, 075-34-12.298W and share the same structure. Both Front Lights will change to FL W 2.5s. Liston Range Rear Light (LLNR 2450) will be relocated to approximate position: 39-28-34.353N, 075-35-03.631W and change to Iso W 6s. Reedy Range Rear Light (LLNR 2585) will be relocated to approximate position: 39-26-44.833N, 075-34-35.221W and change to Iso W 6s.	Lat: 39° 31' 26" Lon: -075° 38' 23"

Little Creek Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Little Creek Harbor/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	W3 Marine and the dredges MOBRO 112, MOBRO 114, and MOBRO 1003 will be conducting dredging operations at Little Creek Entrance Channel, inbound/outbound channel in the vicinity of Little Creek Naval Base beginning on October 28th 2024 until December 28th 2024. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dumpscows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge area.	

Little Egg Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Little Egg Inlet Lighted Buoy 2	1105	MISSING	FD
Little Egg Inlet Lighted Buoy 2	1105	MISSING	FD
Little Egg Inlet Lighted Buoy 10	1131	OFF STA	FD

Little Wicomico River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Little Wicomico River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-19 To: 2025-04-01 Location: 37.89046° N / 76.23546° W 37.88984° N / 76.23518° W 37.88954° N / 76.23618° W 37.89018° N / 76.23656° W 37.89046° N / 76.23546° W	
Chesapeake Channel - Little Wicomico River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Severe shoaling, as low as 2ft MLW in places within the Pier Jetties, of the Little Wicomico River, VA, have been reported.	

Lockwoods Folly Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Lockwoods Folly Inlet Buoy 8	31040	MSLD SIG	FD
Lockwoods Folly Inlet Buoy 8	31040	MSLD SIG	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Lockwoods Folly Inlet Lighted Buoy 1	31010	DISCONTINUED FOR DREDGING	FD
Lockwoods Folly Inlet Lighted Buoy 2	31015	DISCONTINUED FOR DREDGING	FD
Lockwoods Folly Inlet Buoy 3	31020	DISCONTINUED FOR DREDGING	FD
Lockwoods Folly Inlet Buoy 4	31025	DISCONTINUED FOR DREDGING	FD
Lockwoods Folly Inlet Buoy 5	31027	DISCONTINUED FOR DREDGING	FD
Lockwoods Folly Inlet Buoy 6	31030	DISCONTINUED FOR DREDGING	FD
Lockwoods Folly Inlet Buoy 7	31035	DISCONTINUED FOR DREDGING	FD

Lockwoods Folly River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Lockwoods Folly River Daybeacon 7	40160	STRUCT DEST/TRUB	FD

Long Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Lynnhaven Inlet - Long Creek/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Rockbridge will conduct dredging operations for the Lynnhaven Inlet Federal Navigation Channel, consisting of the Entrance Channel, Mooring and Turning Basin, Side Channel, Broad Bay Channel, and the Narrows Channel. The dredge and attendant equipment will be operating between October 16, 2024 and December 16, 2024. Before approach, the Dredge can be reached via VHF Radio Channels #13 and #16. For emergency, the dredge operator can be contacted at phone number 757-635-2576.	

Longport Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Longport Channel Buoy 1	1295	MISSING	FD
Longport Channel Buoy 2	1300	OFF STA	FD
Longport Channel Buoy 2	1300	OFF STA	FD
Longport Channel Buoy 7	1317	MISSING	FD
Longport Channel Buoy 8	1318	MISSING	FD
Longport Channel Buoy 8	1318	MISSING	FD

Lynnhaven Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Lynnhaven River Eastern Branch Daybeacon 27	10334	STRUCT DEST	PA
Lynnhaven River Eastern Branch Daybeacon 28	10334.1	MISSING	PA
Crab Creek Warning Daybeacon A	10157.09	MISSING	PA
Crab Creek Warning Buoy B	10157.1	MISSING	PA
Lynnhaven River Daybeacon 1LR	10186	MISSING	PA
Lynnhaven River Junction Daybeacon EW	10187	MISSING	PA
Lynnhaven River Western Branch Daybeacon 26	10305	MISSING	PA
Lynnhaven River Eastern Branch Buoy 1EB	10332	MISSING	PA
Lynnhaven River Eastern Branch Buoy 2A	10332.03	MISSING	PA
Lynnhaven River Eastern Branch Daybeacon 14	10333	STRUCT DMGD	PA
Crab Creek Buoy 12	10157.12	MISSING	PA
Lynnhaven River Eastern Branch Buoy 2EB	10332.01	MISSING	PA
Lynnhaven River Eastern Branch Buoy 3	10332.1	MISSING	PA
Lynnhaven River Eastern Branch Daybeacon 5	10332.300000000001	DAYMK MISSING	PA
Lynnhaven River Eastern Branch Daybeacon 17	10333.2	DAYMK MISSING	PA
Lynnhaven River Eastern Branch Daybeacon 37	10334.6	DAYMK MISSING	PA
Lynnhaven River Eastern Branch Daybeacon 38	10334.7	DAYMK MISSING	PA
Lynnhaven River Eastern Branch Daybeacon 42	10334.9	DAYMK MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Lynnhaven Inlet - Long Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling reported. From: 2024-08-13 To: 2025-02-09 Location: 36.90459° N / 76.08369° W 36.90425° N / 76.08249° W 36.90396° N / 76.08263° W 36.90433° N / 76.08383° W 36.90459° N / 76.08369° W	

Lynnhaven Inlet

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Lynnhaven Inlet/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2024-12-03 To: 2024-12-10 Location: 36.91327° N / 76.09106° W Aid Name: Lynnhaven Inlet Lighted Buoy 4A LLNR: 10140 Action: DISCONTINUE	Lat: 36° 54' 48" Lon: -076° 05' 28"
Chesapeake Channel - Lynnhaven Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-13 To: 2025-02-09 Location: 36.91846° N / 76.08974° W 36.91842° N / 76.08912° W 36.91379° N / 76.08985° W 36.91398° N / 76.09065° W 36.91846° N / 76.08974° W	
Chesapeake Channel - Lynnhaven Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Army Corp of Engineer Survey has indicated shoaling 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. From: 2024-08-13 To: 2025-02-09 Location: 36.91374° N / 76.09141° W 36.9137° N / 76.09082° W 36.90997° N / 76.09165° W 36.91001° N / 76.09216° W 36.91374° N / 76.09141° W	

Chesapeake Channel - Lynnhaven Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Rockbridge will conduct dredging operations for the Lynnhaven Inlet Federal Navigation Channel, consisting of the Entrance Channel, Mooring and Turning Basin, Side Channel, Broad Bay Channel, and the Narrows Channel. The dredge and attendant equipment will be operating between October 16, 2024 and December 16, 2024. Before approach, the Dredge can be reached via VHF Radio Channels #13 and #16. For emergency, the dredge operator can be contacted at phone number 757-635-2576.	
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Magothy River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Forked Creek Daybeacon 1	null	STRUCT DEST	PA

Manasquan Inlet

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Manasquan Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-26 To: 2025-02-25	
Sector Delaware Bay, Submerged Land Act (SLA) - Manasquan Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported U.S. Coast Guard Sector Delaware Bay is notifying mariners of extreme shoaling on the southern portion of Manasquan Inlet. Mariners are advised to use extreme caution when transiting Manasquan Inlet.	

Manasquan River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Manasquan River Light 9	34965	DAYMK MISSING	FD
Manasquan River Daybeacon 8	34970	STRUCT DEST/HAZ NAV/TRLB	FD
Manasquan River Daybeacon 8	34970	STRUCT DEST/HAZ NAV/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Manasquan Inlet - Manasquan River/General/Bridges/Maintenance	Bridges	General/Bridges/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. From: 2024-08-14 To: 2024-12-31 Location: 40.104° N / 74.05334° W Bridge Name: SR 35 Bridge	Lat: 40° 06' 14" Lon: -074° 03' 12"
Manasquan Inlet - Manasquan River/General/Bridges/Maintenance	Bridges	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)	Lat: 40° 06' 14" Lon: -074° 03' 12"

Mantua Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Mifflin Range - Mantua Creek/General/Bridges/Temp Deviation	Bridges	Mariners are advised that an engineering firm, on behalf of the New Jersey Department of Transportation, will be performing maintenance on the highway drawbridge – SR 44 (Crown Point Road) Bridge across Mantua Creek, mile 1.7, near Paulsboro, NJ, from 6 a.m. to 5 p.m., Monday-Friday; from November 1, 2024, through January 31, 2025. During the maintenance period, to facilitate bridge maintenance of the bridge lift span, the bridge will be maintained in the closed-to-navigation position and will remain in the closed position 24 hours a day; 7 days a week; from November 1, 2024, through December 31, 2024. Work scaffolding will be located in and around the vicinity of the bridge. During duration of the closure period, the work scaffolding will be located underneath and in the navigational channel of the bridge and will reduce the vertical clearance of the bridge to approximately 1 foot. 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 117.729 (b). The project foreman can be reached at (856) 498-8107 or (856) 398-0996. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area.	Lat: 39° 49' 53" Lon: -075° 14' 10"

Masonboro Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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Masonboro Inlet Buoy 3	30160	OFF STATION	FD
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Maurice River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Maurice River Lighted Buoy 5	1715	MISSING	FD
Maurice River Wreck Buoy WR16	1750	MISSING	FD

Middle River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Norman Creek Daybeacon 2	27150	DBD DMGD	FD

Mifflin Range

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware River Main Channel - Mifflin Range/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.87616° N / 75.20833° W 39.87514° N / 75.20724° W 39.87362° N / 75.21018° W 39.87464° N / 75.211° W 39.87616° N / 75.20833° W Lake Michigan Contractors and the dredge ER Adams will be adjacent to Fort Mifflin, PA in the Delaware River with scows LMC 231, and LMC 232 conducting dredging operations at the Fort Mifflin Docks beginning on November 15 until January 31, 2024. The scows will be transporting spoil materials to the Fort Mifflin Disposal Area #3 to be pumped upland with the barge LMC Unloader #8. The barge LMC Unloader #8 will be stationed alongside the containment area outside the channel near the green Schuylkill River entrance channel marker #1. The dredge can be contacted on VHF-FM channels 13 and 16. Mariners are requested to review the DREDGING and MARINE CAUTIONS notice at the beginning of this section. Mariners are requested to stay clear of the dredges, dump scows, and attendant plant. Exercise extreme caution when approaching, passing, and leaving the dredge and unloading area. Mariners are reminded to strictly comply with Inland Rules of the Road.	
Delaware River Main Channel - Mifflin Range/General/Miscellaneous	Miscellaneous	General/Miscellaneous Location: 39.87091° N / 75.20557° W Barge Mooring Area for Dredge Project. Lake Michigan Contractors and the dredge ER Adams will be adjacent to Fort Mifflin, PA in the Delaware River with scows LMC 231, and LMC 232 conducting dredging operations at the Fort Mifflin Docks beginning on November 15 until January 31, 2024. The scows will be transporting spoil materials to the Fort Mifflin Disposal Area #3 to be pumped upland with the barge LMC Unloader #8. The barge LMC Unloader #8 will be stationed alongside the containment area outside the channel near the green Schuylkill River entrance channel marker #1. Operations require a barge mooring to be placed in the Delaware River Anchorage Area 9. Them mooring ball will be located at 39 degrees 52 15.29" North and 75 degrees 12.20.05" West.	Lat: 39° 52' 15" Lon: -075° 12' 20"

Milford Haven

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Milford Haven East - Milford Haven/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Seaward Marine Corp will begin dredge and seawall project in Milford Haven East Channel and Haven Beach beginning on March 20, 2024. Tug Seaward 4 & 7 will work with SMC Dredge 1 and barge Kathie D. All equipment will monitor VHF FM CH 16, 13, 03. Project is expected to be completed by January 15, 2025.	

Milford Haven East

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Milford Haven East Channel Light 3	14565	LT EXT/STRUCT DMGD	PA
Milford Haven East Channel Lighted Buoy 4A	14585	OFF STA	PA
Milford Haven East Channel Danger Light 6	14595	LT IMCH	PA
Milford Haven East Channel Light 1	14560	STRUCT DEST	PA

Mill Creek Patuxent River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Mill Creek (Patuxent River) Buoy 7	18965	STRUCT DEST/TRLB	PA

Morehead City Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Fort Macon Creek Warning Light	29430	STRUCT DEST/TRLB	FD
Fort Macon Creek Warning Light	29430	STRUCT DEST/TRLB	FD

Morehead City Harbor Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Morehead City Harbor Channel Turning Basin Daybeacon B	38629	STRUCT DEST/TRUB	FD
Morehead City Harbor Channel Turning Basin Daybeacon B	38629	STRUCT DEST/TRUB	FD

Nandua Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nandua Creek Channel Warning Daybeacon G	21800	DAYMK MISSING / INACCESSIBLE	FD
Nandua Creek Channel Warning Daybeacon G	21800	DAYMK MISSING / INACCESSIBLE	FD

Nansemond River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nansemond River Channel Daybeacon 23	11115	STRUCT DEST/TRLB	FD
Nansemond River Channel Daybeacon 23	11115	STRUCT DEST/TRLB	FD

Nanticoke River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nanticoke River Channel Light 6	23980	STRUCT DMGD	FD
Nanticoke River Channel Light 6	23980	STRUCT DMGD	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Wicomico River Honga, Nanticoke And Fishing Bay - Nanticoke River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Nassawadox Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nassawadox Creek Warning Daybeacon J	21667	STRUCT DEST/TRUB	FD
Nassawadox Creek Warning Daybeacon J	21667	STRUCT DEST/TRUB	FD
Nassawadox Creek Danger Buoy K	21670	OFF STA	FD

Naval Boat Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Naval Boat Channel Light 10	10655	LT EXT	FD
Naval Boat Channel Light 10	10655	LT EXT	FD

Neuse River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cherry Point Channel Daybeacon 4	33865	DBD DEST	FD
Neuse River Channel Daybeacon 50	34115	STRUCT DEST/TRUB	FD
Neuse River Channel Daybeacon 50	34115	STRUCT DEST/TRUB	FD

New Jersey Intracoastal Waterway

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
New Jersey Intracoastal Waterway Daybeacon 37	35110	STRUCT DEST/TRLB	FD
New Jersey Intracoastal Waterway Buoy 116A	35467	OFF STA/TRUB	FD
New Jersey Intracoastal Waterway Lighted Buoy 120	35480	OFF STA	FD

New Jersey Intracoastal Waterway Junction Lighted Buoy LEI	35485	MISSING	FD
New Jersey Intracoastal Waterway Lighted Buoy 181	35740	LT EXT/BUOY DMGD	FD
New Jersey Intracoastal Waterway Buoy 249	35975	MISSING	FD
New Jersey Intracoastal Waterway Light 260	36000	STRUCT DEST/HAZ NAV/TRLB	FD
New Jersey Intracoastal Waterway Daybeacon 385	36427	STRUCT DMGD	FD
New Jersey Intracoastal Waterway Light 461	36665	STRUCT MISSING/TRLB/HAZ NAV	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Ship Channel Buoy 3	1335	SINKING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape May Inlet - New Jersey Intracoastal Waterway/General/Bridges/Modification	Bridges	Mariners are advised that an engineering firm, will be installing junction boxes, conduit, wire and decorative lighting fixtures on the New Jersey State Route 52 Bridge over Beach Thorofare and Ship Channel, mile 1.0, Egg Harbor Township, NJ. Maintenance will be from September 11, 2024, through April 25, 2025. Work will not be performed over the waterways and will not reduce the vertical and horizontal clearance of the navigational channel. The manager of field operations can be contacted by phone (609) 685-6674. All mariners should use caution when transiting the area.	Lat: 39° 18' 21" Lon: -074° 35' 49"
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-01 To: 2025-11-18 Location: 39.48647° N / 74.29743° W 39.47315° N / 74.26688° W 39.46216° N / 74.27546° W 39.47759° N / 74.30713° W 39.48647° N / 74.29743° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-01 To: 2025-05-15 Location: 39.50418° N / 74.30899° W 39.48676° N / 74.30049° W 39.48385° N / 74.31045° W 39.5016° N / 74.3186° W 39.50418° N / 74.30899° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling report in the vicinity of Oyster Creek Channel Buoy 38 (LLNR 1090) and Oyster Creek Channel Buoy 40 (LLNR 1095)New Jersey Intracoastal Waterway Buoy 263 (LLNR 36007) and New Jersey Intracoastal Waterway Buoy 263A (LLNR 36009) based on ACOE Survey May 7, 2024.* From: 2024-07-29 To: 2025-11-04 Location: 39.79244° N / 74.1518° W 39.79158° N / 74.15169° W 39.79071° N / 74.15897° W 39.79157° N / 74.15918° W 39.79244° N / 74.1518° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling reported developing in the vicinity of New Jersey Intracoastal Waterway Junction Lighted Buoy LEI (LLNR 35485). From: 2024-07-29 To: 2025-05-14 Location: 39.50532° N / 74.31137° W 39.50499° N / 74.30972° W 39.50284° N / 74.31071° W 39.50326° N / 74.31229° W 39.50532° N / 74.31137° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-08-12 Location: 39.04532° N / 74.77873° W 39.04486° N / 74.77863° W 39.04468° N / 74.78051° W 39.04193° N / 74.78239° W 39.04275° N / 74.78796° W 39.0416° N / 74.79115° W 39.0419° N / 74.7915° W 39.04311° N / 74.78799° W 39.04236° N / 74.78306° W 39.04363° N / 74.78216° W 39.04505° N / 74.78095° W 39.04532° N / 74.77873° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-07-30 Location: 39.09715° N / 74.76586° W 39.09655° N / 74.76436° W 39.0803° N / 74.77152° W 39.07813° N / 74.77157° W 39.0745° N / 74.76629° W 39.07367° N / 74.76676° W 39.07817° N / 74.77539° W 39.08659° N / 74.77118° W 39.09715° N / 74.76586° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-06-19 Location: 39.27929° N / 74.59812° W 39.27876° N / 74.59667° W 39.27754° N / 74.59991° W 39.27811° N / 74.60046° W 39.27929° N / 74.59812° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-06-19 Location: 39.27929° N / 74.59812° W 39.27876° N / 74.59667° W 39.27754° N / 74.59991° W 39.27811° N / 74.60046° W 39.27929° N / 74.59812° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-10-01 Location: 39.30956° N / 74.56104° W 39.30956° N / 74.56018° W 39.30461° N / 74.55855° W 39.30433° N / 74.55926° W 39.30956° N / 74.56104° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-10-01 Location: 39.30956° N / 74.56104° W 39.30956° N / 74.56018° W 39.30461° N / 74.55855° W 39.30433° N / 74.55926° W 39.30956° N / 74.56104° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-09-01 Location: 39.31754° N / 74.55629° W 39.31698° N / 74.55577° W 39.31465° N / 74.55953° W 39.31594° N / 74.56053° W 39.31754° N / 74.55629° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-07-23 Location: 39.32904° N / 74.53788° W 39.32851° N / 74.53747° W 39.32615° N / 74.54147° W 39.32653° N / 74.54185° W 39.32904° N / 74.53788° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-07-23 Location: 39.32904° N / 74.53788° W 39.32851° N / 74.53747° W 39.32615° N / 74.54147° W 39.32653° N / 74.54185° W 39.32904° N / 74.53788° W	

Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 221 (LLNR 35867) based on ACOE Survey May 20, 2024. From: 2024-07-24 To: 2025-08-01 Location: 39.34499° N / 74.50288° W 39.34473° N / 74.50285° W 39.34466° N / 74.50512° W 39.34491° N / 74.50513° W 39.34499° N / 74.50288° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-08-01 Location: 39.35996° N / 74.4499° W 39.35975° N / 74.44967° W 39.35807° N / 74.45279° W 39.3583° N / 74.453° W 39.35996° N / 74.4499° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling report in the vicinity of New Jersey Intracoastal Waterway Light 141 (LLNR 35575) and New Jersey Intracoastal Waterway Daybeacon 144 (LLNR 35585) based on ACOE Survey May 14, 2024. From: 2024-07-24 To: 2025-03-01 Location: 39.4904° N / 74.38131° W 39.48482° N / 74.37515° W 39.48441° N / 74.37577° W 39.49002° N / 74.38197° W 39.4904° N / 74.38131° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-07-24 To: 2025-03-01 Location: 39.50252° N / 74.34417° W 39.50208° N / 74.34278° W 39.49962° N / 74.34539° W 39.50016° N / 74.34677° W 39.50252° N / 74.34417° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Dredge Subline: 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. From: 2024-09-03 To: 2025-04-30 Location: 39.6898° N / 74.12545° W 39.69403° N / 74.13897° W	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Dredge Subline: 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. From: 2024-09-03 To: 2025-04-30 Location: 39.72365° N / 74.09967° W 39.72467° N / 74.12275° W	
General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	Kokosing Industrial will begin installing a submerged power cable from Berkley Township to Seaside Park Borough, NJ across Barnegat Bay. Project will take approximately 4 weeks and will be completed between November 1, 2024 and December 31, 2024. Several barges, a push boat and work boat will be used. All vessels will monitor VHF-FM 13 and 16. All vessels are required to remain 1500ft away from construction vessels.	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Dredge Pipeline: The dredge D-15, of Mobile Dredging and Video Pipe, Inc., will be performing dredging operations in Traders Cove Marina, in Mantoloking, NJ, beginning on October 23, 2024, and continue until January 30, 2025. All dredging operations will take place within Traders Cove Marina, but 9,000 feet of pipeline will run north of the marina along Gunners Ditch to the discharge location in Edwin B. Forsythe National Wildlife Refugee marsh. The pipeline will be marked with buoys and lights. The dredge D-15 can be contacted via VHF radio channels 13 and 72. Mariners are urged to transit the area with caution. Permit numbers for the above project: US Army Corps of Engineers: CENAP-OP-R-2017-00755-86 NJ DEP Watershed: 1506-21-0030.1 NJ DEP Watershed: LUP2100001	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.77518° N / 74.12608° W 39.77497° N / 74.12887° W Mariners are advised that H&L Contracting LLC will be conducting hydraulic dredging operations inside Barnegat Inlet in Barnegat Bay High Bar Harbor from 12/05/2024 to 01/15/2025. Work hours are 24 hours a day (daylight), 7 days a week. There will be the hydraulic dredge FINN, multiple tugboats, barges in the area. A dredge pipeline will run from the dredge to a placement area near Barnegat Lighthouse. The pipeline will be marked and lighted in accordance with regulations. All work will be outside of but near navigational channel. All mariners are advised to reduce speed to minimum for making way while in the vicinity of dredging operations. All marine equipment operators will be monitoring VHF-FM Channel 65 and Channels 16 and 13. Work vessels will monitor Channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.77338° N / 74.12327° W 39.77198° N / 74.12445° W 39.77045° N / 74.12531° W 39.76884° N / 74.12558° W 39.76105° N / 74.12375° W Mariners are advised that H&L Contracting LLC will be conducting hydraulic dredging operations inside Barnegat Inlet in Barnegat Bay High Bar Harbor from 12/05/2024 to 01/15/2025. Work hours are 24 hours a day (daylight), 7 days a week. There will be the hydraulic dredge FINN, multiple tugboats, barges in the area. A dredge pipeline will run from the dredge to a placement area near Barnegat Lighthouse. The pipeline will be marked and lighted in accordance with regulations. All work will be outside of but near navigational channel. All mariners are advised to reduce speed to minimum for making way while in the vicinity of dredging operations. All marine equipment operators will be monitoring VHF-FM Channel 65 and Channels 16 and 13. Work vessels will monitor Channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.	

Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Dredge Area: The dredge D-15, of Mobile Dredging and Video Pipe, Inc., will be performing dredging operations in Traders Cove Marina, in Mantoloking, NJ, beginning on October 23, 2024, and continue until January 30, 2025. All dredging operations will take place within Traders Cove Marina, but 9,000 feet of pipeline will run north of the marina along Gunners Ditch to the discharge location in Edwin B. Forsythe National Wildlife Refugee marsh. The pipeline will be marked with buoys and lights. The dredge D-15 can be contacted via VHF radio channels 13 and 72. Mariners are urged to transit the area with caution. Permit numbers for the above project: US Army Corps of Engineers: CENAP-OP-R-2017-00755-86 NJ DEP Watershed: 1506-21-0030.1 NJ DEP Watershed: LUP2100001
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Borel Docks Marine Construction will dredge Liberty Harbor, Grand Bay Harbor in Waretown, NJ starting November 11, 2024 to December 31, 2024. Barges with Excavators will be utilized as well as a push boat. For more information, call 609-693-7887.
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	Caldwell Marine International, LLC will be conducting an outfall repair in Barnegat Bay, NJ, for the Ocean County Utilities Authority (OCUA), beginning on 11/02/2024. The work/operational barge will operate on spuds for mooring, at Lat N39 degrees, 54.494 minutes, Long W74 degrees, 06.967 minutes. The equipment will mobilize from Lat N39 degrees, 44.751 minutes, Long W74 degrees, 11.754 minutes. Equipment on site will be a work/operational barge (60ft length x 36 ft beam), and a support tug 'Angel' (26 ft length x 11 ft beam); crew work boat: 'Patty C' (26' ft length x 10 ft beam); crew work boat: 'Carolina Skiff' (24 ft length x 10 ft beam) monitoring Hailing Channel VHF CH13 and CH16, Working Channel VHF CH73. Wide berth is requested as divers will be in the water for the duration of the repair. The barge platform will be illuminated from dusk to dawn with fixed white lights with a visible range of 2 nautical miles. Project is expected to be completed by December 15, 2024.
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Scarborough Marine Group Inc., will be performing mechanical dredging operations in multiple harbors in Ocean City, NJ, beginning on November 25, 2024, and continue until March 31, 2025. The harbors where dredging will be conducted are as follows: Sunny Harbor (latitude 39° 16.60' N, longitude 074° 35.91' W), Snug Harbor (latitude 39° 16.97' N, longitude 074° 34.78' W), Brittany Street Outfall (latitude 39° 17.77' N, longitude 074° 33.64' W), 9th Street Outfall (latitude 39° 16.96' N, longitude 074° 34.88' W). Dredging operations will be conducted Monday through Friday, from sunrise to sunset. Equipment on site for the dredging operations will include push boats, hopper barges, and work skiffs. The Push Boat "Ed" and Push Boat "Yeoman" can be contacted via VHF radio channel 16 or 72. Mariners are reminded to transit the above locations with caution.
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Scarborough Marine Group Inc., will be performing mechanical dredging operations in multiple harbors in Ocean City, NJ, beginning on November 25, 2024, and continue until March 31, 2025. The harbors where dredging will be conducted are as follows: Sunny Harbor (latitude 39° 16.60' N, longitude 074° 35.91' W), Snug Harbor (latitude 39° 16.97' N, longitude 074° 34.78' W), Brittany Street Outfall (latitude 39° 17.77' N, longitude 074° 33.64' W), 9th Street Outfall (latitude 39° 16.96' N, longitude 074° 34.88' W). Dredging operations will be conducted Monday through Friday, from sunrise to sunset. Equipment on site for the dredging operations will include push boats, hopper barges, and work skiffs. The Push Boat "Ed" and Push Boat "Yeoman" can be contacted via VHF radio channel 16 or 72. Mariners are reminded to transit the above locations with caution.
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Scarborough Marine Group Inc., will be performing mechanical dredging operations in multiple harbors in Ocean City, NJ, beginning on November 25, 2024, and continue until March 31, 2025. The harbors where dredging will be conducted are as follows: Sunny Harbor (latitude 39° 16.60' N, longitude 074° 35.91' W), Snug Harbor (latitude 39° 16.97' N, longitude 074° 34.78' W), Brittany Street Outfall (latitude 39° 17.77' N, longitude 074° 33.64' W), 9th Street Outfall (latitude 39° 16.96' N, longitude 074° 34.88' W). Dredging operations will be conducted Monday through Friday, from sunrise to sunset. Equipment on site for the dredging operations will include push boats, hopper barges, and work skiffs. The Push Boat "Ed" and Push Boat "Yeoman" can be contacted via VHF radio channel 16 or 72. Mariners are reminded to transit the above locations with caution.
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Scarborough Marine Group Inc., will be performing mechanical dredging operations in multiple harbors in Ocean City, NJ, beginning on November 25, 2024, and continue until March 31, 2025. The harbors where dredging will be conducted are as follows: Sunny Harbor (latitude 39° 16.60' N, longitude 074° 35.91' W), Snug Harbor (latitude 39° 16.97' N, longitude 074° 34.78' W), Brittany Street Outfall (latitude 39° 17.77' N, longitude 074° 33.64' W), 9th Street Outfall (latitude 39° 16.96' N, longitude 074° 34.88' W). Dredging operations will be conducted Monday through Friday, from sunrise to sunset. Equipment on site for the dredging operations will include push boats, hopper barges, and work skiffs. The Push Boat "Ed" and Push Boat "Yeoman" can be contacted via VHF radio channel 16 or 72. Mariners are reminded to transit the above locations with caution.

New River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
New River Channel Wreck Light WR12	29735	STRUCT DEST/TRLB	FD
New River Channel Wreck Light WR12	29735	STRUCT DEST/TRLB	FD
New River Channel Light 13	29740	STRUCT DEST/TRLB	FD
New River Channel Light 13	29740	STRUCT DEST/TRLB	FD
New River Channel Daybeacon 15	29745	STRUCT DEST/TRUB	FD
New River Channel Daybeacon 15	29745	STRUCT DEST/TRUB	FD
New River Channel Daybeacon 21	29800	STRUCT DEST/TRUB	FD
New River Channel Light 52	29935	STRUCT DEST/TRLB/HAZ NAV	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
New River Inlet - New River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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	

New River Cape Fear River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Old Topsail Creek Buoy 1	30032	OFF STATION	FD
Old Topsail Creek Buoy 3	30034	OFF STATION	FD

New River - Cape Fear River Daybeacon 59	39445	STRUCT MISSING/TRUB	FD
New River - Cape Fear River Light 122	39600	STRUCT DEST/TRLB	FD
New River - Cape Fear River Light 122	39600	STRUCT DEST/TRLB	FD
New River - Cape Fear River Daybeacon 123	39605	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 123	39605	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 124	39610	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 124	39610	STRUCT DEST/TRUB	FD
New River - Cape Fear River Light 129A	39635	STRUCT DEST/TRLB	FD
New River - Cape Fear River Light 129A	39635	STRUCT DEST/TRLB	FD
New River - Cape Fear River Daybeacon 135	39650	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 135	39650	STRUCT DEST/TRUB	FD
New River - Cape Fear River Light 137	39655	STRUCT DEST/TRLB	FD
New River - Cape Fear River Light 137	39655	STRUCT DEST/TRLB	FD
New River - Cape Fear River Daybeacon 138	39660	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 138	39660	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 149	39700	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 149	39700	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 150	39705	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 150	39705	STRUCT DEST/TRUB	FD
New River - Cape Fear River Light 153	39720	STRUCT DEST/TRUB	FD
New River - Cape Fear River Light 153	39720	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 159	39750	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 159	39750	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 164	39836	STRUCT DEST/TRLB	FD
New River - Cape Fear River Daybeacon 165	39850	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
New River - New River Cape Fear River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	
New River - New River Cape Fear River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Location: 34.2538° N / 77.77904° W 34.25359° N / 77.77855° W 34.24828° N / 77.78337° W 34.24851° N / 77.78378° W 34.2538° N / 77.77904° W Shoaling has been reported between New River - Cape Fear River Light 122 (TRUB currently) (LLNR 39660) and New River - Cape Fear River Buoy 121A (LLNR 39598). ACOE survey shows depths of 4 to 5 foot MLLW in channel.	

New River Inlet

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
New River Inlet Lighted Buoy 1	29655	DISCONTINUED	FD
New River Inlet Lighted Buoy 2	29660	DISCONTINUED	FD
New River Inlet Buoy 3	29665	DISCONTINUED	FD
New River Inlet Buoy 4	29670	DISCONTINUED	FD
New River Inlet Buoy 4A	29672	DISCONTINUED	FD
New River Inlet Buoy 6	29680	DISCONTINUED	FD
New River Inlet Buoy 8	29700	DISCONTINUED	FD
New River Inlet Buoy 9	29710	DISCONTINUED	FD
New River Inlet Buoy 9A	29712	DISCONTINUED	FD
New River Inlet Buoy 10	29720	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Hatteras To Little River Inlet - New River Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	

Newport News

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Golf 2 Anchorage Lighted Mooring Buoy A	10843	OFF STA	FD
Golf 2 Anchorage Lighted Mooring Buoy A	10843	OFF STA	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
James River - Newport News/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2024-12-11 To: 2024-12-25 Location: 36.9494° N / 76.41941° W Aid Name: HRSD Lighted Mooring Pile G LLNR: 10892.06 Action: DISCONTINUE	Lat: 36° 56' 58" Lon: -076° 25' 10"
James River - Newport News/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2024-12-11 To: 2024-12-25 Location: 36.94895° N / 76.41966° W Aid Name: HRSD Lighted Mooring Pile L LLNR: 10892.12 Action: DISCONTINUE	Lat: 36° 56' 56" Lon: -076° 25' 11"
James River - Newport News/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2024-12-11 To: 2024-12-25 Location: 36.94836° N / 76.41948° W Aid Name: HRSD Lighted Mooring Pile Y LLNR: 10892.26 Action: DISCONTINUE	Lat: 36° 56' 54" Lon: -076° 25' 10"

Northeast Cape Fear River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Northeast Cape Fear River Light 2	30980	STRUCT DEST/TRUB	FD
Northeast Cape Fear River Light 2	30980	STRUCT DEST/TRUB	FD
Northeast Cape Fear River Light 4	30985	STRUCT DEST/TRLB	FD
Northeast Cape Fear River Light 4	30985	STRUCT DEST/TRLB	FD
Northeast Cape Fear River Light 6	30990	STRUCT DEST/TRLB	FD
Northeast Cape Fear River Light 6	30990	STRUCT DEST/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Fear River - Northeast Cape Fear River/General/Hazards To Navigation/Obstructions	Hazards To Navigation	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.	Lat: 34° 14' 31" Lon: -077° 57' 12"

Northeast River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Susquehanna River - Northeast River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Northwest Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Ferry Bar Channel - Northwest Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Northwest Harbor Lighted Buoy 2NH LLNR: 21330 Action: CHANGE Action Type Change Aid Subtype On or about November 11, 2024 the Coast Guard will remove the seasonal ice condition "Replace with an unlighted buoy if endangered by ice."	Lat: 39° 15' 32" Lon: -076° 34' 14"
Ferry Bar Channel - Northwest Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Northwest Harbor Lighted Buoy 3 LLNR: 21335 Action: CHANGE Action Type Change Aid Subtype On or about November 11, 2024 the Coast Guard will remove the seasonal ice condition "Replace with an unlighted buoy if endangered by ice."	Lat: 39° 15' 37" Lon: -076° 34' 32"
Ferry Bar Channel - Northwest Harbor/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Samples Location: 39.28535° N / 76.61165° W Between 9 December and 13 December 2024, EA Engineering, Science, and Technology, Inc., PBC (EA) will be conducting sediment sampling operations in and around the Inner Harbor Channel in Baltimore, MD. Work will be performed during daylight hours aboard the R/V Belle, a 25-foot research vessel owned and operated by EA. The R/V Belle will be conducting sediment sampling using grab sampling techniques. During sampling operations, the vessel will be anchored and may have restricted maneuverability and requests a slow bell and no wake. The R/V Belle will be monitoring VHF channels 13 and 16 and can be reached directly via cell phone by contacting Mr. Michael Durbano (609-332-0534).	Lat: 39° 17' 07" Lon: -076° 36' 42"
Ferry Bar Channel - Northwest Harbor/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Sample Location: 39.28556° N / 76.61066° W Between 9 December and 13 December 2024, EA Engineering, Science, and Technology, Inc., PBC (EA) will be conducting sediment sampling operations in and around the Inner Harbor Channel in Baltimore, MD. Work will be performed during daylight hours aboard the R/V Belle, a 25-foot research vessel owned and operated by EA. The R/V Belle will be conducting sediment sampling using grab sampling techniques. During sampling operations, the vessel will be anchored and may have restricted maneuverability and requests a slow bell and no wake. The R/V Belle will be monitoring VHF channels 13 and 16 and can be reached directly via cell phone by contacting Mr. Michael Durbano (609-332-0534).	Lat: 39° 17' 08" Lon: -076° 36' 38"

Ferry Bar Channel - Northwest Harbor/General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Boring and Core Samples Location: 39.27751° N / 76.59927° W Between 9 December and 13 December 2024, EA Engineering, Science, and Technology, Inc., PBC (EA) will be conducting sediment sampling operations in and around the Inner Harbor Channel in Baltimore, MD. Work will be performed during daylight hours aboard the R/V Belle, a 25-foot research vessel owned and operated by EA. The R/V Belle will be conducting sediment sampling using grab sampling techniques. During sampling operations, the vessel will be anchored and may have restricted maneuverability and requests a slow bell and no wake. The R/V Belle will be monitoring VHF channels 13 and 16 and can be reached directly via cell phone by contacting Mr. Michael Durbano (609-332-0534).	Lat: 39° 16' 39" Lon: -076° 35' 57"
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Oak Island Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Oak Island Channel Light 2	30420	STRUCT DEST/TRLB	FD
Oak Island Channel Light 2	30420	STRUCT DEST/TRLB	FD
Oak Island Channel Daybeacon 5	30430	STRUCT DEST/TRUB	FD
Oak Island Channel Daybeacon 5	30430	STRUCT DEST/TRUB	FD

Ocracoke Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Ocracoke Inlet Lighted Buoy 1	28900	MISSING / Temp V-AIS: MMSI 993672514	FD
Ocracoke Inlet Lighted Buoy 1	28900	MISSING / Temp V-AIS: MMSI 993672514	FD
Ocracoke Inlet Lighted Buoy 2	28905	MISSING/ Temp V-AIS: MMSI 993672471	FD
Ocracoke Inlet Lighted Buoy 2	28905	MISSING/ Temp V-AIS: MMSI 993672471	FD
Ocracoke Inlet Lighted Buoy 3	28910	MISSING	FD
Ocracoke Inlet Lighted Buoy 3	28910	MISSING	FD
Ocracoke Inlet Lighted Buoy 4	28915	MISSING	FD
Ocracoke Inlet Lighted Buoy 4	28915	MISSING	FD
Ocracoke Inlet Buoy 8	28927	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Hatteras To Little River Inlet - Ocracoke Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Shoaling exists in the vicinity of Ocracoke Inlet. Aids to Navigation may be unreliable in various locations between Ocracoke Inlet Buoy 8 (LLNR 28927) and Teaches Hole Lighted Buoy 11 (LLNR 28945). Mariners are advised to use caution while navigating this area.	

Old House Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Old House Channel Daybeacon 7	28255	STRUCT DEST/TRUB	FD
Old House Channel Daybeacon 7	28255	STRUCT DEST/TRUB	FD
Old House Channel Daybeacon 10	28270	STRUCT DEST/TRUB	FD
Old House Channel Daybeacon 10	28270	STRUCT DEST/TRUB	FD
Old House Channel Light 15	28295	STRUCT DEST/TRLB	FD
Old House Channel Light 15	28295	STRUCT DEST/TRLB	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Old House Channel Lighted Buoy 1H	28233	RELOCATED FOR DREDGING	FD

Oregon Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Oregon Inlet Jetty Light	615	LT IMCH/DBD DEST	FD
Oregon Inlet Lighted Buoy 13	28045	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape May To Cape Hatteras - Oregon Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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).	

Cape May To Cape Hatteras - Oregon Inlet/General/Hazards To Navigation/Obstructions	Hazards 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.	
Sector North Carolina, Submerged Lands Act (SLA) - Oregon Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-11-22 To: 2025-02-01 Location: 35.78805° N / 75.57406° W 35.787° N / 75.57009° W 35.76393° N / 75.58618° W 35.77699° N / 75.56075° W 35.76646° N / 75.53897° W 35.76315° N / 75.54273° W 35.77299° N / 75.56011° W 35.76272° N / 75.5688° W 35.75932° N / 75.57663° W 35.75923° N / 75.588° W 35.7386° N / 75.60463° W 35.74121° N / 75.61204° W 35.78805° N / 75.57406° W The "MISS KATIE" dredge vessel has routine dredging operations scheduled at the Oregon Inlet, the Inside Channel (Ranges 1 -3), the Walter Slough Channel, the Old House Channel, and Roanoke Sound Channel from Light 1 (LLNR 28365) to Light 17 (LLNR 28470) periodically throughout the year, dependent upon authorization, 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.	

Oregon Inlet Cut

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Oregon Inlet - Oregon Inlet Cut/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 35.85035° N / 75.60639° W 35.79693° N / 75.57957° W 35.78989° N / 75.5698° W 35.7938° N / 75.55682° W 35.78136° N / 75.54974° W 35.78002° N / 75.55457° W 35.7916° N / 75.55768° W 35.78699° N / 75.57249° W 35.79691° N / 75.58333° W 35.84948° N / 75.60993° W 35.85035° N / 75.60639° W The "MISS KATIE" dredge vessel has routine dredging operations scheduled at the Oregon Inlet, the Inside Channel (Ranges 1 -3), the Walter Slough Channel, the Old House Channel, and Roanoke Sound Channel from Light 1 (LLNR 28365) to Light 17 (LLNR 28470) periodically throughout the year, dependent upon authorization, 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.	

Otter Point Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Otter Point Creek Light 3	27373	LT EXT	PA
Otter Point Creek Light 3	27373	LT EXT	PA
Otter Point Creek Light 4	27374	LT EXT	PA

Oyster Creek Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Oyster Creek Channel Buoy 36	1075	MISSING	FD

Pagan River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
James River - Pagan River/General/Bridges/Maintenance	Bridges	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)	Lat: 36° 59' 19" Lon: -076° 37' 51"
James River - Pagan River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-15 To: 2025-06-30 Location: 36.99965° N / 76.60871° W 36.99908° N / 76.60043° W 36.99786° N / 76.60064° W 36.99854° N / 76.60681° W 36.99848° N / 76.60936° W 36.99751° N / 76.61274° W 36.99843° N / 76.61351° W 36.99965° N / 76.60871° W	
James River - Pagan River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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 From: 2024-08-15 To: 2025-06-01 Location: 37.00364° N / 76.5731° W 37.00148° N / 76.57167° W 37.00098° N / 76.57263° W 37.00186° N / 76.57362° W 37.00364° N / 76.5731° W	

Pamlico River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Long Point Ferry Terminal Channel Daybeacon 2	33240	STRUCT DEST/TRUB	FD
Long Point Ferry Terminal Channel Daybeacon 2	33240	STRUCT DEST/TRUB	FD
Pamlico River Channel Light 17	33360	STRUCT DMGD	FD

Pamlico River Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Juniper Bay Light 2	32445	STRUCT DEST/TRLB	FD
Juniper Bay Light 2	32445	STRUCT DEST/TRLB	FD

Pamlico Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Stumpy Point Target Warning Light W	32085	LT EXT	FD
Stumpy Point Target Warning Light W	32085	LT EXT	FD
Gull Shoal Light GS	32145	STRUCT DEST/TRLB	FD
Gull Shoal Light GS	32145	STRUCT DEST/TRLB	FD

Patuxent River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Solomons Island Fishing Pier Light	19062	LT EXT	PA
Battle Creek Channel Daybeacon 4	19223	OFF STA/STRUCT DEST/HAZ NAV/TRLB	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Patuxent River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Patuxent River Lighted Buoy 8 LLNR: 19087 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 19' 41" Lon: -076° 29' 04"
General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	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.	
Chesapeake Channel - Patuxent River/General/Other	Miscellaneous	Temporary barge mooring for Shoreline Protection Project. For more information contact Coastal Design & Construction, J. Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.	Lat: 38° 18' 42" Lon: -076° 24' 31"
Chesapeake Channel - Patuxent River/General/Other	Miscellaneous	Temporary barge mooring for Shoreline Protection Project. For more information contact Coastal Design & Construction, J. Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.	Lat: 38° 18' 35" Lon: -076° 24' 40"
Chesapeake Channel - Patuxent River/General/Other	Miscellaneous	Temporary barge mooring for Shoreline Protection Project. For more information contact Coastal Design & Construction, J. Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.	Lat: 38° 18' 39" Lon: -076° 24' 18"
Chesapeake Channel - Patuxent River/General/Other	Miscellaneous	Temporary barge mooring for Shoreline Protection Project. For more information contact Coastal Design & Construction, J. Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.	Lat: 38° 18' 33" Lon: -076° 24' 21"
Chesapeake Channel - Patuxent River/General/Other	Miscellaneous	Temporary barge mooring for Shoreline Protection Project. For more information contact Coastal Design & Construction, J. Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.	Lat: 38° 18' 33" Lon: -076° 24' 29"
Chesapeake Channel - Patuxent River/General/Other	Miscellaneous	Temporary barge mooring for Shoreline Protection Project. For more information contact Coastal Design & Construction, J. Richard Mattingly – Superintendent (Marine), Cell: 301-643-4323.	Lat: 38° 18' 28" Lon: -076° 24' 34"

Phoebus Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

James River - Phoebus Channel/General/Bridges/Construction	Bridges	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 .	Lat: 37° 00' 27" Lon: -076° 19' 16"
James River - Phoebus Channel/General/Bridges/Construction	Bridges	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 .	Lat: 37° 00' 26" Lon: -076° 19' 16"

Piscataway Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Piscataway Creek Daybeacon 7	18530	DAYMK MISSING	PA
Piscataway Creek Daybeacon 8	18535	DAYMK MISSING	PA
Piscataway Creek Warning Daybeacon A	18540	STRUCT DEST	PA
Piscataway Creek Warning Daybeacon B	18545	STRUCT DEST	PA

Pocomoke River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Pocomoke Sound - Pocomoke River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Pooles Island Flats Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Pooles Island Light	8693	LT EXT	FD
Pooles Island Light	8693	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 1. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 13' 08" Lon: -076° 22' 01"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 2. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 12' 54" Lon: -076° 21' 06"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 3. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 14' 17" Lon: -076° 19' 31"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 4. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 13' 53" Lon: -076° 19' 21"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 5. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 15' 00" Lon: -076° 18' 14"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 6. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 14' 45" Lon: -076° 17' 48"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 7. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 16' 12" Lon: -076° 15' 56"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 8. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 16' 39" Lon: -076° 15' 03"
Upper Chesapeake Channel - Pooles Island Flats Channel/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 2, 2024 the Coast Guard will establish new year-round (ice) buoy for Pooles Island Flats Lighted Buoy 9. The new buoy will have a daytime visibility of 1.5nm and a radar range of 1.5nm. The flash characteristic and nominal range will remain unchanged.	Lat: 39° 16' 59" Lon: -076° 14' 14"

Poplar Island Narrows

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Poplar Island Narrows/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about December 16, 2024 the Coast Guard will change Poplar Island Narrows Buoy 8 (LLNR 25985) to Poplar Island Daybeacon 8 (LLNR 25985) and relocate to approximate position: 38 47 00.012N—76 20 48.529W with TR dayboards on pile.	Lat: 38° 47' 07" Lon: -076° 20' 53"

Potomac River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Potomac River/ATON/Advanced Notice of Change	Advanced Notice of Change	starting after January 6, 2025, the Coast Guard will discontinue Potomac River Mid-Channel Lighted Whistle Buoy A (LLNR 16505).	Lat: 38° 00' 51" Lon: -076° 20' 40"
Chesapeake Channel - Potomac River/ATON/Advanced Notice of Change	Advanced Notice of Change	Starting after January 6, 2025, the Coast Guard will discontinue Potomac River Mid-Channel Lighted Whistle Buoy B (LLNR 16855).	Lat: 38° 06' 54" Lon: -076° 31' 51"

Chesapeake Channel - Potomac River/ATON/Advanced Notice of Change	Advanced Notice of Change	Starting after January 6, 2025 the Coast Guard will discontinue Potomac River Mid-Channel Lighted Whistle Buoy C (LLNR 17355).	Lat: 38° 11' 50" Lon: -076° 44' 40"
Chesapeake Channel - Potomac River/ATON/Advanced Notice of Change	Advanced Notice of Change	On or about January 6, 2025 the Coast Guard will remove the sound signal (whistle) from Potomac River Mid-Channel Lighted Whistle Buoy D (LLNR 17615) and rename to Potomac River Mid-Channel Lighted Buoy A.	Lat: 38° 16' 48" Lon: -076° 57' 56"
Chesapeake Channel - Potomac River/General/Bridges/Inspection	Bridges	General/Bridges/Inspection Location: 38.361616° N / 76.997327° W Bridge Name: United States 301 Bridge Mariners are advised that an engineering firm, on behalf of the Maryland Transportation Authority, will be performing under bridge inspections on the US 301 (Harry W Nice Memorial) Bridge across the Potomac River, mile 50.0, between Maryland and Virginia. To facilitate bridge work, the bridge will have a reduced vertical clearance from 9 a.m. to 3 p.m., Monday through Friday, from December 3, 2024, through December 20, 2024, and January 6, 2025, through January 10, 2025. During work hours, a under bridge inspection units will be located in and around the navigation channel reducing the vertical clearance by approximately 10 feet to approximately 125 feet above mean high water. Vessels requiring the 135 feet vertical clearance upon signal, if given at least 10-minute notice. The work boat can be reached on VHF-FM channel 9 and channel 16. Mariners should use extreme caution when transiting the areas.	Lat: 38° 21' 42" Lon: -076° 59' 50"

Pungo River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Pungo River Junction Light PR	32855	STRUCT DEST/TRLB	FD
Pungo River Junction Light PR	32855	STRUCT DEST/TRLB	FD
Pungo River Wreck Light WR2	32860	STRUCT DEST/TRLB	FD
Pungo River Wreck Light WR2	32860	STRUCT DEST/TRLB	FD
Pungo River Light 3	32895	STRUCT DEST/TRLB	FD
Pungo River Light 3	32895	STRUCT DEST/TRLB	FD
Pungo River Channel Daybeacon 16	33015	STRUCT DEST/TRLB	FD
Pungo River Channel Daybeacon 16	33015	STRUCT DEST/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Pamlico River - Pungo River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River	

Queen Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Upper York River - Queen Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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). From: 2024-08-19 To: 2025-02-15 Location: 37.30241° N / 76.61384° W 37.30044° N / 76.60793° W 37.30011° N / 76.60823° W 37.30158° N / 76.6139° W 37.30036° N / 76.61904° W 37.29955° N / 76.62271° W 37.29981° N / 76.62299° W 37.30241° N / 76.61384° W	

Queenstown Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chester River - Queenstown Creek/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Queenstown Creek Buoy 3 LLNR: 26593 Action: DISCONTINUE Due to increased shoaling in this waterway on/or about December 15, 2024, Buoy 3 will be removed as scheduled but not replaced.	Lat: 39° 00' 01" Lon: -076° 10' 04"
Chester River - Queenstown Creek/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Queenstown Creek Buoy 5 LLNR: 26595 Action: DISCONTINUE Due to increased shoaling in this waterway on/or about December 15, 2024 Buoy 5 will be removed as scheduled but not replaced.	Lat: 38° 59' 51" Lon: -076° 09' 53"

Queenstown Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Queenstown Creek - Queenstown Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Queenstown Harbor Channel Daybeacon 2 LLNR: 26600 Action: CHANGE Action Type Change Aid Subtype Due to increased shoaling in this waterway the Coast Guard on/or about December 15, 2024 will change Daybeacon 2 (LLNR 26600) to Warning Daybeacon B with NW dayboards worded "Danger Shoal" and rename to Queenstown Creek Warning Daybeacon B until removed.	Lat: 38° 59' 40" Lon: -076° 09' 43"

Queenstown Creek - Queenstown Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Queenstown Harbor Channel Daybeacon 3 LLNR: 26605 Action: CHANGE Action Type Change Aid Subtype Due to increased shoaling in this waterway the Coast Guard on/or about December 15, 2024 will change Daybeacon 3 (LLNR 26605) to Warning Daybeacon C with NW dayboards worded "Danger Shoal" and rename to Queenstown Creek Warning Daybeacon B until removed.	Lat: 38° 59' 35" Lon: -076° 09' 43"
Queenstown Creek - Queenstown Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Queenstown Harbor Channel Daybeacon 3A LLNR: 26610 Action: CHANGE Action Type Change Aid Subtype Due to increased shoaling in this waterway the Coast Guard on/or about December 15, 2024 will change Daybeacon 3A (LLNR 26610) to Warning Daybeacon D with NW dayboards worded "Danger Shoal" and rename to Queenstown Creek Warning Daybeacon B until removed.	Lat: 38° 59' 28" Lon: -076° 09' 46"
Queenstown Creek - Queenstown Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Queenstown Harbor Channel Daybeacon 4 LLNR: 26615 Action: CHANGE Action Type Change Aid Subtype Due to increased shoaling in this waterway the Coast Guard on/or about December 15, 2024 will change Daybeacon 4 (LLNR 26615) to Warning Daybeacon E with NW dayboards worded "Danger Shoal" and rename to Queenstown Creek Warning Daybeacon B until removed.	Lat: 38° 59' 25" Lon: -076° 09' 44"
Queenstown Creek - Queenstown Harbor/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Queenstown Harbor Channel Daybeacon 6 LLNR: 26620 Action: CHANGE Action Type Change Aid Subtype Due to increased shoaling in this waterway the Coast Guard on/or about December 15, 2024, will change Daybeacon 6 (LLNR 26620) to Warning Daybeacon F with NW dayboards worded "Danger Shoal" and rename to Queenstown Creek Warning Daybeacon B until removed.	Lat: 38° 59' 23" Lon: -076° 09' 45"
Queenstown Creek - Queenstown Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Quinby Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
North Inlet Warning Daybeacon A	6795	STRUCT DEST/INACCESSIBLE	FD
North Inlet Warning Daybeacon A	6795	STRUCT DEST/INACCESSIBLE	FD

Rappahannock River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Rappahannock River Daybeacon 47	15675	STRUCT DEST/TRUB	FD
Rappahannock River Daybeacon 47	15675	STRUCT DEST/TRUB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
VA Power Cable Crossing West Tower Light C	15565	LT EXT	PA

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Rappahannock River Buoy 18	15440	TRUB	FD
Rappahannock River Buoy 22	15550	TRUB	FD
Rappahannock River Buoy 23	15570	TRUB	FD
Rappahannock River Lighted Buoy 24	15575	TRLB	FD
Rappahannock River Buoy 26	15580	TRLB	FD
Rappahannock River Buoy 30	15595	TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about January 13, 2025, will change: Temporary Buoy 18 (LLNR 15440) to Daybeacon 18 in approximate position:37 49 23.450N-76 43 39.073W with TR dayboards on pile.	Lat: 37° 49' 21" Lon: -076° 43' 37"
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about January 13, 2025, will change Temporary Buoy 21 (LLNR 15450) to Daybeacon 21 in approximate position:37 51 18.722N-76 45 25.169W with SG dayboards on pile.	Lat: 37° 51' 19" Lon: -076° 45' 25"
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about January 13, 2025, will change Temporary Buoy 22 (LLNR 15550) to Daybeacon 22 in approximate position:37 52 05.331N-76 45 56.190W with TR dayboards on pile.	Lat: 37° 52' 07" Lon: -076° 45' 53"

Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about January 13, 2025, will change Temporary Buoy 23 (LLNR 15570) to Daybeacon 23 in approximate position:37 53 38.331N-76 47 03.372W with SG dayboards on pile.	Lat: 37° 53' 41" Lon: -076° 47' 04"
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about January 13, 2025 will change Temporary Lighted Buoy 24 (LLNR 15575) to Light 24 in approximate position:37 54 03.779N-76 47 30.314W with TR dayboards on pile. The 4 second; Red, flash characteristic will remain, but the nominal range will be reduced from 5nm to 4nm.	Lat: 37° 54' 06" Lon: -076° 47' 36"
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about January 13, 2025, will change Temporary Lighted Buoy 26 (LLNR 15580) to Light 26 in approximate position:37 54 41.123N-76 48 25.156W with TR dayboards on pile, a 2.5 second; Red, flash characteristic and a nominal range of 4nm.	Lat: 37° 54' 25" Lon: -076° 48' 05"
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about November 25, 2024, will Discontinue Rappahannock River Buoy 28 (LLNR 15585).	Lat: 37° 54' 49" Lon: -076° 48' 41"
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	Due to increased shoaling around the area from Totuskey Creek to Hoskins Creek the Coast Guard; on or about January 13,2025 will change Temporary Buoy 30 (LLNR 15595) will be changed to Daybeacon 30 in approximate position:37 52 29.431N-76 50 03.215W with TR dayboards on pile.	Lat: 37° 55' 31" Lon: -076° 50' 03"
Chesapeake Channel - Rappahannock River/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2024-11-29 To: 2024-12-13 Location: 37.91348° N / 76.81135° W Aid Name: Rappahannock River Buoy 28 LLNR: 15585 Action: DISCONTINUE	Lat: 37° 54' 49" Lon: -076° 48' 41"
Chesapeake Channel - Rappahannock River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-19 To: 2025-02-15 Location: 37.70994° N / 76.54459° W 37.70977° N / 76.54421° W 37.7079° N / 76.54598° W 37.70808° N / 76.54632° W 37.70994° N / 76.54459° W	
Chesapeake Channel - Rappahannock River/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Location: 37.70779° N / 76.54626° W Aid Name: Greenvale Creek Lighted Buoy 2 LLNR: 15305 Action: DISCONTINUE On or about December 1, 2024 Greenvale Creek Lighted Buoy 2 (LLNR 15305) will be removed; as scheduled, for the season. The Coast Guard is proposing not to re-establish; as scheduled, on March 1, 2025. 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 January 27, 2025 to be considered in the analysis. Refer to project number 05-25-001(D). Send comments to CGD5Waterways@uscg.mil, or mail to: U.S. Coast Guard Fifth District Waterways Management (dpw) 431 Crawford Street, Room 100 Portsmouth, VA 23704 Attn: Albert Grimes Portsmouth, VA 23704	Lat: 37° 42' 28" Lon: -076° 32' 47"

Rehoboth Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Indian River Inlet - Rehoboth Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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. From: 2024-08-01 To: 2025-09-19 Location: 38.68791° N / 75.09955° W 38.68724° N / 75.09646° W 38.67678° N / 75.10015° W 38.67752° N / 75.1029° W 38.68791° N / 75.09955° W	
Indian River Inlet - Rehoboth Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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 From: 2024-08-01 To: 2025-08-19 Location: 38.6342° N / 75.09881° W 38.63159° N / 75.09347° W 38.631° N / 75.09394° W 38.63376° N / 75.09922° W 38.6342° N / 75.09881° W	

Rhode River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
West River - Rhode River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes Location: 38.86696° N / 76.52051° W 38.86696° N / 76.51927° W 38.86241° N / 76.51948° W 38.86239° N / 76.52062° W 38.86696° N / 76.52051° W 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.	

Roanoke Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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Roanoke Sound Channel Daybeacon 5	28380	STRUCT DEST/TRUB	FD
Roanoke Sound Channel Daybeacon 25	28505	STRUCT DEST/TRUB	FD
Roanoke Sound Channel Daybeacon 25	28505	STRUCT DEST/TRUB	FD
Roanoke Sound Channel Daybeacon 37	28600	STRUCT DEST/TRUB	FD
Roanoke Sound Channel Daybeacon 37	28600	STRUCT DEST/TRUB	FD

Rockhold Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Rockhold Creek Lighted Junction Buoy RC	19425	MISSING	PA

Rollinson Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Rollinson Channel Daybeacon 33A	28827	STRUCT DEST/TRUB	FD
Rollinson Channel Daybeacon 33A	28827	STRUCT DEST/TRUB	FD
Rollinson Channel Light 34	28830	STRUCT DEST/TRLB	FD
Oliver Reef Warning Daybeacon	28855	STRUCT DEST	FD
Rollinson Channel Light 42RC	28865	DBD DEST	FD
Oliver Reef Light	32340	STRUCT DEST/HAZ NAV/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Rollinson Channel/ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change Aid Name: Oliver Reef Warning Daybeacon LLNR: 28855 The Coast Guard is proposing discontinuing Oliver Reef Warning Daybeacon (LLNR 28855). 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 January 7, 2025 to be considered in the analysis. Refer to Project Number 05-25-005(D).	Lat: 35° 14' 58" Lon: -075° 43' 11"

Rose Bay.

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Deep Cove Light 2	32740	STRUCT DEST/TRLB	FD
Deep Cove Light 2	32740	STRUCT DEST/TRLB	FD

Sandy Point To Susquehanna River (Chart 12273)

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Sandy Point To Susquehanna River (Chart 12273)/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2024-12-09 To: 2024-12-23 Location: 39.06045° N / 76.48901° W Aid Name: Forked Creek Buoy 5 LLNR: 20210.5 Action: ESTABLISH	Lat: 39° 03' 38" Lon: -076° 29' 20"
Chesapeake Channel - Sandy Point To Susquehanna River (Chart 12273)/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.04371° N / 76.38285° W 39.01796° N / 76.37319° W 39.01744° N / 76.37598° W 39.04303° N / 76.38585° W 39.04371° N / 76.38285° W Craighill Entrance Channel Section Curtin Maritime (CMC) will be conducting dredging activities commencing on or about December 01, 2024, and conclude on or about April 15, 2025. CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Maintenance dredging will occur with material will be loaded into scows and disposed by an off-loader barge at two sites (Cox Island and/or Poplar Island). Mechanical Dredge: DB Avalon: 255' x 77' x 15', Support Barge: Marmac 16 250' x 75' x 16', 4 Split Hull Scows: Crown Point, Inspiration Point, Sand Point, Stoney Point, and Support Tugs: Karen C, Alice C, Kimberly C, Paul Henry will be operating in the area. All manned equipment will monitor VHF-FM Channels 13, and 16. Project Manager, Mr. Richard Oldham can be reached at 321-474-5633. Mariners are urged to proceed with caution after passing arrangements have been made.	
Chesapeake Channel - Sandy Point To Susquehanna River (Chart 12273)/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 39.14277° N / 76.40576° W 39.12617° N / 76.39299° W 39.11622° N / 76.39294° W 39.11605° N / 76.39578° W 39.11651° N / 76.39583° W 39.14185° N / 76.40796° W 39.14277° N / 76.40576° W Craighill Angle Section Curtin Maritime (CMC) will be conducting dredging activities commencing on or about December 01, 2024, and conclude on or about April 15, 2025. CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Maintenance dredging will occur with material will be loaded into scows and disposed by an off-loader barge at two sites (Cox Island and/or Poplar Island). Mechanical Dredge: DB Avalon: 255' x 77' x 15', Support Barge: Marmac 16 250' x 75' x 16', 4 Split Hull Scows: Crown Point, Inspiration Point, Sand Point, Stoney Point, and Support Tugs: Karen C, Alice C, Kimberly C, Paul Henry will be operating in the area. All manned equipment will monitor VHF-FM Channels 13, and 16. Project Manager, Mr. Richard Oldham can be reached at 321-474-5633. Mariners are urged to proceed with caution after passing arrangements have been made.	

Sassafras River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Elk River Channel - Sassafras River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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.	

Schuylkill River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Eagle Point - Schuylkill River/General/Bridges/Temp Deviation	Bridges	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)	Lat: 39° 56' 08" Lon: -075° 12' 21"
Eagle Point - Schuylkill River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-09-09 To: 2025-04-30 Location: 39.96606° N / 75.18327° W 39.96133° N / 75.17821° W 39.95633° N / 75.17894° W 39.94975° N / 75.18224° W 39.94149° N / 75.19331° W 39.94142° N / 75.19426° W 39.94297° N / 75.19417° W 39.94965° N / 75.18533° W 39.95758° N / 75.18083° W 39.96472° N / 75.18529° W 39.96606° N / 75.18327° W 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.	

Scott Creek Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Scott Creek Channel Daybeacon 2	9870	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Elizabeth River - Scott Creek Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-09-13 To: 2024-12-31 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.	

Sector Delaware Bay, Exclusive Economic Zone (EEZ)

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Exclusive Economic Zone (EEZ) /General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration	Threatened And Endangered Species Advisory (TESS Advisory)	General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration From: 2024-12-09 To: 2024-12-21 Location: 40.6° N / 72.6° W 39.93333° N / 72.6° W 39.93333° N / 73.46667° W 40.6° N / 73.46667° W 40.6° N / 72.6° W NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones NOAA requests mariners to route around this zone or transit through it at ten knots or less. This Right Whale Slow Zone is in effect through December 21, 2024. The Southeast of New York Slow Zone Area is bounded by: 40 Degrees 36 Minutes North, 39 Degrees 56 Minutes North, 072 Degrees 36 Minutes West, 073 Degrees 28 Minutes West. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at: HTTPS://WWW.FISHERIES.NOAA.GOV/NATIONAL/ENDANGERED-SPECIES-CONSERVATION/REDUCING-VESSEL-STRIKES-NORTH-ATLANTIC-RIGHT-WHALES .	

Sector Delaware Bay, Submerged Land Act (SLA)

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Dredge Subline for Great Lakes Dredge and Dock Co. LLC for beach fill area. TSHD "Galveston Island" and CSD Texas will include dredging operations on the coast of Absecon Island, New Jersey. Project will begin on November 1, 2024 to January 31, 2025 with operations being conducted 7 days a week, 24 hours a day. Other equipment involved, Anchor Barges TBD, Derrick TBD, Crew Boat Saginaw River, Crew Boat Ohio River, Tug McCormack Boys and other tugs TBD, will monitor VHF-FM 13 & 16. For more information, contact Michael Hungerford, MHungerford@glidd.com, 630-991-6633. For cautionary area and dredging/work operations: "Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made."	
Sector Delaware Bay, Terrorial Sea - Sector Delaware Bay, Submerged Land Act (SLA)/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Dredge subline for Great Lakes Dredge and Dock Co. LLC for beach fill area. TSHD "Galveston Island" and CSD Texas will include dredging operations on the coast of Absecon Island, New Jersey. Project will begin on November 1, 2024 to January 31, 2025 with operations being conducted 7 days a week, 24 hours a day. Other equipment involved, Anchor Barges TBD, Derrick TBD, Crew Boat Saginaw River, Crew Boat Ohio River, Tug McCormack Boys and other tugs TBD, will monitor VHF-FM 13 & 16. For more information, contact Michael Hungerford, MHungerford@glidd.com, 630-991-6633. For cautionary area and dredging/work operations: "Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made."	
Sector Delaware Bay, Terrorial Sea - Sector Delaware Bay, Submerged Land Act (SLA)/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Dredge borrow area for Great Lakes Dredge and Dock Co. LLC for beach fill area. TSHD "Galveston Island" and CSD Texas will include dredging operations on the coast of Absecon Island, New Jersey. Project will begin on November 1, 2024 to January 31, 2025 with operations being conducted 7 days a week, 24 hours a day. Other equipment involved, Anchor Barges TBD, Derrick TBD, Crew Boat Saginaw River, Crew Boat Ohio River, Tug McCormack Boys and other tugs TBD, will monitor VHF-FM 13 & 16. For more information, contact Michael Hungerford, MHungerford@glidd.com, 630-991-6633. For cautionary area and dredging/work operations: "Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made."	
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	Dredge borrow area for Great Lakes Dredge and Dock Co. LLC for beach fill area. TSHD "Galveston Island" and CSD Texas will include dredging operations on the coast of Absecon Island, New Jersey. Project will begin on November 1, 2024 to January 31, 2025 with operations being conducted 7 days a week, 24 hours a day. Other equipment involved, Anchor Barges TBD, Derrick TBD, Crew Boat Saginaw River, Crew Boat Ohio River, Tug McCormack Boys and other tugs TBD, will monitor VHF-FM 13 & 16. For more information, contact Michael Hungerford, MHungerford@glidd.com, 630-991-6633. For cautionary area and dredging/work operations: "Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made."	
Sector Delaware Bay, Terrorial Sea - Sector Delaware Bay, Submerged Land Act (SLA)/General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration	Threatened And Endangered Species Advisory (TESS Advisory)	Right Whale Slow Zone NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones NOAA requests mariners to route around this zone or transit through it at ten knots or less. This Right Whale Slow Zone is in effect through December 16, 2024. The Southeast of Atlantic City, NJ Slow Zone Area is bounded by: 39 Degrees 25 Minutes North, 38 Degrees 44 Minutes North, 073 Degrees 44 Minutes West, 074 Degrees 36 Minutes West. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at: HTTPS://WWW.FISHERIES.NOAA.GOV/NATIONAL/ENDANGERED-SPECIES-CONSERVATION/REDUCING-VESSEL-STRIKES-NORTH-ATLANTIC-RIGHT-WHALES .	
Sector Delaware Bay, Terrorial Sea - Sector Delaware Bay, Submerged Land Act (SLA)/General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration	Threatened And Endangered Species Advisory (TESS Advisory)	General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration From: 2024-12-09 To: 2024-12-23 Location: 38.63333° N / 74.21667° W 37.96667° N / 74.21667° W 37.96667° N / 75.06667° W 38.63333° N / 75.06667° W 38.63333° N / 74.21667° W NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones NOAA requests mariners to route around this zone or transit through it at ten knots or less. This Right Whale Slow Zone is in effect through December 23, 2024. The East of Ocean City, MD Zone Area is bounded by: 38 Degrees 38 Minutes North, 37 Degrees 58 Minutes North, 074 Degrees 13 Minutes West, 075 Degrees 04 Minutes West. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at: HTTPS://WWW.FISHERIES.NOAA.GOV/NATIONAL/ENDANGERED-SPECIES-CONSERVATION/REDUCING-VESSEL-STRIKES-NORTH-ATLANTIC-RIGHT-WHALES .	

Sector Delaware Bay, Terrorial Sea

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Exclusive Economic Zone (EEZ) - Sector Delaware Bay, Terrorial Sea/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	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.	
Sector Delaware Bay, Exclusive Economic Zone (EEZ) - Sector Delaware Bay, Terrorial Sea/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging Location: 40.18774° N / 74.0086° W 40.18722° N / 74.00636° W 40.18636° N / 74.00662° W 40.18687° N / 74.00896° W 40.18774° N / 74.0086° W All mariners please be advised that the Dredge MURDEN, of the U.S. Army Corps of Engineers, will be performing maintenance dredging of the navigational channel in Shark River Inlet beginning on or about December 28, 2024, and continue until January 5, 2025. Dredging operations will be conducted in the channel, approximately 500 feet seaward of Shark River Inlet South Breakwater Light 1 (Light List# 872), which is located on the south jetty, and ending approximately 150 feet landward of Shark River Inlet North Breakwater Light 2 (Light List# 873), which is located on the north jetty. The dredged sand will be placed north of the second rock groin, approximately 1,600 feet north of the Shark River Inlet North Breakwater Light 2 in 14 feet of water to create a temporary near shore, 2-foot to 4-foot-high underwater berm. The dredge will be monitoring VHF radio channels 13 and 16. Mariners are requested to use extreme caution when transiting the area at their slowest safe speed to minimize wake.	
Sector Delaware Bay, Exclusive Economic Zone (EEZ) - Sector Delaware Bay, Terrorial Sea/General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration	Threatened And Endangered Species Advisory (TESS Advisory)	General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration From: 2024-12-10 To: 2024-12-25 Location: 39.41667° N / 73.73333° W 38.73333° N / 73.73333° W 38.73333° N / 74.6° W 39.41667° N / 74.6° W 39.41667° N / 73.73333° W NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones NOAA requests mariners to route around this zone or transit through it at ten knots or less. This Right Whale Slow Zone is in effect through December 25, 2024. The Southeast of Atlantic City, NJ Zone Area is bounded by: 39 Degrees 25 Minutes North, 38 Degrees 44 Minutes North, 073 Degrees 44 Minutes West, 074 Degrees 36 Minutes West. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at: HTTPS://WWW.FISHERIES.NOAA.GOV/NATIONAL/ENDANGERED-SPECIES-CONSERVATION/REDUCING-VESSEL-STRIKES-NORTH-ATLANTIC-RIGHT-WHALES .	

Sector North Carolina, Exclusive Economic Zone (EEZ)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE

Navy Air Combat Maneuvering Range Tower Light A	570	LT EXT	FD
Navy Air Combat Maneuvering Range Tower Light A	570	LT EXT	FD
Navy Air Combat Maneuvering Range Tower Light C	580	LT EXT	FD
Navy Air Combat Maneuvering Range Tower Light C	580	LT EXT	FD
NOAA Lighted Data Buoy 41001 (ODAS)	635	MISSING	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Cape Hatteras Light	625	Reduced Intensity	FD

Sector North Carolina, Submerged Lands Act (SLA)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hatteras Inlet Light	645	LT EXT	FD
Cape Lookout Lighted Buoy 14	685	MISSING	FD
Bogue Inlet Entrance Lighted Whistle Buoy Bl	730	LT EXT	FD
New Topsail Inlet Buoy 2	29985	MSLD SIG/OFF STATION	FD
New Topsail Inlet Buoy 3	29995	MSLD SIG	FD
New Topsail Inlet Buoy 4	30000	MISSING	FD
New Topsail Inlet Buoy 7	30020	OFF STATION	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shallotte Inlet Buoy 1	31055	OFF STA	PA
Shallotte Inlet Buoy 2	31060	OFF STA	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Territorial Sea - Sector North Carolina, Submerged Lands Act (SLA)/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported/ Old Topsail Creek Location: 34.35323° N / 77.66324° W 34.35295° N / 77.66229° W 34.35202° N / 77.66127° W 34.35087° N / 77.66203° W 34.35108° N / 77.66297° W 34.35199° N / 77.66274° W 34.35281° N / 77.66377° W 34.35323° N / 77.66324° W Most recent ACOE survey dated 18NOV24 & 26NOV24 shows that shoaling completely spans channel between Old Topsail Creek Buoy 6 (LLNR 30036) and Old Topsail Creek Buoy 8 (LLNR 30038). Survey shows MLLW depths as shallow as 2-5' in channel.	
Sector North Carolina, Territorial Sea - Sector North Carolina, Submerged Lands Act (SLA)/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Location: 34.3481° N / 77.66493° W 34.34579° N / 77.66195° W 34.34276° N / 77.66412° W 34.33685° N / 77.65262° W 34.33487° N / 77.65519° W 34.34119° N / 77.6667° W 34.34632° N / 77.66766° W 34.3481° N / 77.66493° W Based on latest ACOE Survey, survey dates: 07, 18, and 26 NOV 2024, numerous aids to navigation have been identified as off station or not marking best available water depths for topsail inlet, banks channel, and topsail creek. Mariners are urged to check the local notice to mariners for a complete list of reported discrepancies, and review ACOE most recent surveys prior to transiting this area.	
Sector North Carolina, Territorial Sea - Sector North Carolina, Submerged Lands Act (SLA)/General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2024-12-02 To: 2025-12-02 Location: 33.79355° N / 77.98427° W UNCW/CORMP Lighted Weather Buoy S1 (LLNR 855.6) FL Y 4s Buoy deployment in 30-day intervals, with 60 days in between deployment cycles, in support of research collaboration between BOEM and UNCW. Temp until end of 2025	Lat: 33° 47' 37" Lon: -077° 59' 03"
Sector North Carolina, Territorial Sea - Sector North Carolina, Submerged Lands Act (SLA)/General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2024-12-02 To: 2025-12-02 Location: 33.83237° N / 77.99723° W UNCW Lighted Wave Buoy (BHIS) A (LLNR 855) FL Y 2.5s Buoy deployment in 30-day intervals, with 60 days in between deployment cycles, in support of research collaboration between BOEM and UNCW. Temp until end of 2025	Lat: 33° 49' 57" Lon: -077° 59' 50"
Sector North Carolina, Territorial Sea - Sector North Carolina, Submerged Lands Act (SLA)/General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2024-12-02 To: 2025-12-02 Location: 33.80405° N / 77.92972° W UNCW/CORMP Lighted Weather Buoy E1 (LLNR 855.4) FL Y 4s Buoy deployment in 30-day intervals, with 60 days in between deployment cycles, in support of research collaboration between BOEM and UNCW. Temp until end of 2025	Lat: 33° 48' 15" Lon: -077° 55' 47"

Sector North Carolina, Territorial Sea

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Exclusive Economic Zone (EEZ) - Sector North Carolina, Territorial Sea/General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2024-12-02 To: 2025-12-02 Location: 33.73028° N / 77.94238° W UNCW/CORMP Lighted Weather Buoy S0 (LLNR 855.8) FL Y 4s Buoy deployment in 30-day intervals, with 60 days in between deployment cycles, in support of research collaboration between BOEM and UNCW. Temp until end of 2025	Lat: 33° 43' 49" Lon: -077° 56' 33"
Sector North Carolina, Exclusive Economic Zone (EEZ) - Sector North Carolina, Territorial Sea/General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2024-12-02 To: 2025-12-02 Location: 33.8255° N / 77.82963° W UNCW Lighted Buoy B (LLNR 855.2) FL Y 2.5s Buoy deployment in 30-day intervals, with 60 days in between deployment cycles, in support of research collaboration between BOEM and UNCW. Temp until end of 2025	Lat: 33° 49' 32" Lon: -077° 49' 47"

Sector North Carolina, Exclusive Economic Zone (EEZ) - Sector North Carolina, Territorial Sea/General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2024-12-16 To: 2024-12-18 Location: 34.8293° N / 76.84896° W 34.59907° N / 76.78289° W 34.46919° N / 77.21296° W 34.72327° N / 77.28757° W 34.8293° N / 76.84896° W GPS testing will be conducted, GPS Site: 34-41.55000N, 077-02.01667W. Range at 50ft will be 10NMs. Test will be on December 16, 2024 and December 18, 2024 from 07:00AM to 10:00AM.	
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Sector Virginia, Exclusive Economic Zone (EEZ)

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Virginia, Exclusive Economic Zone (EEZ)/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes Location: 37.00195° N / 75.46334° W 37.00085° N / 75.21134° W 36.81528° N / 75.21065° W 36.81638° N / 75.49149° W 36.97837° N / 75.48943° W 37.00195° N / 75.46334° W CVOW Lease Area Use caution, ongoing Marine Construction activities present. Mariners should contact onsite safety vessel F/V CAPT DANNY on CH 13 or CH 16 for further information.	
Sector Virginia, Exclusive Economic Zone (EEZ)/General/Safety Zones/Space Launches & Recovery	Safety Zones	General/Safety Zones/Space Launches & Recovery From: 2024-12-03 To: 2024-12-20 Location: 37.1157° N / 70.8671° W 36.1804° N / 66.9486° W 35.1426° N / 67.3334° W 36.145° N / 71.2155° W 37.1042° N / 70.8671° W 37.1157° N / 70.8671° W The Launch Director, National Aeronautics and Space Administration - Wallops Flight Facility, Wallops Island, Virginia, has advised that the area in the Atlantic Ocean within the existing Danger Zone off Wallops Island and Chincoteague Inlet (depicted as 334.130) as shown on National Ocean Service Chart, will be hazardous to navigation because of a rocket launch during the periods and times. The test windows are: Primary: December 13, 2024, 0745PM to December 14, 2024 1200AM. Alternate: December 14, 2024, 0745PM to December 15, 2024 1200AM. Alternate: December 15, 2024, 0745PM to December 16, 2024 1200AM. Alternate: December 16, 2024, 0745PM to December 17, 2024 1200AM. Alternate: December 17, 2024, 0745PM to December 18, 2024 1200AM. Alternate: December 18, 2024, 0745PM to December 19, 2024 1200AM. Alternate: December 19, 2024, 0745PM to December 20, 2024 1200AM. Public ship avoidance area are in effect and bound by: 27.14 nautical miles hazard area approximately 25.1 nautical miles east of Pad RLLC2 at center point position 37-41.11N /74-59.64W. 26.78 nautical miles hazard area approximately 70.4 nautical miles east of Pad RLLC2 at center point position 37-25.68N /74-5.85W. 110.47 nautical miles hazard area approximately 324.6 nautical miles east of Pad RLLC2 at center point position 36-13.23N /69-1.4W. 155.9 nautical miles hazard area approximately 665 nautical miles east of Pad RLLC2 at center point position 34-16.06N /62-30.15W. During the launch window, contact Wallops Plot via Marine Band (VHF) 12 and 22, or land line 757-824-1685. Outside the launch window, contact Surveillance Coordinator (SC) Jordan West 757-824-2949 or Launch Director John Dickerson 757-894-2094.	
Sector Virginia, Exclusive Economic Zone (EEZ)/General/Safety Zones/Space Launches & Recovery	Safety Zones	General/Safety Zones/Space Launches & Recovery From: 2024-12-03 To: 2024-12-20 Location: 35.5393° N / 65.0761° W 34.0011° N / 59.4801° W 32.9172° N / 59.8938° W 34.5566° N / 65.4599° W 34.5587° N / 65.468° W 35.5393° N / 65.0761° W The Launch Director, National Aeronautics and Space Administration - Wallops Flight Facility, Wallops Island, Virginia, has advised that the area in the Atlantic Ocean within the existing Danger Zone off Wallops Island and Chincoteague Inlet (depicted as 334.130) as shown on National Ocean Service Chart, will be hazardous to navigation because of a rocket launch during the periods and times. The test windows are: Primary: December 13, 2024, 0745PM to December 14, 2024 1200AM. Alternate: December 14, 2024, 0745PM to December 15, 2024 1200AM. Alternate: December 15, 2024, 0745PM to December 16, 2024 1200AM. Alternate: December 16, 2024, 0745PM to December 17, 2024 1200AM. Alternate: December 17, 2024, 0745PM to December 18, 2024 1200AM. Alternate: December 18, 2024, 0745PM to December 19, 2024 1200AM. Alternate: December 19, 2024, 0745PM to December 20, 2024 1200AM. Public ship avoidance area are in effect and bound by: 27.14 nautical miles hazard area approximately 25.1 nautical miles east of Pad RLLC2 at center point position 37-41.11N /74-59.64W. 26.78 nautical miles hazard area approximately 70.4 nautical miles east of Pad RLLC2 at center point position 37-25.68N /74-5.85W. 110.47 nautical miles hazard area approximately 324.6 nautical miles east of Pad RLLC2 at center point position 36-13.23N /69-1.4W. 155.9 nautical miles hazard area approximately 665 nautical miles east of Pad RLLC2 at center point position 34-16.06N /62-30.15W. During the launch window, contact Wallops Plot via Marine Band (VHF) 12 and 22, or land line 757-824-1685. Outside the launch window, contact Surveillance Coordinator (SC) Jordan West 757-824-2949 or Launch Director John Dickerson 757-894-2094.	
Sector Virginia, Exclusive Economic Zone (EEZ)/General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration	Threatened And Endangered Species Advisory (TESS Advisory)	General/Threatened And Endangered Species Advisory (TESS Advisory)/Marine Wildlife Migration From: 2024-12-07 To: 2024-12-19 Location: 37.03333° N / 75.05° W 36.38333° N / 75.05° W 36.38333° N / 75.88333° W 37.03333° N / 75.88333° W 37.03333° N / 75.05° W NOAA Fisheries announces a voluntary vessel speed restriction zone under the Right Whale Slow Zones NOAA requests mariners to route around this zone or transit through it at ten knots or less. This Right Whale Slow Zone is in effect through December 19, 2024. The East of Virginia Beach Slow Zone Area is bounded by: 37 Degrees 02 Minutes North, 36 Degrees 23 Minutes North, 075 Degrees 03 Minutes West, 075 Degrees 53 Minutes West. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr(at)noaa.gov. NOAA's updated Compliance guide for Right Whale Ship Strike Reduction Rules is located at: HTTPS://WWW.FISHERIES.NOAA.GOV/NATIONAL/ENDANGERED-SPECIES-CONSERVATION/REDUCING-VESSEL-STRIKES-NORTH-ATLANTIC-RIGHT-WHALES .	

Sector Virginia, Territorial Sea

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
North Chesapeake Entrance Lighted Bell Buoy NCA	385	ADRIFT	FD
North Chesapeake Entrance Lighted Bell Buoy NCA	385	MISSING	FD
Chesapeake Bay Entrance Lighted Buoy CH	405	TMK MISSING	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Chesapeake Bay Southern Approach Lighted Buoy 9	455	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 10	460	RELOCATED FOR DREDGING	FD

Severn River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE

Severn River Light 6	19965	STRUCT DMGD	FD
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Shallow Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shallow Creek Daybeacon 4	26965	STRUCT DMGD	PA

Silver Lake

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Silver Lake Entrance Daybeacon 4	28995	STRUCT DEST/TRUB	FD
Silver Lake Entrance Daybeacon 4	28995	STRUCT DEST/TRUB	FD
Silver Lake Entrance Light 9	29020	STRUCT DEST	FD
Silver Lake Entrance Light 9	29020	STRUCT DEST	FD

Sinepuxent Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sinepuxent Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling has also been reported between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Buoy 35 (LLNR 5135). From: 2024-08-05 To: 2025-04-17 Location: 38.19686° N / 75.20122° W 38.19558° N / 75.19933° W 38.18027° N / 75.21958° W 38.18195° N / 75.22156° W 38.19686° N / 75.20122° W	
Chincoteague Bay - Sinepuxent Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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). From: 2024-08-05 To: 2025-06-18 Location: 38.31177° N / 75.11192° W 38.31168° N / 75.11119° W 38.30818° N / 75.11249° W 38.30831° N / 75.11322° W 38.31177° N / 75.11192° W	

Slaughter Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Little Choptank River - Slaughter Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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).	

Smith Creek Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Smith Creek Channel Daybeacon 5	33765	STRUCT DEST/TRUB	FD
Smith Creek Channel Daybeacon 5	33765	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Neuse River - Smith Creek Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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	

South Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Jacobs Creek Canal Daybeacon 1	33200	DAYMK MISSING	PA
Jacobs Creek Canal Daybeacon 2	33205	DAYMK MISSING	PA

South River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
South River Wreck Daybeacon WR3	33665	STRUCT DEST/TRUB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
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Glebe Bay Light	19630	LT EXT	PA
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Sparrows Point Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sparrows Point Buoy 4	20570	TRUB	FD

St Catherine Sound Upper Entrance

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cobb Island Daybeacon 4	17305	STRUCT DEST/TRUB	FD
Cobb Island Daybeacon 4	17305	STRUCT DEST/TRUB	FD

St Patrick Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
St Clements Bay - St Patrick Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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).	

Susquehanna River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Upper Chesapeake Channel - Susquehanna River/General/Bridges/Maintenance	Bridges	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)	Lat: 39° 33' 43" Lon: -076° 05' 14"
Upper Chesapeake Channel - Susquehanna River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	Kiewit Infrastructure Co. will begin bulkhead upgrades at the Vulcan Havre de Grace Quarry on the Susquehanna River starting November 11, 2024 to March 2025. All construction Equipment will be staged on land for the duration of the project floating stages will be used for waterside access to the bulkhead. For more information, contact William.bodnarii@kiewit.com.	

Swan Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Swan Creek Buoy 13	26874.100000000002	OFF STA	PA
Swan Creek Buoy 14	26875	SINKING	PA

Swanquarter Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Swanquarter Bay Light 10	32715	STRUCT DEST/TRLB	FD
Swanquarter Bay Light 10	32715	STRUCT DEST/TRLB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Swanquarter PPA Warning Daybeacon W	32725.22	DAYMK MISSING	PA

Tangier Island East Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Tangier Sound - Tangier Island East Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-10 To: 2025-12-31 Location: 37.83398° N / 75.98183° W 37.83385° N / 75.98171° W 37.83279° N / 75.98347° W 37.83293° N / 75.98365° W 37.83398° N / 75.98183° W 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.	

Tanker Anchorage

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Tanker Anchorage Buoy D	2195	OFF STA	FD

Tar Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Tar Bay Warning Daybeacon F	24601	STRUCT DEST	FD
Tar Bay Warning Daybeacon F	24601	STRUCT DEST	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Tar Bay/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes Mariners are advised that Seacoast Construction will be conducting stone breakwater and revetment construction on the West and South sides of Barren Island in the Chesapeake Bay (Approximate 38°19'40"N 76°15'20"W) from 12/16/2024 to 06/01/2027 . Work hours are 12 hours a day (daylight), 7 days a week. There will be multiple tugboats, barges and scows in the area. All work will be outside of but near the shipping channel. All mariners are advised to reduce speed to minimum for making way while in the vicinity of construction operations. All marine equipment operators will be monitoring VHF-FM Channel 65 and Channels 16 and 13. Work vessels will monitor Channel 13 and 16. Mariners are advised to proceed with caution when transiting the area.	

Taylor Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Taylor Creek Channel Daybeacon 9	34800	STRUCT DEST/TRUB	FD

Teaches Hole Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Hatteras To Little River Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	

Thimble Shoal Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Norfolk Entrance Reach Range Front Warning Light	9370	LT EXT	FD
Norfolk Entrance Reach Range Front Warning Light	9370	LT EXT	FD
Norfolk Entrance Reach Range Rear Warning Light	9375	LT EXT	FD
Norfolk Entrance Reach Range Rear Warning Light	9375	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Thimble Shoal Tunnel South Light	9235	LT EXT/SS INOP	PA

Thorofare Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Thorofare Channel Buoy 3	4875	OFF STA	PA

Townsend's Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Townsend's Inlet Buoy 8	1420	MISSING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Avalon Jetty Light A	1412	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Submerged Land Act (SLA) - Townsends Inlet/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks All mariners be advised a 27-foot sailing vessel sank in Townsends Inlet, in approximate position 39°06.8'N, 074°42.6'W. All mariners transiting Townsends Inlet are requested to keep a safe distance and transit the area with caution.	Lat: 39° 06' 48" Lon: -074° 42' 36"

Tred Avon River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Choptank River - Tred Avon River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change Aid Name: Tred Avon River Lighted Buoy 2 LLNR: 25325 Action: CHANGE Action Type Change Aid Subtype Starting immediately the Coast Guard will begin removing the existing ice conditions "Replace lighted buoy with an unlighted buoy when endangered by ice" and replace; the aid, with a new year-round (ice) buoy for the below listed aids to navigation. The new buoys daytime visibility will be 1.4nm and have a radar range of 1.0nm. The flash characteristic and nominal range will remain unchanged.	Lat: 38° 41' 36" Lon: -076° 10' 43"

Trent River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Trent River Daybeacon 6	34270	STRUCT DEST/TRUB	FD
Trent River Daybeacon 6	34270	STRUCT DEST/TRUB	FD
Trent River Daybeacon 12	34290	STRUCT DEST/TRUB	FD
Trent River Daybeacon 12	34290	STRUCT DEST/TRUB	FD

Unknown

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
New River - New River Cape Fear River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	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.	

Upper Chesapeake Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper Chesapeake Channel Lighted Buoy 4	8360	LT EXT	FD
Upper Chesapeake Channel Lighted Buoy 5	8365	LT EXT	FD
Upper Chesapeake Channel Lighted Buoy 5	8365	LT EXT	FD

Upper Delaware River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper Delaware River Channel Lighted Buoy 78	4175	LT EXT	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Upper Delaware River Channel Lighted Buoy 58	4070	RELOCATED FOR DREDGING	FD
Upper Delaware River Lighted Buoy 60	4075	RELOCATED FOR DREDGING	FD
Upper Delaware River Lighted Buoy 65	4095	RELOCATED FOR DREDGING	FD
Upper Delaware River Lighted Buoy 72	4160	RELOCATED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware River - Upper Delaware River/General/Bridges/Maintenance	Bridges	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 December 20, 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.	Lat: 40° 00' 42" Lon: -075° 02' 34"

Upper Machodoc Creek Dahlgren Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Potomac River - Upper Machodoc Creek Dahlgren Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported The ACOE Survey of St. George Creek Channel dated April 2021, 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. From: 2024-08-05 To: 2025-08-19 Location: 38.13635° N / 76.50126° W 38.13549° N / 76.50038° W 38.13191° N / 76.50667° W 38.1329° N / 76.50783° W 38.13635° N / 76.50126° W	
Chesapeake Channel - Potomac River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 2 feet MLLW, in the channel. From: 2024-08-13 To: 2025-12-06 Location: 38.09909° N / 76.57955° W 38.09874° N / 76.57894° W 38.09597° N / 76.58116° W 38.09622° N / 76.58178° W 38.09909° N / 76.57955° W	
Chesapeake Channel - Potomac River/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes From: 2024-09-09 To: 2027-02-01 Location: 38.88825° N / 77.0525° W 38.88012° N / 77.04183° W 38.88018° N / 77.04055° W 38.8799° N / 77.04009° W 38.87968° N / 77.04177° W 38.8854° N / 77.04958° W 38.88812° N / 77.05278° W 38.88825° N / 77.0525° W 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.	

Upper Pocomoke River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Pocomoke River - Upper Pocomoke River/ATON/Advanced Notice of Change	Advanced Notice of Change	After January 14, 2025 the Coast Guard will begin discontinuing: Upper Pocomoke River Warning Daybeacon A (LLNR 22615).	Lat: 38° 08' 34" Lon: -075° 26' 29"
Pocomoke River - Upper Pocomoke River/ATON/Advanced Notice of Change	Advanced Notice of Change	After January 14, 2025 the Coast Guard will begin discontinuing: Upper Pocomoke River Buoy 2 (LLNR 22620).	Lat: 38° 09' 03" Lon: -075° 26' 16"
Pocomoke River - Upper Pocomoke River/ATON/Advanced Notice of Change	Advanced Notice of Change	After January 14, 2025 the Coast Guard begin discontinuing: Upper Pocomoke River Buoy 4 (LLNR 22625).	Lat: 38° 08' 58" Lon: -075° 26' 05"
Pocomoke River - Upper Pocomoke River/ATON/Advanced Notice of Change	Advanced Notice of Change	After January 14, 2025 the Coast Guard will begin discontinuing: Upper Pocomoke River Buoy 5 (LLNR 22635).	Lat: 38° 09' 31" Lon: -075° 25' 28"
Pocomoke River - Upper Pocomoke River/ATON/Advanced Notice of Change	Advanced Notice of Change	After January 14, 2025 the Coast Guard will begin discontinuing: Upper Pocomoke River Buoy 6 (LLNR 22640).	Lat: 38° 09' 30" Lon: -075° 25' 23"

Upper Potomac River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Potomac River Light 44	18095	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Potomac River - Upper Potomac River/General/Bridges/Removal	Bridges	General/Bridges/Removal 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. From: 2024-08-14 To: 2025-01-01 Location: 38.36529° N / 76.98327° W 38.36159° N / 76.98155° W 38.35772° N / 77.01374° W 38.36142° N / 77.01352° W 38.36529° N / 76.98327° W	

Potomac River - Upper Potomac River/General/Safety Zones/Temporary Regulated Navigation Zones	Safety Zones	General/Safety Zones/Temporary Regulated Navigation Zones 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. From: 2024-08-14 To: 2025-01-01 Location: 38.36551° N / 76.98314° W 38.36189° N / 76.98217° W 38.35743° N / 77.01415° W 38.36139° N / 77.01425° W 38.36551° N / 76.98314° W	
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Upper York River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Croaker Landing Daybeacon 1	13960	STRUCT DEST	PA
Croaker Landing Daybeacon 2	13965	STRUCT DEST	PA

Urbanna Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Robinson Creek Daybeacon 3	15280	STRUCT DEST/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Rappahannock River - Urbanna Creek/ATON/Proposed Notice of Change	Proposed Notice of Change	Changes to the aids to navigation marking Rappahannock River-Robinson Creek: On November 6, 2024 the Coast Guard received a report that Robinson Creek Daybeacon 3 (LLNR 15280) was damaged. The local servicing unit responded and reported that the daybeacon was missing with no wreckage and set a temporary unlighted buoy. Due to the increasing shoaling in Robison Creek the Coast Guard will not be able to rebuild the daybeacon and is proposing discontinuing the temporary buoy. 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 January 13, 2025 to be considered in the analysis. Refer to project number 05-25-006(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	Lat: 37° 39' 08" Lon: -076° 34' 40"

Virginia Inside Passage

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
North Channel - Virginia Inside Passage/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported 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). From: 2024-08-13 To: 2025-03-26 Location: 37.54828° N / 75.72977° W 37.53148° N / 75.72156° W 37.53084° N / 75.72312° W 37.54739° N / 75.7317° W 37.54828° N / 75.72977° W	

Wachapreague Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wachapreague Channel Light 5	6665	LT EXT	FD

Wachapreague Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wachapreague Inlet Buoy 1	6605	MISSING	FD
Wachapreague Inlet Buoy 1	6605	MISSING	FD
Wachapreague Inlet Buoy 2	6610	OFF STA	FD
Wachapreague Inlet Buoy 2	6610	OFF STA	FD
Wachapreague Inlet Buoy 3	6615	OFF STA	FD
Wachapreague Inlet Buoy 3	6615	OFF STA	FD
Wachapreague Inlet Lighted Buoy 5	6625	OFF STATION	FD

Walter Slough

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Walter Slough Daybeacon 2	28305	STRUCT DEST/TRUB	FD
Walter Slough Light 3	28310	STRUCT DEST/TRLB	FD
Walter Slough Light 3	28310	STRUCT DEST/TRLB	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Walter Slough Lighted Buoy 5	28320	DISCONTINUED FOR DREDGING	FD
Walter Slough Buoy 7	28330	DISCONTINUED FOR DREDGING	FD
Walter Slough Lighted Buoy 11	28350	RELOCATED	FD
Walter Slough Buoy 12	28355	RELOCATED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Oregon Inlet - Walter Slough/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2024-12-11 To: 2024-12-25 Location: 35.79201° N / 75.5643° W Aid Name: Walter Slough Lighted Buoy 5 LLNR: 28320 Action: RELOCATE to approx posit 35-47-31.252N, 075-33-51.487W	Lat: 35° 47' 31" Lon: -075° 33' 51"

Wanchese Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wanchese Channel Daybeacon 5	28460	STRUCT DEST/TRUB	FD
Wanchese Channel Daybeacon 5	28460	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Wanchese Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	Encroaching shoaling is present between Wanchese Channel Buoy 2 (LLNR 28445) and Wanchese Channel Daybeacon 4 (LLNR 28455) extending into channel.	
Wanchese Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2024-09-10 To: 2024-12-31 Location: 35.85066° N / 75.61034° W 35.79811° N / 75.58204° W 35.79311° N / 75.57611° W 35.79289° N / 75.57638° W 35.79785° N / 75.58229° W 35.85055° N / 75.61089° W 35.85066° N / 75.61034° W 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.	

Waterway Name Not Found

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Pasquotank River Entrance Light PR	31390	LT EXT	FD
Pasquotank River Entrance Light PR	31390	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Back River South Channel Daybeacon 4	12954	DAYMK MISSING	PA
Back River South Channel Junction Daybeacon WC	12962	MISSING	PA
Back River South Channel Daybeacon 5	12955	MISSING	PA
Dandy Haven Marina Entrance Daybeacon 11	13010	MISSING	PA
Longs Creek Daybeacon 1	27065	STRUCT DEST	PA
Longs Creek Daybeacon 4	27075	DAYMK IMCH	PA

Webster Cove

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Webster Cove Channel Daybeacon 3	23800	STRUCT DEST/TRLB	FD
Webster Cove Channel Daybeacon 3	23800	STRUCT DEST/TRLB	FD

Western Part Of Pamlico Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Royal Shoal Light 3	32370	DAYMK MISSING	FD
Royal Shoal Light 3	32370	DAYMK MISSING	FD

White Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Indian River Inlet - White Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported Shoaling was observed in White Creek to 2 – 5 feet at MLW. Floating Aids to Navigation have been discontinued while fixed aids to navigation have been converted to Warning Daybeacons with "Danger Shoal" on them. From: 2024-08-05 To: 2025-10-14 Location: 38.57784° N / 75.0989° W 38.57683° N / 75.09469° W 38.55851° N / 75.08757° W 38.55959° N / 75.09074° W 38.56871° N / 75.09701° W 38.57784° N / 75.0989° W	

Whitehall Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sharps Point Light	20067	LT EXT	PA

Willoughby Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
James River - Willoughby Bay/General/Bridges/Modification	Bridges	Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through December, 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 .	Lat: 36° 57' 50" Lon: -076° 16' 45"
James River - Willoughby Bay/General/Bridges/Modification	Bridges	Mariners are advised that a construction firm, on behalf of Virginia Department of Transportation, will be modifying the existing bridge I-64/US 60 (Hampton Roads Beltway/Willoughby Bay) Bridge across Willoughby Bay, mile 1.5, at Norfolk, VA, commonly called the Willoughby Bay Bridge. Construction activities will begin on June 7, 2021, and are expected to continue through December, 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 .	Lat: 36° 57' 49" Lon: -076° 16' 45"

Wrightsville Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wrightsville Channel Daybeacon 13	30215	STRUCT DEST/TRUB	FD
Wrightsville Channel Daybeacon 13	30215	STRUCT DEST/TRUB	FD
Wrightsville Channel Daybeacon 25	30255	STRUCT DEST/HAZ NAV/TRLB	FD
Wrightsville Channel Daybeacon 25	30255	STRUCT DEST/HAZ NAV/TRLB	FD

Wye River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
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Wye River Daybeacon 5	26135	STRUCT DEST/TRUB	PA
Wye East River Daybeacon 3	26160	STRUCT DEST/TRUB	PA

Wysocking Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wysocking Bay Entrance Light 3	32155	LT EXT	FD
Wysocking Bay Entrance Light 3	32155	LT EXT	FD
Wysocking Bay Light 6	32170	LT EXT	FD
Wysocking Bay Light 6	32170	LT EXT	FD

Yeocomico River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
West Yeocomico River Daybeacon 6	16825	HAZ NAV/STRUCT DMGD	PA

York Spit Swash Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
York Spit Swash Channel Light 3	14110	STRUCT DEST/HAZ NAV/TRLB	FD
York Spit Swash Channel Light 3	14110	STRUCT DEST/HAZ NAV/TRLB	FD

FIFTH DISTRICT OFFSHORE WIND SUPPLEMENTAL LNM

Updated 12/02/2024

New information highlighted in Yellow.

Please refer to the latest Local Notice to Mariners for updated information on Offshore Wind in District 5

This guidance is for Private Aids to Navigation (AtoN) applicants requesting Coast Guard approval to provide navigational markings on offshore wind energy area structures in First District-area waters. The following structure label identification, lighting, sound, and Automatic Identification System (AIS) signals are strongly recommended, to be included in the USCG/BOEM/BSEE-accepted Marking Labeling and Signaling Plan (ML&SP). Applicants should plan to apply for one Private Aid Permit per structure (to include all labels, light(s), sound and AIS signals per the accepted ML&SP). Private AtoN Permit applications should be submitted no sooner than 60 days and no later than 365 days prior to the need to activate the structure's final markings. Additional specific recommendations include:

Tower/Electrical Service Platform (ESP) Identification:

- The foundation base of all towers should be painted yellow, RAL 1023 / MilSpec #23655, all around from the level of Mean Higher High Water (MHHW) to 50 ft above MHHW.
- Uniquely lettered and numbered in an organized pattern as near to rows and columns as possible to enable quick recognition and reference by mariners and agencies for search and rescue, law enforcement, and other purposes.
- (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.
- (ESP) Letters and numbers labelled to 1 meter high to maximize visual range for nearby mariners.
- The bottom of the 2.5m to 3m alphanumeric characters should be located at least 30 ft above MHHW and should be visible above any service platforms throughout a 360-degree arc from the water's surface. If feasible, each unique alphanumeric designation should be duplicated below any servicing platform.
- It is strongly recommended to use retro-reflective paint and lettering/numbering materials to enhance visibility at night, and that an all-around band, retro-reflective material (white, yellow, or silver), visible through a 360-degree arc, at least 2 feet high, be applied to structures no less than 30 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), visible at a 5 nautical mile range.
- Intermediate Perimeter Structures (IPS) are those located along a wind energy facilities outside boundary between SPSs: 2.5 sec flashing yellow (Fl Y 2.5s), visible at a 3 nautical mile range.
- Interior Towers, those inside the line of IPS and SPS towers: 6 second or 10 second flashing yellow (Fl Y 6/Fl Y 10), visible at a 2 nautical mile range.

- All lights serving the same function (SPS, IPS, inner boundary, etc.) should be synchronized within the field of structures.

Note: All base, tower and construction components preceding the final structure completion must be marked with Quick Flashing Yellow (QY) obstruction lights visible throughout 360 degrees at a 5 nautical mile range. These interim lights do not require additional PATON applications and will be accounted for by the First District Waterways staff through BOEM/USCG/BSEE acceptance of the Marking, Labeling and Signaling Plan. Coast Guard notification is required when a structure is first lighted, with a QY after it breaks the water's surface, and again when the final ML&SP is operational.

Sound Signals:

- All SPS should be fitted with a Mariner Radio Activated Sound Signal (MRASS) which when activated--by multiple (5x) keying on VHF channel 83A within 10 seconds--should sound every 30 seconds (4s Blast, 26s off) and audible for at least 2 NM, for 45 minutes from its last VHF activation.

Automated Information System (AIS) Transponder Signals:

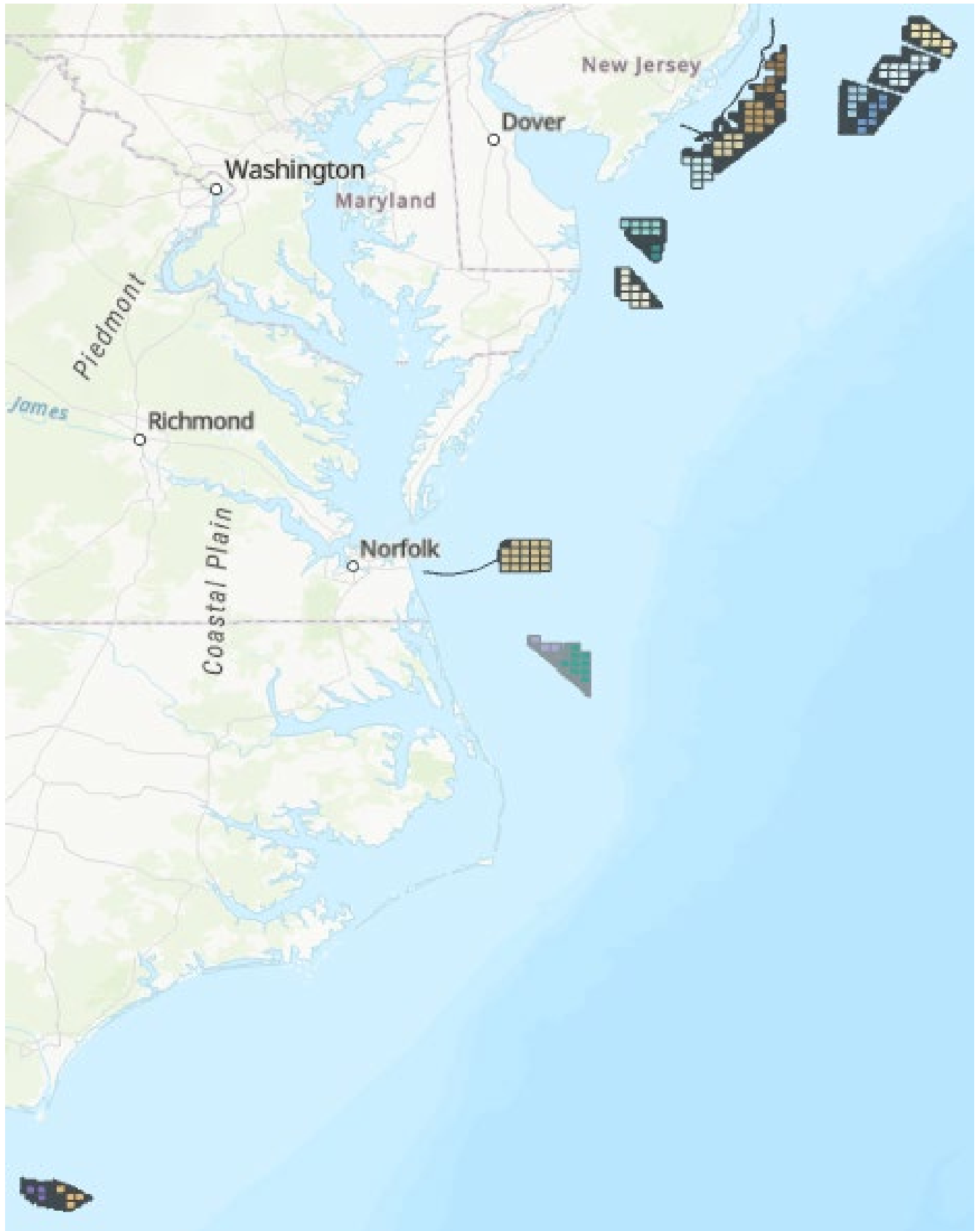
- At a minimum, FCC-certified AIS Aids to Navigation signals should mark all SPS or other significant locations within the wind energy facility. **The structures may be marked with either physical or synthetic AIS message 21 as circumstances warrant.**
- **AIS broadcasts should be made at sufficient antenna height and power to provide a relatively uniform coverage strongly recommended to extend at least 8 nautical miles beyond the periphery of the wind farm.**

Note: AIS stations must be FCC type-certified and granted appropriate FCC licensing prior to broadcasting. See our USCG AIS Frequently Asked Questions #21 for more information and additional instructions on submitting an AIS PATON application.

AIS FAQ#21: <https://www.navcen.uscg.gov/ais-frequently-asked-questions#21>

PATON Application email: D05-SMB-CGD5Waterways@uscg.mil

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

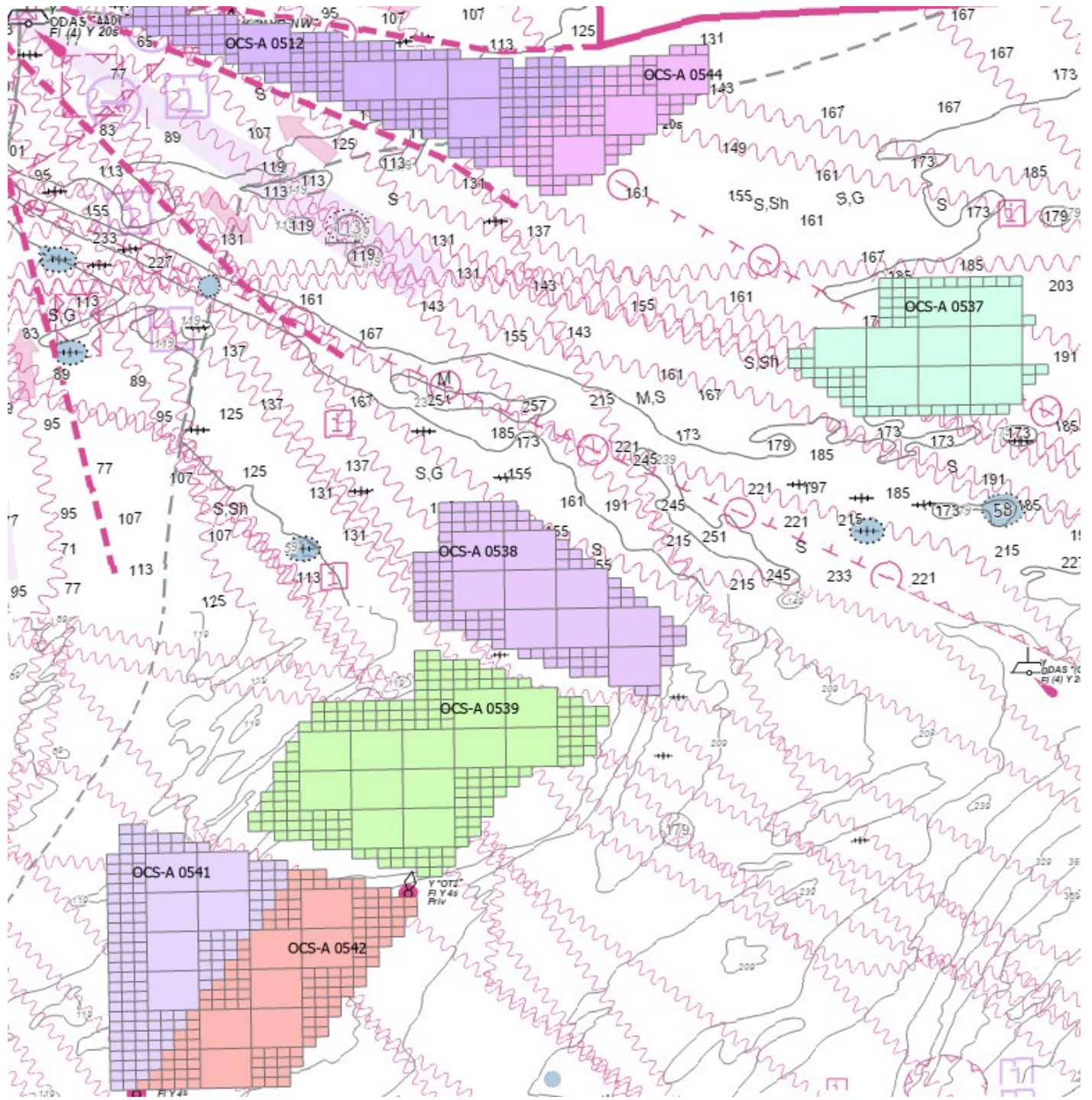


OREI CG District 5

ATLANTIC OCEAN–OFFSHORE NEW JERSEY/NEW YORK–NY BIGHT–OCS-A 0544, OCS-A 0537, OCS-A 0538, OCS-A 0539, OCS-A 0541 AND OCS-A 0542 LEASE AREAS-Update 11/25/2024

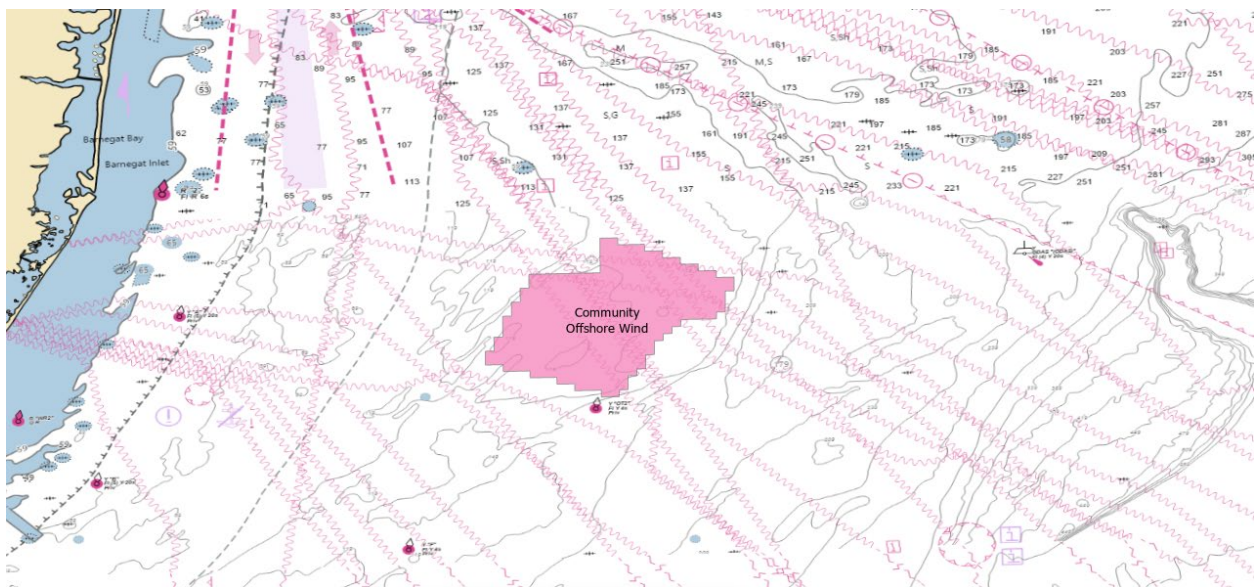
The Wildlife Conservation Society (WCS) will be retrieving and re-deploying seven acoustic recorders within six offshore wind lease areas in the New York Bight (see below positions) in order to detect vocalizing cetacean species and to characterize the general ambient noise environment. The recorders are small (200mm L x 60mm D) and will be fully submerged and suspended between an anchor and a small sub-surface float that will be suspended 2m above the seafloor. There will be no surface expression and will be using the acoustic Release Rope Canister (ARC), a ‘leave no trace’ mooring design, that uses a VEMCO acoustic receiver with a built-in acoustic release and ensures there is no equipment or mooring left on the seafloor. The sub-surface float and the recorder will be deployed to a depth that will ensure there will be no chance of collisions with boats (40-50m below the surface). The surveys will be conducted between **November 20, 2024, to December 10, 2024**, between 7:00am to 7:00pm. Equipment on scene will be a small research vessel monitoring VHF-FM CH 16 for any concerned traffic. Mariners are urged to use extreme caution and transit the area at their slowest safe speed to create minimum wake after passing arrangements have been made.

Site Number	Lease Number and Company	Latitude (DMS)	Longitude (DMS)
1	OCS-A 0544 - Vineyard Mid-Atlantic LLC	40° 14' 32.172N	073° 09' 04.277W
2	OCS-A 0537 - Bluepoint Wind, LLC	39° 58' 03.144N	072° 39' 39.636W
3	OCS-A 0538 - Attentive Energy LLC	39° 41' 45.960N	073° 09' 35.161W
4	OCS-A 0539 - Community Offshore Wind, LLC	39° 35' 42.960N	073° 14' 59.813W
5	OCS-A 0539 - Community Offshore Wind, LLC	39° 29' 44.043N	073° 22' 53.795W
6	OCS-A 0541 - Atlantic Shores Offshore Wind Bight, LLC	39° 19' 30.360N	073° 36' 06.840W
7	OCS-A 0542 - Invenergy Wind Offshore LLC	39° 21' 01.844N	073° 24' 38.789



ATLANTIC OCEAN-OFFSHORE NEW JERSEY/NEW YORK-COMMUNITY OFFSHORE WIND OCS-A 0539 LEASE AREA: Updated 11/25/2024

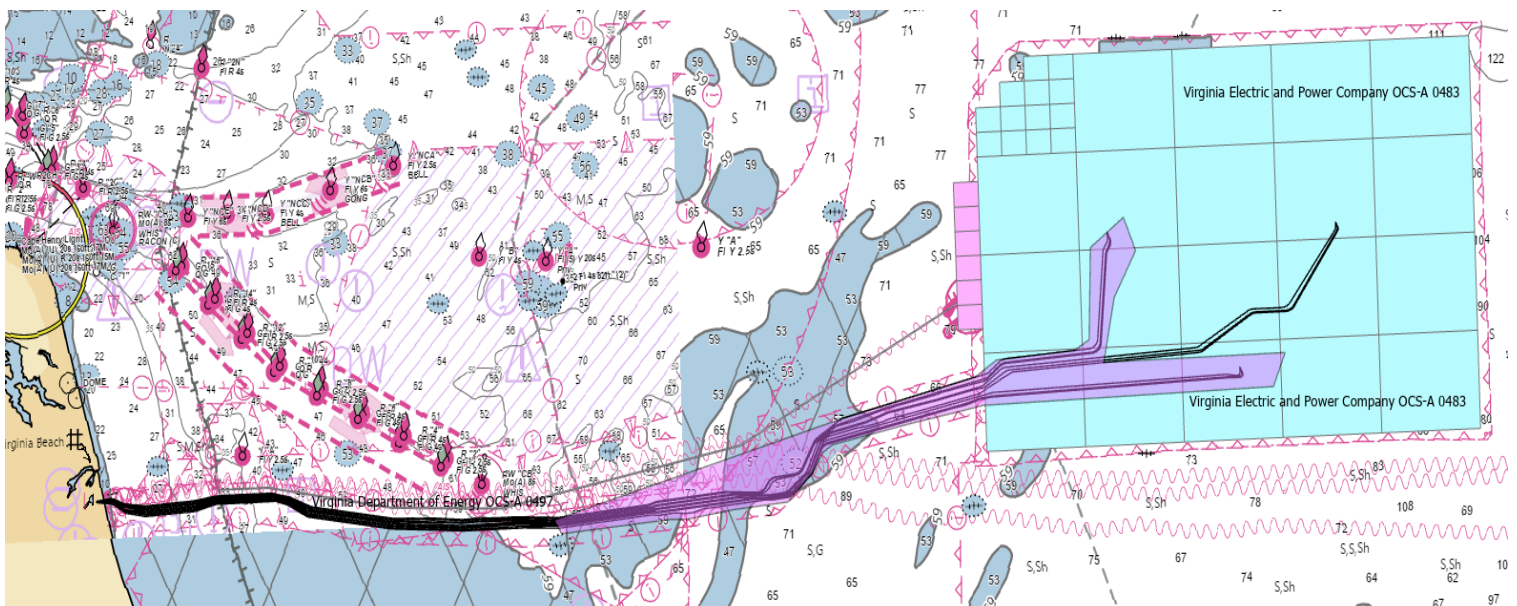
- The OSV HOS Browning, call sign XCBK8, will be conducting geotechnical survey operations, using geotechnical drilling equipment. Operations will occur within Lease Area OCS-A-0539 located ~56 nautical miles (103 km) off the east coast of the USA (closest distance to New York) and will begin around **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.



ATLANTIC OCEAN - OFFSHORE VIRGINIA - COASTAL VIRGINIA OFFSHORE WIND PROJECT AREA-Updated 11/25/2024

M/V LIVING STONE (MMSI: 244010952) will continue conducting offshore cable installation within the lease area and the offshore export cable corridor. Mariners are requested to grant the vessel wide berth as she will be restricted in her maneuverability while conducting installation activities.

NORTHSTAR NAVIGATOR will be conducting concrete mattress installations at all cable crossing sites, in coordination with the M/V LIVINGSTONE. F/V ALLIANCE and F/V CAPT DANNY are offshore providing safety vessel duties. Mariners should contact onsite safety vessel F/V CAPT DANNY on CH 13 or CH 16 for further information.



Export Cable Work in purple shaded area

