Local Notice to Mariners for District 5 01/07/2026

Aberdeen Proving Ground Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Aberdeen Proving Ground Channel Lighted Buoy 2	27520	MISSING/TRLB	FD

Adams Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Adams Creek Daybeacon 14	38360	STRUCT DEST/TRUB	FD

Albemarle Sound

Federal Discrepancies

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

Alligator River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Alligator River Daybeacon 9	37853	STRUCT DEST	FD
Alligator River Light 26	37895	STRUCT DEST/HAZ NAV/TRLB	FD
Alligator River Daybeacon 35	37920	STRUCT DEST/TRUB	FD
Alligator River Daybeacon 45	37975	STRUCT DEST/TRUB	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Alligator River Temporary Lighted Buoy 13	37863	ESTABLISHED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Alligator River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-03-17 To: 2029-11-30 Location: 35.89975° N / 76.00926° W Bridge Name: United States 64 Highway Bridge Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing construction on the US 64 (Alligator River Bridge) Bridge over AICW (Alligator River), mile 83.5, between Dare and Tyrrell County, NC. Construction began on February 14, 2025, and will continue through November 30, 2029, Monday through Sunday, 24 hours per day. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and/or marine safety information bulletins. To facilitate bridge construction, two temporary crane work trestles will be constructed alongside the location of replacement bridge, one to the south on the west side approach and one to the north on the east side approach. One temporary material/load out trestle will be constructed off the western shoreline to the south of the location of the replacement bridge. All temporary trestles will remain in place for the duration of construction and will not affect the horizontal and vertical clearances of the existing bridge. Mooring piles (19) will be constructed outside the navigational channel to secure material barges during daily operations and inclement weather and three mooring anchoring locations will be temporally used for barges and will be outside the navigational channel. Work vessels barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (850) 461-6116. Mariners should use extreme caution when navigating through the area.	Lat: 35° 53' 59" Lon: -076° 00' 33"
Alligator River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-03-17 To: 2029-11-30 Location: 35.89975° N / 76.00926° W Bridge Name: United States 64 Highway Bridge Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing construction on the US 64 (Alligator River Bridge) Bridge over AICW (Alligator River), mile 83.5, between Dare and Tyrrell County, NC. Construction began on February 14, 2025, and will continue through November 30, 2029, Monday through Sunday, 24 hours per day. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and/or marine safety information bulletins. To facilitate bridge construction, two temporary crane work trestles will be constructed alongside the location of replacement bridge, one to the south on the west side approach and one to the north on the east side approach. One temporary material/load out trestle will be constructed off the western shoreline to the south of the location of the replacement bridge. All temporary trestles will remain in place for the duration of construction and will not affect the horizontal and vertical clearances of the existing bridge. Mooring piles (19) will be constructed outside the navigational channel to secure material barges during daily operations and inclement weather and three mooring anchoring locations will be temporally used for barges and will be outside the navigational channel. Work vessels barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (850) 461-6116. Mariners should use extreme caution when navigating through the area.	Lat: 35° 54' 02" Lon: -076° 00' 31"

Alligator River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-03-14 To: 2029-11-30 Location: 35.91372° N / 76.02794° W 35.90056° N / 75.96615° W 35.89296° N / 75.98125° W 35.90445° N / 76.03367° W 35.91372° N / 76.02794° W Bridge construction area. Mariners are advised that an engineering firm, on behalf of North Carolina Department of Transportation, will be performing construction on the US 64 (Alligator River Bridge) Bridge over AICW (Alligator River), mile 83.5, between Dare and Tyrrell County, NC. Construction began on February 14, 2025, and will continue through November 30, 2029, Monday through Sunday, 24 hours per day. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and/or marine safety information bulletins. To facilitate bridge construction, two temporary crane work trestles will be constructed alongside the location of replacement bridge, one to the south on the west side approach and one to the north on the east side approach. One temporary material/load out trestle will be constructed off the western shoreline to the south of the location of the replacement bridge. All temporary trestles will remain in place for the duration of construction and will not affect the horizontal and vertical clearances of the existing bridge. Mooring piles (19) will be constructed outside the navigational channel to secure material barges during daily operations and inclement weather and three mooring anchoring locations will be temporally used for barges and will be outside the navigational channel. Work vessels barges may be reached on VHF-FM channel 13 and 16. The project foreman may be reached at (850) 461-6116. Mariners should use extreme caution when navigating through the area.	

Alligator River Pungo River

Federal Discrepancies

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

Annapolis Harbor Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Triton Light	19780	LT EXT	FD

Apm Terminal Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Elizabeth River - Apm Terminal Channel/General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	Crofton Diving & Construction is rehabbing Chalie fuel pier located at the Craney Island Fuel Depot, operations include marine construction, diving operations and workers working from floats. Working hours of operations vary but will fall between 5 a.m. and 6 p.m. Monday thru Sat. Expected completion date is March 2026. Monitor VHF Ch 13 / Working CH 69 The project Forman can be reached at: 757-418-1054.	

Appomattox River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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
Aquia Creek Daybeacon 20	18012.9	STRUCT DEST/MISSING	PA

Back River Northwest Branch

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Back River Channel Light 9	12945	STRUCT DEST/TRLB	FD

Banks Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Banks Channel Daybeacon 5	30070	STRUCT DEST/TRUB	FD
Banks Channel Light 7	30080	STRUCT DEST/TRUB/STRUCT MISSING	FD
Banks Channel Daybeacon 16	30120	STRUCT DEST/TRUB	FD

Banks Slough Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Banks Slough Channel Buoy 3BS	30048.02	MSLD SIG	FD
Banks Slough Channel Buoy 4	30048.04	MSLD SIG	FD

Barden Inlet

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-11-13 To: 2030-10-18 Location: 34-39-50.724N/076-31-20.028W Area Of Shoaling. ACOE Survey shows shoaling with depths as low as 1ft MLW between Barden Inlet Buoy 25 (LLNR 29245) and Barden Inlet Buoy 26 (LLNR 29248). Mariners should us caution when transiting area and review latest ACOE survey for the area. MSI # 31919.	Lat: 34° 39' 51" Lon: -076° 31' 20"

Barnegat Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Barnegat Inlet North Jetty Danger Buoy A	920	MISSING	FD
Barnegat Inlet North Breakwater Light 6	942	DAYMK DMGD	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 From: 2024-07-29 To: 2029-07-02 Location: 39-45-08.712N/074-04-59.700W Area of 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) may not be unreliable at marking the navigational channel. Mariners are advised to use extreme caution when transiting Barnegat Inlet.	Lat: 39° 45' 09" Lon: -074° 04' 60"

Barney Slough Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Barney Slough Channel Lighted Buoy 2	28721.3	LT EXT	FD
Barney Slough Channel Buoy 12A	28723.100000000002	MISSING	FD
Barney Slough Channel Lighted Buoy 14	28723.5	MISSING	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Oliver Reef Temporary Lighted Buoy 8	28722.33	ESTABLISHED	FD
Oliver Reef Temporary Lighted Buoy 10	28722.350000000002	ESTABLISHED	FD
Oliver Reef Temporary Junction Lighted Buoy OR	28722.37	ESTABLISHED	FD
Barney Slough Channel Lighted Wreck Buoy WR8	28722.5	DISCONTINUED	FD
Barney Slough Channel Lighted Buoy 15	28723.7	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2026-01-05 To: 2026-02-01 Location: 35-13-55.164N/075-47-13.812W The "MISS KATIE" dredge vessel will be providing dredging services tentatively scheduled to start during the early part of January, 2026, in the Hatteras Sloop Channel Emergency Route between Barney Slough Channel Lighted Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 7 (LLNR 28722.4), dependent upon weather conditions, maintenance, etc. Dredging operations will be performed on a schedule of 12 hours and/or 24 hours a day, seven (7) days a week. 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. MSI # 34604.	Lat: 35° 13' 55" Lon: -075° 47' 14"

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 20	33470	STRUCT DEST/TRUB	FD

Bear Creek

Private Discrepancies

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

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Fort Mchenry Channel - Bear Creek/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2025-09-22 To: 2025-12-01 Location: 39.236771° N / 76.498032° W Bridge Name: Interstate 695 Eastbound Bridge MD – BALTIMORE HARBOR Mariners are advised that an engineering firm, on behalf of the Maryland Transportation Authority, will be performing inspections at the I-695 (Inner and Outer Loops) Bridges over Bear Creek, 1.5 in Baltimore City, MD. These inspections will occur between October 20, 2025, through February 01, 2026; from 7 a.m. to 5 p.m. Monday through Friday. A working boat will be operating in the vicinity of the bridges, performing inspections of the channel, fenders, and dolphins. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request, to facilitate safe navigation through the bridge. The work boat may be reached on VHF-FM channel 13 and 16. Mariners should use caution when transiting the areas.	Lat: 39° 14' 13" Lon: -076° 29' 53"

Beaufort Harbor Channel

Federal Discrepancies

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

Beaufort Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Beaufort Inlet Channel Lighted Buoy 14	29310	MISSING	FD
Beaufort Inlet Channel Range Front Light	29313	REDUCED INT	FD

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 9A	29056	STRUCT DEST/TRUB	FD
Big Foot Slough Channel Daybeacon 9B	29060	STRUCT DEST	FD
Big Foot Slough Channel Light 10	29070	STRUCT DEST	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/TRUB	FD

Bogue Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bogue Inlet Lighted Buoy 14	29625	LT EXT	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Bogue Inlet Lighted Buoy 1	29495	DISCONTINUED	FD
Bogue Inlet Lighted Buoy 2	29500	DISCONTINUED	FD

Bogue Inlet Lighted Buoy 3	29515	DISCONTINUED	FD
Bogue Inlet Buoy 4	29520	DISCONTINUED	FD
Bogue Inlet Buoy 5	29525	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	General/Hazards To Navigation/Shoaling Reported From: 2025-04-14 To: 2026-02-07 Location: 34.63657° N / 77.103° W Area of shoaling. Channel between Bogue Inlet Lighted Buoy 1 (LLNR 29495) and Bogue Inlet Buoy 4 (LLNR 29520) is very narrow, and conditions will change quickly. Mariners urged to use caution in the area.	Lat: 34° 38' 12" Lon: -077° 06' 11"

Bogue Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bogue Sound Light 4	38770	STRUCT DEST/TRLB	FD
Bogue Sound Daybeacon 19	38915	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Bogue Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2025-07-22 Location: 34.72398° N / 76.83349° W 34.7238° N / 76.8292° W 34.72319° N / 76.82917° W 34.72339° N / 76.83354° W 34.72398° N / 76.83349° W Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895). Survey indicates depths as low as 3FT MLW encountered in channel center. 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	Lat: 34° 43' 25" Lon: -076° 49' 51"

Bogue Sound New River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bogue Sound - New River Daybeacon 67	39275	STRUCT DEST/TRUB	FD
Bogue Sound - New River Light 72	39295	STRUCT DEST/TRLB	FD
Bogue Sound - New River Daybeacon 76	39310	STRUCT DEST/TRUB	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Bogue Sound - New River Buoy 60	39217	DISCONTINUED FOR DREDGING	FD

Temporary Changes Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Bogue Sound - New River Buoy 61A	39223	Reestablished	FD	2025-12-22

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-11-14 To: 2030-10-19 Location: 34-33-13.392N/077-21-05.724W Bogue Sound - New River - Area of shoaling between Bogue Sound - New River Buoy 74 (LLNR 39305) and Bogue Sound - New River Buoy Daybeacon 76 (LLNR 39310). Buoys are often relocated to account for shifting shoals. Mariners are urged to use caution in the area and reference ACOE surveys. MSI # 32042.	Lat: 34° 33' 13" Lon: -077° 21' 06"

Brant Island

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Brant Island Slue Light 1	32660	STRUCT DEST/TRLB	FD

Breton Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cherry Cove Entrance DBN 1	null	DAYMK MISSING	PA

Broad Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE

Broad Creek Northern Branch Daybeacon 9	15035	DBD DMGD	PA
Broad Creek Northern Branch Daybeacon 10	15040	STRUCT DMGD	PA
Broad Creek Northern Branch Daybeacon 12	15050	DBD DEST	PA
Broad Creek Southern Branch Daybeacon 6	15003.2	DBD DMGD	PA
Broad Creek Northern Branch Daybeacon 7	15025	STRUCT MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Rappahannock River - Broad Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-19 To: 2029-04-14 Location: 37.5676° N / 76.3109° W 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.	Lat: 37° 34' 03" Lon: -076° 18' 39"

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 Light 7	32215	LT EXT	FD

Calabash Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Calabash Creek Daybeacon 3	31120	STRUCT DEST/TRUB	FD

Cambridge Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Choptank River - Cambridge 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: 2025-05-09 To: 2026-05-31 Location: 38.57306° N / 76.06991° W McLean Contracting will have a crane mounted barge mooring in Cambridge Creek starting May 21, 2025 to May 31, 2026, in approximate position 38-34-23.03N 076-04-11.678W removal/Installation of Stone Revetment, Removal of Timber Bulkhead, Concrete and Sheet Pile Driving Operations. Manned equipment will monitor VHF-FM 74, 16, & 13.	Lat: 38° 34' 23" Lon: -076° 04' 12"

Cape Fear River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cape Fear River Entrance Channel Lighted Buoy 9	30355	OFF STATION	FD
Cape Fear River Channel Lighted Buoy 18	30470	OFF STATION	FD
Cape Fear River Channel Lighted Buoy 22	30520	OFF STATION	FD
Lower Midnight Channel North Range Front Light	30640	STRUCT DEST/REDUCED INT/TRLT	FD
Big Island Lower South Range Front Light	30775	REDUCED INT/LT IMCH	FD
Big Island Lower South Range Rear Light	30780	LT EXT	FD
Cape Fear River Turning Basin Light B	30950	STRUCT DEST/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-01-07 To: 2026-02-10 Location: 33.77131° N / 78.05044° W Aid Name: Cape Fear River Entrance Lighted Whistle Buoy CF LLNR: 860 Action: CHANGE Action Type Change Aid Subtype ****Delayed**** Coast Guard is 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.	Lat: 33° 46' 17" Lon: -078° 03' 02"

General/Bridges/Closure (Scheduled Or Emergency)	Bridges	General/Bridges/Closure (Scheduled Or Emergency) From: 2025-12-03 To: 2026-02-19 Location: 34-15-36.252N/077-59-15.936W Bridge Name: CSX NAVASSA Railroad Bridge All mariners be advised that the CSX Navassa Railroad Bridge over the Cape Fear River, at mile 34.0, in Navassa, NC, will be in the closed-to-navigation position from 8 a.m. Monday, January 19, 2026, through 7 a.m. Thursday, February 19, 2026. During this time maintenance vessels will be positioned in the main channel while performing required work on the bridge preventing vessel traffic from being able to transit while 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. Mariners should adjust their transits accordingly. For more information contact the following: Sector North Carolina Command Center: (833) 732-8628 Navassa Bridge: VHF-FM Radio Channel 13 or (910) 371-9612	Lat: 34° 15' 36" Lon: -077° 59' 16"
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2025-10-08 To: 2030-09-12 Location: 34-09-25.488N/077-56-52.368W ALL MARINERS BE ADVISED AN UNLIT SAILING VESSEL IS ANCHORED IN THIS APPROXIMATE POSITION. MARINERS SHOULD PROCEED WITH EXTREME CAUTION.	Lat: 34° 09' 25" Lon: -077° 57' 00"
Sector North Carolina, Submerged Lands Act (SLA) - Cape Fear River/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-10-08 To: 2030-09-12 Location: 34-09-25.488N/077-56-49.992W ALL MARINERS BE ADVISED AN UNLIT 20-FOOT SAILING VESSEL HAS PARTIALLY SUNK AT THIS APPROXIMATE LOCATION. MARINERS SHOULD PROCEED WITH EXTREME CAUTION.	Lat: 34° 09' 25" Lon: -077° 56' 56"
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported USACE surveys indicate shoaling on the West side of the Smith Island Channel with depths as low as five feet (MLLW) between Cape Fear River Channel Lighted Buoys 13A (LLNR 30395) and 15 (LLNR 30400). Mariners are urged to exercise caution when transiting this area. Please visit the USACE Wilmington District hydrographic site for most recent surveys.	Lat: 33° 53' 12" Lon: -078° 00' 25"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-11-05 To: 2026-02-17 Location: 33-52-50.124N/078-00-42.480W The Dredge DELAWARE, along with support equipment, is performing dredging operations from November 18th, 2025, until approximately February 17th, 2026 for the Wilmington Harbor Inner Ocean Bar Maintenance Dredging Project. Dredge Operations will be conducted in the mouth of the Cape Fear River, specifically in the Smith Island Channel and Baldhead Shoal Reaches. Dredged material will be pumped to beach placement areas on Caswell Beach and Oak Island Beach. The Dredge Delaware will stage and anchor floating equipment and pipeline outside of the channel just off Battery Island. We have just begun staging plastic pipeline at this location. Flashing yellow lights are displayed for pipeline and white anchor lights for floating equipment. Dredging operations will occur in and around the mouth of the Cape Fear River. The dredge will be connected to a floating pipeline within the Smith Island and Baldhead Shoal channels. This floating pipeline will be connected to submerged pipeline. The submerged pipeline, roughly between 13,000' – 15,000', will come on shore approximately 2,000' East of the Caswell Beach Public Beach Access. Submerged pipeline will be marked with white regulatory buoys with flashing amber lights along the pipeline route with appropriate signs and lights placed at pipeline entry and exit points. The floating pipeline length is approximately 3,000' feet at its longest length. Floating pipeline will be anchored and tended by tender tugboats. Please use extreme caution navigating in and out of the mouth of the Cape Fear River regarding these submerged and floating pipelines. The Dredge Operator will standby on channels #13, #16, and #05 VHF-FM. For any emergencies, the dredge operator can be reached at 757-570-8453. Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredging plant. Owners and lessees of fishnets, crab pots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tender boats and other attendee equipment will be navigating. Dredging operations will be conducted 24/7. All fishnets, crab pots and structures in the general area must be removed prior to commencement of work. A slow NO WAKE speed is requested of transiting vessels. All vessels are requested to contact the dredge prior to passing. MSI # 31581.	Lat: 33° 52' 50" Lon: -078° 00' 42"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-11-06 To: 2026-05-05 Location: 34-02-50.244N/077-56-34.116W Temporary Barge Mooring location for Norfolk Dredging Company dredge project. The four moorings are outside the channel in vicinity or Cape Fear River Lighted Buoy 38 (LLNR 30705). MSI # 31621.	Lat: 34° 02' 50" Lon: -077° 56' 34"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-11-06 To: 2026-05-05 Location: 34-12-04.680N/077-57-31.248W Temporary Barge Mooring location for Norfolk Dredging Company dredge project. The two moorings are outside the channel in vicinity of Dram Tree Point, North of Cape Fear River Lighted Buoy 61 (LLNR 30935). MSI # 31623.	Lat: 34° 12' 05" Lon: -077° 57' 31"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-11-15 To: 2026-05-05 Location: 34-13-01.596N/077-57-18.288W The clamshell dredge BALTIMORE will commence dredging operations on or about November 15, 2025 on the Cape Fear River in the Wilmington Habor Anchorage Basin approximately 1000 ft south of the Cape Fear Memorial Bridge and be working to the south covering the entire basin down to Cape Fear River Channel Lighted Buoy 61 (LLNR 30935). The Dredge BALTIMORE which operates on four anchor wires that are located hundreds of feet away from the dredge will be loading mud scows which will be towed to the Ocean Dredged Material Disposal Site (ODMDS) located 4.5 miles Southeast of Cape Fear River Entrance Channel Lighted Buoy 2 (LLNR 30318). Upon completion of the Wilmington Harbor Anchorage Basin work, the BALTIMORE will commence dredging operations working outbound in Upper Big Island Reach, Lower Big Island Reach, Keg Island, Horseshoe Shoal, Snows Marsh, Lower Swash, and Battery Island Channel. The project is expected to continue until further notice. There will be two 72- inch yellow can buoys with white lights at each location, and Mariners are advised to stay clear of these locations. The Dredge 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, booster, pipelines, barges, derricks and operating wires about the dredge. All operators of vessels of all types should be aware that the dredge and pontoon lines are held in place by cables, which are attached to the anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipelines, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crab pots and other structures which may hinder navigation should remove these from the area where tugs, tender boats and other attendant equipment will be navigating. Since the project will be conducted twenty-four (24) hours per day seven (7) days a week, all fishnets, crab pots and structures in the area must be removed or marked with clearly visible buoys and lights. MSI # 31626.	Lat: 34° 13' 02" Lon: -077° 57' 18"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-11-21 To: 2026-04-15 Location: 33-49-07.104N/078-02-09.528W Starting approximately 1 December 2025 and continuing until approximately 15 April 2026, the hopper dredge "R.B. Weeks" will be conducting dredging operations in the Cape Fear River Entrance Channel, between R-LT Buoy "4" (LLNR 30320 – Lat 33°48'5.77"N, Long 78° 2'24.73"W) and R-LT Buoy "10" (LLNR 30360 - Lat 33°51'11.93"N, Long 78°01'24.09"W). Work limits will be bound by the following approximate positions: Lat 33°51'31.20"N, Long 78°01'38.90"W Lat 33°51'24.15"N, Long 78°01'16.14"W Lat 33°48'1.56"N, Long 78°02'18.35"W Lat 33°48'7.08"N, Long 78°02'37.53"W The Ocean Dredged Material Disposal Site (ODMDS) will be bound by the following approximate positions: Lat 33°42'57.43"N, Long 78°02'33.59"W Lat 33°42'58.99"N, Long 78°01'7.35"W Lat 33°41'41.16"N, Long 78°01'6.49"W Lat 33°41'40.67"N, Long 78°02'31.13"W Operations will be conducted on a twenty-four (24) hours per day, seven days per week basis. On-scene vessels will monitor marine VHF channels 13, 67 and 72. The dredge, and attendant plant will each have all required U.S. Coast Guard lighting for night operations. 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. MSI # 32602.	Lat: 33° 49' 07" Lon: -078° 02' 10"

General/Marine Construction (Excluding Bridges)/Boring and Core Samples	Marine Construction (Excluding Bridges)	Sector MSI/General/MSIB From: 2025-11-25 To: 2026-02-06 Location: Cape Fear River Marine Safety Information Bulletin (MSIB) 019-25 Update 1, notifying mariners and port partners that beginning December 1, 2025, barges will be conducting drilling operations as part of a geotechnical investigation in the Cape Fear River, south of the Cape Fear Memorial Bridge and outside of the main navigation channel. This project is expected to last approximately eight weeks. Work crews will monitor VHF Channel 16 while on-site. In emergency situations, barges may be moved with at least 30 minutes advance notice. Mariners are advised to use caution while transiting in this area. MSI # 32961.	Lat: 34° 13' 36" Lon: -077° 57' 07"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging. Mariners are advised that Norfolk Dredge Company will be dredging a pipeline trench across Bald Head Island Shoal Reach Two Channel, from January 4 through January 9, 2026. Dredging operations will occur approximately 1,200 feet south of Cape Fear River Entrance Channel Lighted Buoy 11 (LLNR 30370). Vessels intending to transit the area must provide thirty (30) minutes advance notice to Dredge DELAWARE on VHF-FM Channel 7 or 13, or by telephone at (757) 570-8453. Mariners should proceed with caution and comply with directions from on-scene personnel. For additional information, contact U.S. Coast Guard Sector North Carolina Command Center at (833) 732-8628. MSI # 34511.	Lat: 33° 51' 43" Lon: -078° 01' 12"
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 From: 2025-10-28 To: 2026-02-01 Starting approximately 1 November 2025 and continuing until approximately 25 November 2025, Weeks will be mobilizing dredge pipeline (PL) and equipment in the vicinity of Battery Island, near Southport, NC. An anchorage area will be used for the duration of the project, bound by the following approximate positions: Lat 33°55'2.36"N, Long 78° 0'26.26"W Lat 33°54'53.16"N, Long 78° 0'16.11"W Lat 33°55'11.80"N, Long 77°59'44.39"W Lat 33°55'21.12"N, Long 77°59'53.26"W Project is expected to be completed February 1, 2025. MSI # 31108.	

Cape Fear River Little River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cape Fear River - Little River Daybeacon 26	40105	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Daybeacon 63	40285	STRUCT DMGD	FD
Cape Fear River - Little River Daybeacon 73	40315	STRUCT DEST/TRUB	FD
Cape Fear River - Little River Light 78	40330	STRUCT MISSING/TRLB	FD
Cape Fear River - Little River Daybeacon 115	40445	STRUCT DEST/TRUB	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Cape Fear River - Little River Light 24	40100	RELIGHTED	FD	2026-01-06

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Cape Fear River - Little River Buoy 46A	40222	DISCONTINUED	FD

Carolina Beach Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Carolina Beach Harbor Channel Daybeacon 4	39765	STRUCT DEST/HAZ NAV/TRLB	FD

Carolina Beach Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Carolina Beach Inlet Buoy 6	30290	MSLD SIG	FD
Carolina Beach Inlet Buoy 8	30300	SINKING/HAZ NAV/OFF STATION	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Carolina Beach Inlet Buoy 1	30265	RELOCATED FOR DREDGING	FD
Carolina Beach Inlet Buoy 2	30270	DISCONTINUED FOR DREDGING	FD
Carolina Beach Inlet Buoy 3	30275	DISCONTINUED FOR DREDGING	FD
Carolina Beach Inlet Buoy 4	30280	DISCONTINUED FOR DREDGING	FD
Carolina Beach Inlet Buoy 7	30295	DISCONTINUED FOR DREDGING	FD

Causeway Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Causeway Channel Daybeacon 5	38730	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Causeway Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2029-08-29 Location: 34.71368° N / 76.7339° W 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.	Lat: 34° 42' 49" Lon: -076° 44' 02"

Chesapeake Bay Entrance

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Chesapeake Bay Southern Approach Lighted Whistle Buoy CB	410	RAC INOP	FD

Chesapeake Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Cape Henry Buoy 1	7030	MISSING	FD
Thomas Point Shoal Light	7760	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Salt Ponds Light 6	12870	LT EXT	PA
Queen Ann County Obstruction Buoy A	7980	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
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@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° 58' 33" Lon: -076° 18' 03"

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@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° 58' 35" Lon: -076° 18' 00"
General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-12-12 To: 2026-01-14 Location: 38-59-31.272N/076-22-37.668W Bridge Name: William Preston Lane Junior Memorial Eastbound Bridge Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will continue to perform maintenance on the on the main navigation span of the William Preston Lane Junior Memorial Eastbound (US 50/US 301) Bridge, across the Chesapeake Bay, mile 138.0, near Annapolis, MD. The maintenance which began in October 2025 will continue to be conducted from 9 a.m. to 2:30 p.m.; Monday through Friday; through January 14, 2026. An under-bridge inspection vehicle (snooper) will continue to be located in and around the vicinity of the main navigation span of the bridge. During the work hours, the under-bridge inspection vehicle (snooper) will continue to be located underneath the bridge, within the main navigational channel, 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 continue to do so at any time. Vessels that are unable to safely transit through the bridge during periods with a reduced vertical clearance may continue to safely transit through the bridge, if at least a 20-minute prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will continue to relocate from the navigable channel, upon request. Work vehicle may continue to be reached on VHF-FM channels 13 and 16. The project foreman can continue to be reached at (443) 871-0946 or (443) 610-2496. Mariners should continue to use extreme caution navigating through the area.	Lat: 38° 59' 31" Lon: -076° 22' 38"
Sector Virginia, Submerged Land Act (SLA) - 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/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/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-15 To: 2029-07-19 Location: 37.39156° N / 75.99193° W 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.	Lat: 37° 23' 30" Lon: -075° 59' 31"
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-19 To: 2029-07-23 Location: 37-06-27.684N/076-16-28.704W A recent NOAA survey identified shoaling to a depth of 8 ft at MLW in Back River between Back River Channel Light 5 (LLNR 12925) and Back River Channel Daybeacon 6 (LLNR 12930).	Lat: 37° 06' 28" Lon: -076° 16' 29"
Sector Virginia, Submerged Land Act (SLA) - Chesapeake Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-07 To: 2029-07-11 Location: 38.11914° N / 76.34001° W 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.	Lat: 38° 07' 09" Lon: -076° 20' 24"

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 that a slow bell may be required upon request. 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.	
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-11-13 To: 2026-05-31 Location: 37-01-38.064N/076-03-04.428W Great Lakes Dredge and Dock Company will begin Maintenance Dredging in Chesapeake Channel between Chesapeake Channel Lighted Buoys 3 and 4, (LLNR 7045 and 7050) up to approximately Chesapeake Channel Lighted Buoys 13 and 14 (LLNR 7105 and 7110). Operations is expected to start late November to the end of March 2026. Dredge Liberty Island and Crew Boat Ohio River are expected to be onscene 24 hours a day, 7 days a week and can be contacted on VHF CH 13 and 16. A slow bell is requested when passing vessels. MSI # 31934.	Lat: 37° 01' 38" Lon: -076° 03' 04"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-26 To: 2026-01-10 Location: 38-57-43.236N/076-23-49.956W Ballard Marine Construction will conduct survey and recovery operations of lost anchor in the Annapolis Anchorage, in approximate position: 38-57-43.26N, 076-23-49.96W, between December 26, 2025, and January 9, 2026. Once located, a 40' X 120' crane barge, dive vessel, and tug will be onscene and will monitor VHF Channels 13, 16, and 79. Mariners are requested to use caution and reduce wake when transiting the area. MSI # 34537.	Lat: 38° 57' 43" Lon: -076° 23' 50"
General/MSIB	MSIB	DECEMBER 1, 2025, MARKS THE BEGINNING OF ICE NAVIGATION SEASON FOR SECTOR VIRGINIA. THIS SEASON WILL CONTINUE THROUGH FEBRUARY 28, 2026. WITH ICE HISTORICALLY FORMING IN THE LOWER CHESAPEAKE BAY IN THE LATE DECEMBER/EARLY JANUARY TIME FRAME. WHEN ICE IS REPORTED TO BE FORMING WITHIN THE NAVIGABLE WATERS OF THE LOWER CHESAPEAKE BAY, SECTOR VIRGINIA WILL SET ICE CONDITION THREE VIA BROADCAST NOTICE TO MARINERS. ALTHOUGH ICE FORMATION IS DEPENDANT ON MANY FACTORS, ONE GENERAL PREDICTOR IS THAT ICE MAY BEGIN TO FORM WHEN THERE IS A MINIMUM OF 36 HRS OF SUSTAINED BELOW FREEZING AIR TEMPERATURES.	Lat: 37° 30' 10" Lon: -076° 06' 39"
Sector Virginia MSI/General/MSIB	MSIB	MSIB 149-25 November 7, 2025 Emergency Contact Update - Chesapeake Bay Bridge Tunnel To ensure safe navigation and transit, mariners are advised to exercise caution when transiting through the Thimble Shoal Channel and Chesapeake Channel of the Chesapeake Bay Bridge Tunnel (CBBT) within the Main Channel and Auxiliary Channels. In the instance of potential emergency maneuvering between Islands 1 and 2, and Islands 3 and 4, immediately contact the CBBT Police at (757) 331-8950 or VHF Channel 11 or 13. For urgent safety of life issues, please contact the Sector Virginia Command Center on VHF Channel 16 or call (877) 722-5727. For any other questions relating to this bulletin, please contact the Waterways Management Division Duty Watchstander via email VirginiaWaterways@uscg.mil.	
ATON/Proposed Notice of Change	Proposed Notice of Change	ATON/Proposed Notice of Change From: 2025-12-09 To: 2026-01-24 Location: 38-53-56.328N/076-26-09.204W Aid Name: Thomas Point Shoal Light LLNR: 7760 Action: CHANGE Action Type Change Light Signals The Coast Guard is proposing replacing the existing legacy incandescence lighting equipment installed in Thomas Point Light (LLNR 7760) with a LED optic. The new LED optic will not rotate but will retain the 5 second flash characteristic. However, the new LED optic will have a reduced nominal range from 16nm to 9nm for the white sector and a reduced nominal range from 11nm to 7nm for the two Red Sectors; from 11º to 51.5º and 96.5º to 202º. 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 January 26, 2026 to be considered in the analysis. Refer to project number 05-26-004(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: 38° 53' 56" Lon: -076° 26' 09"

Chester River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Upper Chesapeake Channel - Chester River/General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2026-01-07 To: 2026-04-01 Location: 39.207589° N / 76.059558° W Bridge Name: 213 State Route Bridge Mariners are advised that an engineering firm, on behalf of Maryland State Highway Administration, will be performing bridge maintenance on the S213 (SR 213/MD 213/Chestertown Church Hill Road) Bridge over Chester River, mile 26.8, at Chestertown, MD. To facilitate bridge maintenance, the bridge will remain in the closed-to-navigation position from 5 a.m. on January 16, 2026, through 5 a.m. on April 1, 2026. Vessels able to safely transit through the bridge in the closed-to-navigation during may do so at any time. The bridge will not be able to open for emergencies. At all other times, the draw bridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.551. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (302) 632-9506 or (443) 569-2353. Mariners should use caution navigating through the area.	Lat: 39° 12' 27" Lon: -076° 03' 34"

Chincoteague Channel

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Chincoteague Inlet Lighted Buoy 8A	5305.5	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-06 To: 2026-01-20 Location: 37-52-31.701N, 075-25-06.105W. Aid Name: Chincoteague Inlet Lighted Buoy 8A LLNR: 5305.5 Action: RELOCATE to approx posit 37-52-31.701N, 075-25-06.105W.	Lat: 37° 52' 32" Lon: -075° 25' 06"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-06 To: 2026-01-20 Location: 37-52-41.714N, 075-24-43.776W. Aid Name: Chincoteague Channel Lighted Buoy 10 LLNR: 5315 Action: RELOCATE to approx posit 37-52-41.714N, 075-24-43.776W.	Lat: 37° 52' 42" Lon: -075° 24' 44"

Choptank River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper Choptank River Buoy 1	25316.010000000002	OFF STATION	PA
Upper Choptank River Buoy 4	25316.04	OFF STATION	PA
Upper Choptank River Buoy 5	25316.05	OFF STATION	PA
Upper Choptank River Buoy 6	25316.06	OFF STATION	PA
Upper Choptank River Buoy 3	25316.03	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-12-02 To: 2026-02-02 Location: 38-37-26.832N/076-07-16.932W Aid Name: La Trappe Creek Daybeacon 1 LLNR: 24955 Action: CHANGE La Trappe Creek Daybeacon 1 (LLNR 24955) will be removed by Ballard Marine Construction sometime between December 3rd ,2025 and February 1st, 2026. Once old structure is removed, temporary unlighted buoy (TRUB) will be set until new daybeacon can be built. MSI # 33118.	Lat: 38° 37' 27" Lon: -076° 07' 17"
ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-12-02 To: 2026-02-02 Location: 38-37-37.200N/076-07-11.784W Aid Name: La Trappe Creek Daybeacon 2 LLNR: 24960 Action: CHANGE Action Type Change Aid Subtype La Trappe Creek Daybeacon 2 (LLNR 24960) will be removed by Ballard Marine Construction sometime between December 3rd ,2025 and February 1st, 2026. Once old structure is removed, temporary unlighted buoy (TRUB) will be set until new daybeacon can be built. MSI # 33119.	Lat: 38° 37' 37" Lon: -076° 07' 12"
General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges) From: 2025-12-02 To: 2026-02-01 Location: 38-37-32.448N/076-07-13.404W Ballard Marine Construction will be performing ATON removal on the eastern shore from La Trappe Creek down to Little Annemessex River beginning on December 3rd ,2025 and expected to run through February 1st, 2026. Work will be from crane barge, performing activities to include but not limited to, pile removal, demolition, crane lifts, and commercial diving. Workdays will be Monday through Friday, 0600-1800. All manned vessels will monitor VHF Channels 13, 16, and 79. Vessels will not impede navigation at any time and mariners are requested to use caution and reduce wake when transiting the area. MSI # 33114.	Lat: 38° 37' 32" Lon: -076° 07' 13"

Chowan River

Federal Discrepancies

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

Christina River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Diamond State Pier Light S	3017.1	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Bridges/Closure (Scheduled Or Emergency)	Bridges	General/Bridges/Closure (Scheduled Or Emergency) From: 2025-12-11 To: 2026-03-01 Location: 39-44-06.864N/075-33-03.672W Bridge Name: Walnut Street Bridge Mariners are advised that the highway drawbridge – South Walnut Street Bridge, across Christina River, mile 2.8, at Wilmington, DE, will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. The bridge will remain in the closed position 24 hours a day, 7 days week, from December 10, 2025, through February 28, 2026. A work barge may be located in and around the vicinity of the bridge. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open for emergencies. There is no immediate alternative route for vessels unable to pass through the bridge in the closed position. 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 (301) 252-6910. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.237(c). Mariners should adjust their transits accordingly and should use caution when transiting the area. MSI # 33740.	Lat: 39° 44' 07" Lon: -075° 33' 04"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2026-01-07 To: 2026-02-25 Location: 39-43-29.856N/075-31-57.108W 39-43-18.588N/075-31-44.832W 39-42-55.116N/075-30-28.440W 39-42-55.116N/075-30-28.656W 39-42-55.224N/075-30-28.548W The Dredge CHARLESTON will commence dredging operations in Wilmington Harbor, to include the Delaware and Christina Rivers, beginning on or about January 12, 2026, and will continue until approximately February 25, 2026. A submerged pipeline will run from the dredging area to the Pedricktown Disposal area on the New Jersey side of the Delaware River. A floating pipeline will connect the dredge to the submerged pipeline. All vessels are requested to contact the Dredge CHARLESTON a minimum of 1 hour prior to transiting Wilmington Harbor, to make passing arrangements. The Dredge CHARLESTON can be contacted via VHF radio channels 13 and 16. All mariners are requested to stay clear of the dredge, booster, floating (pontoon) and submerged pipelines, barges, derricks and operating wires about the dredge. Operators of vessels of all types should be aware that the dredge and floating pipelines are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors may be moved as the dredge advances and the location of the submerged pipelines are marked by buoys on each side of the channel. Mariners are cautioned to strictly comply with the Inland Rules of the Road when approaching, passing and leaving the area of operations, and remain a safe distance away from the dredge, booster, buoys, cables, pipelines, barges, derricks, wires and related equipment. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. Since the project will be conducted twenty –four (24) hours per day seven (7) days a week, all fishnets, crabpots and structures in the general area must be removed prior to the commencement of the work.	

Clubfoot Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Clubfoot Creek Daybeacon 8	33825	DBD DEST	FD
Clubfoot Creek Daybeacon 8	33825	DBD DEST	FD

Coan River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Coan River Entrance Buoy 4	16580	OFF STATION	FD

Core Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Harkers Island Straits Daybeacon 11	29378	STRUCT DEST/TRUB	FD
Harkers Island Straits Daybeacon 21	29396	STRUCT DEST/HAZ NAV/TRLB	FD
Core Sound Lighted Buoy 19	34455	MISSING	FD
Core Sound Warning Light A	34520	DAYMK DMGD	FD
Core Sound South Light SS	34630	STRUCT MISSING/TRLB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Barden Inlet - Core Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2029-02-10 Location: 34.71678° N / 76.54725° W 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).	Lat: 34° 43' 00" Lon: -076° 32' 50"
Barden Inlet - Core Sound/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-04-22 To: 2030-03-26 Location: 34.71685° N / 76.54721° W Unit found shoaling between Harkers Island Straits Light 14 (LLNR 29382) to Harkers Island Straits Light 15 (LLNR 29384) depth reached as low as 4 ft.	Lat: 34° 43' 01" Lon: -076° 32' 50"

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 From: 2024-08-07 To: 2029-07-11 Location: 38.93041° N / 76.29285° W 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.	Lat: 38° 55' 49" Lon: -076° 17' 34"

Croatan Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Manns Harbor Canal Light 1	31920	STRUCT DEST	FD
Roanoke Island West Side Light 4	31965	STRUCT DEST/TRLB	FD

Currituck Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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
Curtis Bay/General/Bridges	Bridges	Curtis Bay/General/Bridges From: 2026-01-01 To: 2026-01-31 Location: 39.20763, -76.58062 Bridge Name: Interstate 695 Westbound Bridge Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing an inspection on the I-695 (Inner Loop and Outer Loop) Bridge over Curtis Creek, mile 1.0, at Baltimore, MD. The inspection will start December 11, 2025, through January 31, 2026; from 7 a.m. to 4 a.m. Monday through Friday. An under-bridge inspection vehicle and safety boat will be located in and around the navigation channel. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request, if given at least 15-minute notice to facilitate safe navigation through the bridge. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.557. The work boat or bridge tender can be reached on VHF-FM channel 13. MSI#33789	Lat: 39° 12' 27" Lon: -076° 34' 50"
Curtis Bay/General/Bridges	Bridges	Curtis Bay/General/Bridges From: 2026-01-01 To: 2026-01-31 Location: 39.20742, -76.58092 Bridge Name: Interstate 695 Eastbound Bridge Mariners are advised that an engineering firm, on behalf of Maryland Transportation Authority, will be performing an inspection on the I-695 (Inner Loop and Outer Loop) Bridge over Curtis Creek, mile 1.0, at Baltimore, MD. The inspection will start December 11, 2025, through January 31, 2026; from 7 a.m. to 4 a.m. Monday through Friday. An under-bridge inspection vehicle and safety boat will be located in and around the navigation channel. Inspection personnel, equipment and vessels will relocate from the navigable channel, upon request, if given at least 15-minute notice to facilitate safe navigation through the bridge. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.557. The work boat or bridge tender can be reached on VHF-FM channel 13. MSI#33790	Lat: 39° 12' 27" Lon: -076° 34' 51"

Delaware Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Delaware Bay Entrance Junction Lighted Buoy DF	1483	ADRIFT	FD
Delaware Bay Approach Lighted Whistle Buoy CH	1485	OFF STATION	FD
Harbor of Refuge Light	1530	LT IMCH/LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Submerged Land Act (SLA) - Delaware Bay/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2024-08-27 To: 2026-04-15 Location: 38.77056° N / 75.02209° W Aid Name: Delaware Bay Approach Lighted Whistle Buoy CH LLNR: 1485 Action: CHANGE Action Type Change Sound Signal The Coast Guard is changing Delaware Bay Approach Lighted Whistle Buoy CH (LLNR 1485) to Delaware Bay Approach Lighted Buoy (LLNR 1485). Aid will no longer have a Whistle and buoy size will be reduced. The smaller buoy will reduce radar range from 4 NM to 3.7 NM. The removal of the whistle and downsizing of buoy size will be completed in conjunction with scheduled buoy hull relief at the end of 2025 or beginning or 2026.	Lat: 38° 46' 14" Lon: -075° 01' 20"

Delaware Bay Main Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Brown Shoal Lighted Buoy 9	1533	LT EXT	FD
Brown Shoal Light	1535	LT EXT/RAC INOP	FD
Elbow of Cross Ledge Light	1600	LT EXT/SS INOP	FD

Delaware River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Delaware River Light 2 (2)	2490	LT IMCH	FD
Reedy Island Dike South Warning Light	2500	STRUCT DEST/HAZ NAV	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
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 The Coast Guard will change Fisher Point Range from a two-range structure design to a single-range structure with a directional sector light installed. The new aid will be in approximate position: 39-58-40.690N, 075-04-10.649W. Change is anticipated to be completed summer 2025. The old front and rear structure will be removed sometime in the end of 2025.	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 The Coast Guard will change Fisher Point Range from a two-range structure design to a single-range structure with a directional sector light installed. The new aid will be in approximate position: 39-58-40.690N, 075-04-10.649W. Change is anticipated to be completed summer 2025. The old front and rear structure will be removed sometime in the end of 2025.	Lat: 39° 58' 41" Lon: -075° 04' 08"
Eagle Point - Delaware River/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-07-03 To: 2026-10-09 Location: 39.90544° N / 75.1295° W Bridge Name: Walt Whitman Interstate 76 Bridge Mariners are advised that an engineering firm, on behalf of the Delaware River Port Authority, will be conducting maintenance at the Walt Whitman (I-76) Bridge over Delaware River, mile 96.8, in Philadelphia, PA. To facilitate bridge work, two 16FT BY 8 FT platforms will be installed under the bridge from 7 a.m. October 01, 2025, through 3.:30 p.m. October 08, 2026. One platform will be installed near Pennsylvania side under the bridge reducing the vertical clearance of the bridge approximately 3 feet to approximately 141 feet above mean highwater and the one platform will be installed near the New Jersey side under the bridge reducing the clearance of the bridge approximately 3 feet to approximately 143 feet above mean highwater. Mariners are advised to exercise caution when transiting the area.	Lat: 39° 54' 20" Lon: -075° 07' 46"

Eagle Point - Delaware River/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-06-05 To: 2026-06-24 Location: 39.541363° N / 75.738277° W Bridge Name: 896 State Route Bridge Mariners are advised that contractors will be performing bridge maintenance and painting operations of the Summit Bridge, at mile 9.7, over the Chesapeake and Delaware Canal in Chesapeake City, MD. The maintenance and painting operations will be performed from 7 a.m. to 5 p.m. starting on June 23, 2025, and ending June 24, 2026. To facilitate the work, a decking platform will reduce the available vertical clearance to approximately 128 feet above mean high water. Mariners should use caution when transiting the area.	Lat: 39° 32' 29" Lon: -075° 44' 18"
Eagle Point - Delaware River/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-02-03 To: 2026-04-01 Location: 39.97777° N / 75.07121° W There are four piles in approximate position: 39-58-39.964N, 075-04-16.352W, in the vicinity of Fisher Point Range Front. Piles extend about 4ft above MHW. All mariners are to use caution in the area.	Lat: 39° 58' 40" Lon: -075° 04' 16"

Delaware River Main Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
New Castle Range Rear Light	2735	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
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 2026 and February 2026 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. All lighting characteristics will remain the same.	Lat: 39° 38' 33" Lon: -075° 35' 44"
Delaware River - Delaware River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-05-05 To: 2027-07-12 Location: 39.8764° N / 75.30473° W Bridge Name: 420 State Route Southbound Bridge Mariners are advised that a construction firm, on behalf of Pennsylvania Department of Transportation, will be constructing a new bridge to replace the SR 420 (Wanamaker Avenue) Bridge, over Darby Creek, mile 1.3, between Prospect Park Borough, Delaware County, PA and Tinicum Township, Delaware County, PA. Construction activities which began March 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 (856) 373-8796 or (609) 774-2453 or 609-774-5554. 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 .	Lat: 39° 52' 35" Lon: -075° 18' 17"
Delaware River - Delaware River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-05-05 To: 2027-07-12 Location: 39.87641° N / 75.30453° W Bridge Name: 420 State Route Northbound Bridge Mariners are advised that a construction firm, on behalf of Pennsylvania Department of Transportation, will be constructing a new bridge to replace the SR 420 (Wanamaker Avenue) Bridge, over Darby Creek, mile 1.3, between Prospect Park Borough, Delaware County, PA and Tinicum Township, Delaware County, PA. Construction activities which began March 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 (856) 373-8796 or (609) 774-2453 or 609-774-5554. 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 .	Lat: 39° 52' 35" Lon: -075° 18' 16"

Delaware River - Delaware River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-05-05 To: 2027-07-12 Location: 39.87656° N / 75.30468° W Bridge Name: 420 State Route Bridge Mariners are advised that a construction firm, on behalf of Pennsylvania Department of Transportation, will be constructing a new bridge to replace the SR 420 (Wanamaker Avenue) Bridge, over Darby Creek, mile 1.3, between Prospect Park Borough, Delaware County, PA and Tinicum Township, Delaware County, PA. Construction activities which began March 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 (856) 373-8796 or (609) 774-2453 or 609-774-5554. 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 .	Lat: 39° 52' 36" Lon: -075° 18' 17"
Delaware River - Delaware River Main Channel/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-06-02 To: 2028-01-31 Location: 39.827997° N / 75.370962° W Bridge Name: Commodore Barry Highway Bridge Mariners are advised that maintenance work will be conducted on the Commodore Barry Bridge (US-322) over the Delaware River from April 14, 2025, to January 31, 2028. The work will include localized truss strengthening, blasting and painting, structural steel repairs, and deck and utility repairs. Temporary under-deck shielding and work platforms will be installed beneath the cantilever truss spans. These platforms will reduce vertical clearance by up to no more than 5 feet, maintaining a minimum vertical clearance of approximately 187′ feet within the middle 822 feet of the navigational span and no less than 176′ feet outside of the navigational span. A 60-foot by 40-foot sectional spud barge will be on station throughout the project, spudded into the nearby riverbed and positioned outside of the navigational channel. The barge will be relocated as necessary to support the work and will not restrict channel traffic. An observer with an unobstructed view both upstream and downstream will provide vessel approach warnings so that all welding and burning over the water will cease upon the approach of any vessel and will resume only once it has safely passed. A safety boat will be on site and will monitor VHF-FM channels 13 and 16 during operations. Mariners are urged to use caution when transiting the area and to monitor future notices for updates.	Lat: 39° 49' 41" Lon: -075° 22' 15"
Delaware River - Delaware River Main Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-09-30 To: 2027-07-12 Location: 39.87641° N / 75.30453° W Bridge Name: 420 State Route Northbound Bridge Mariners are advised that a construction firm, on behalf of Pennsylvania Department of Transportation, will be constructing a new bridge to replace the 420 State Route Southbound and 420 Northbound Bridges across Darby Creek, mile 1.3, between Prospect Park Borough, Delaware County, PA and Tinicum Township, Delaware County, PA. Construction activities which began March 2024, and are expected to finish on July 12, 2027. 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. Bridge demolition activities of the existing 420 State Route Northbound Bridge will occur 24 hours a day; Monday-Friday; from October 20, 2025, through October 25, 2025. During the bridge demolition activities, a forty-foot work barge will be located within the navigational channel of the bridge and will not be able to relocate from the reduced navigational channel of the existing and new bridge structures. Vessels should not transit through the existing and new bridge structures and should adjust their transits accordingly. 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 (856) 373-8796 or (609) 774-2453 or 609-774-5554. 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.	Lat: 39° 52' 35" Lon: -075° 18' 16"
General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-12-15 To: 2026-01-17 Location: 39-52-35.076N/075-18-16.308W Bridge Name: 420 State Route Northbound Bridge Mariners are advised that a construction firm, on behalf of Pennsylvania Department of Transportation, will be constructing a new bridge to replace the 420 State Route Southbound and 420 Northbound Bridges across Darby Creek, mile 1.3, between Prospect Park Borough, Delaware County, PA and Tinicum Township, Delaware County, PA. Construction activities which began March 2024, and are expected to finish on July 12, 2027. 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. Bridge demolition activities of the existing 420 State Route Northbound Bridge will occur 24 hours a day; Monday-Friday; from January 5, 2026, through January 9, 2026, with alternative closure week of week January 12, 2026, through January 16, 2026. During the bridge demolition activities, a forty-foot work barge will be located within the navigational channel of the bridge and will not be able to relocate from the reduced navigational channel of the existing and new bridge structures. Vessels should not transit through the existing and new bridge structures for navigation safety and should adjust their transits accordingly. 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 (856) 373-8796 or (609) 774-2453 or 609-774-5554. 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. MSI # 33919.	Lat: 39° 52' 35" Lon: -075° 18' 16"
Delaware River - Delaware River Main Channel/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-12-11 To: 2026-06-09 Location: 39-33-01.728N/075-32-56.400W A submerged abandoned anchor has been reported in Anchorage 3, also known as Reedy Point Anchorage, in the Delaware River, in approximate position latitude 39°33.029'N, longitude 075°32.940'W. The abandoned anchor is at a depth of 34.5 feet at mean low low water. Additionally, during the survey to locate the abandoned anchor a second submerged object was found. The second submerged object is in approximate position latitude 39°32.921'N, longitude 075°32.936'W, approximately 700 feet south of the abandoned anchor position. The second submerged object is at a depth of 30.1 feet at mean low low water. Mariners are requested to refrain from anchoring in these areas and use extreme caution when transiting these areas. MSI # 33697.	Lat: 39° 33' 02" Lon: -075° 32' 56"
General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-12-12 To: 2026-06-10 Location: 39-32-55.248N/075-32-56.148W A submerged abandoned anchor has been reported in Anchorage 3, also known as Reedy Point Anchorage, in the Delaware River, in approximate position latitude 39°33.029'N, longitude 075°32.940'W. The abandoned anchor is at a depth of 34.5 feet at mean low low water. Additionally, during the survey to locate the abandoned anchor a second submerged object was found. The second submerged object is in approximate position latitude 39°32.921'N, longitude 075°32.936'W, approximately 700 feet south of the abandoned anchor position. The second submerged object is at a depth of 30.1 feet at mean low low water. Mariners are requested to refrain from anchoring in these areas and use extreme caution when transiting these areas. MSI# 33857	Lat: 39° 32' 55" Lon: -075° 32' 56"

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: 2026-01-05 To: 2026-04-15 Location: 39-51-39.780N/075-14-15.936W Commerce Construction will be conducting marine construction at the Hog Island Wharf, on the Delaware River, in Tinicum Township, PA, in approximate position 39°51.726'N, 075°14.118'W. Work will begin on January 5, 2026, and continue until April 15, 2026. The work will include diving operations and pile driving operations. There will be multiple crane barges spudded down along the wharf. All vessels will be outside of the main navigation channel. Work hours will be 24 hours a day, Monday through Saturday. All vessels will be moored or spudded down along the wharf throughout the entire work period. Work vessels will be monitoring VHF radio channel 16. All mariners are requested to transit the work area at the slowest safe speed to maintain navigation and minimize wake. MSI # 34606.	Lat: 39° 51' 40" Lon: -075° 14' 16"

Delaware River To St Georges Bridges

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware River Main Channel - Delaware River To St Georges Bridges/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-11 To: 2026-02-08 Location: 39-33-53.208N/075-33-45.072W 39-33-10.116N/075-33-43.344W 39-31-15.420N/075-51-25.200W 39-30-50.868N/075-53-16.980W 39-31-08.760N/075-53-12.660W 39-32-19.068N/075-51-27.756W 39-33-53.208N/075-33-45.072W Curtin Maritime (CMC) will be conducting maintenance dredging activities commencing on or about December 18th, 2025, and conclude on or about February 8th, 2026. During this time, CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Maintenance Dredging operations will take place within the Chesapeake and Delaware Canal Channel from the Reedy Point to Poole's Island. Dredged material from within the cannalAS-1 will be loaded into scows and disposed upland by an off-loader barge at the Pearce Creek Disposal Area. Pearce Creek Disposal Location Latitude: 39°26'25.95"N Longitude: 75°59'25.46"W Fleet for this operation will consist of: (1) Mechanical Dredge: • DB Avalon 255' x 77' x 15' (1) Support Barge: • Pescadero Point 250' × 75' × 16' (1) Off Loader Barge • Pinole Point 200' x 50' x 12' • Booster Pump Barge 60' x 30' x 10' (3) Split Hull Scows: • Crown Point 6,000 cubic yard capacity • Inspiration Point 6,000 cubic yard capacity • Sand Point 6,000 cubic yard capacity (4) Support Tugs: • Alice C Towing Vessel • Kimberly C Towing Vessel • Mary Emma Towing Vessel • Stasinos Boys Towing Vessel All manned equipment will monitor VHF-FM Channels 13 and 16. Project Manager, Mr. Robert Collaro, can be reached at 772-643-0784. Mariners are urged to proceed with caution after passing arrangements have been made. MSI # 33333.	
Delaware River Main Channel - Delaware River To St Georges Bridges/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-19 To: 2026-06-17 Location: 39-33-29.628N/075-34-51.060W 39-33-36.324N/075-34-04.548W 39-33-36.360N/075-34-04.584W 39-33-36.396N/075-34-04.800W Starting approximately 20 December 2025 Weeks Marine Inc. (Weeks), will be mobilizing the following equipment (Barges 340, 522 and 12) to a pump-out station located East of Reedy Point Bridge. The work limits will be bound by the following approximate GPS coordinates: Lat 39°33'40.73"N, Long 75°34'8.88"W Lat 39°33'41.37"N, Long 75°34'4.06"W Lat 39°33'39.95"N, Long 75°34'3.62"W Lat 39°33'39.32"N, Long 75°34'8.46"W The equipment will remain installed for the duration of the project. MSI # 34181.	

Durant Point

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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 From: 2025-07-01 To: 2026-02-28 Location: 39.88657° N / 75.18506° W 39.88468° N / 75.18491° W 39.88463° N / 75.18626° W 39.88653° N / 75.18634° W 39.88657° N / 75.18506° W Rhoads Industries, Sea Shuttle-Pier 6A Reconstruction and Dredging. To reconstruct and/or construct Pier 6A, to construct three jacking pads, to install two mooring dolphins, to install steel pipe piling, perform dewatering activities, and to perform maintenance dredging, associated with the construction of the Department of the Navy's sea shuttle transport vessel's mooring and loading facility.	

Eastham Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Eastham Creek Daybeacon 7	33090	STRUCT DEST/TRUB	FD
Eastham Creek Daybeacon 9	33095	STRUCT DEST	FD

Edge Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper Edge Creek Daybeacon 7	25765	STRUCT DEST/HAZ NAV/TRUB	PA

Elizabeth River

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Elizabeth River Lighted Buoy 29	9850	RELOCATED FOR DREDGING	FD

Elizabeth River Southern Branch

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Elizabeth River Southern Branch Buoy 26	36920	DISCONTINUED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Elizabeth River Southern Branch/General/Bridges/Repairs, Painting, Or Fender Replacement	Bridges	Elizabeth River Southern Branch/General/Bridges/Repairs, Painting, Or Fender Replacement From: 2025-12-01 To: 2026-04-02 Location: 36.840261, -76.265001 Bridge Name: Campostella Bridge Mariners are advised that fender systems repairs will be conducted on the Campostella Bridge, at mile 1.8, across the Elizabeth River (Eastern Branch), in Norfolk, Virginia. To facilitate fender repairs the bridge will have reduced horizontal clearance from 7 a.m. to 3 p.m. Monday through Friday, October 06, 2025, through April 01, 2026. Work will be completed with a deck barge in the navigable channel reducing the horizontal clearance of the bridge to approximately 75 feet of horizontal clearance. Vessels that are able to pass through the bridge in the reduced clearance may do so at any time. The barge will require a one-hour and half notification for vessels that require 140 feet of horizontal clearance. The barge will be relocated outside the navigation channel after each workday. The barge will monitor VHF-FM Channel 13/16. All mariners should use extreme caution when transiting the area. MSI#32990	Lat: 36° 50' 25" Lon: -076° 15' 54"
Elizabeth River - Elizabeth River Southern Branch/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-09-17 To: 2026-03-16 Location: 36.73643° N / 76.29566° W Report of sailing vessel adrift, mariners are urged to exercise caution navigating in vicinity.	Lat: 36° 44' 11" Lon: -076° 17' 44"

Elk River Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Elk River Channel South Range Rear Light	8940	REDUCED INT/LT IMCH	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Elk River - Welch Point Buoy 10	27896.06	OFF STATION	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Upper Chesapeake Channel - Elk River 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: 2025-06-24 To: 2026-02-18 Location: 39.46552° N / 75.9858° W 39.46524° N / 75.98408° W 39.46446° N / 75.9843° W 39.46471° N / 75.98609° W 39.46552° N / 75.9858° W Rogues Harbor Breakwaters project will be in active construction between June 24, 2025, and February 18, 2026. During this time, two - three work barges will be present with pile driving equipment and stone. Pile driving for the timber breakwaters and stone placement will be occurring up to 250 feet seaward of the western shoreline of Elk River.	

Far Creek Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Far Creek Channel Daybeacon 3	32110	MISSING/TRUB	FD

Farm Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Farm Creek Warning Daybeacon E	24445	STRUCT DEST/TRUB	FD

Ferry Bar Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
VMC South Locust Point Mooring Buoy A	21222	MSLD SIG	PA
Masonville Dike Warning Light D	21223.3	LT EXT	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Bridges/Inspection	Bridges	General/Bridges/Inspection From: 2026-01-01 To: 2026-02-14 Location: 39-14-49.909N/076-36-41.512W Bridge Name: 2 State Route Bridge Mariners are advised that the Wise Avenue Bridge (Bridge No. B-0079001) over Bear Creek in Baltimore, Maryland, will undergo biennial structural inspection from February 2 through February 13, 2026, Monday through Friday, between 9 a.m. and 3 p.m. A snooper truck and safety boat will be on site to facilitate the inspection. There will be no reduction in navigational clearances, and project personnel will relocate from the navigation channel upon request for vessel passage. The safety boat will be removed from the channel during non-work hours. Mariners may contact project personnel on VHF-FM channels 13 or 16. Mariners should adjust their transit plans accordingly and exercise caution when transiting the area. MSI # 33918.	Lat: 39° 14' 50" Lon: -076° 36' 42"

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/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-10-07 To: 2026-03-31 Location: 40.18614° N / 74.02351° W Bridge Name: 71 State Route Bridge. Mariners are advised that an engineering firm, on behalf of New Jersey Department of Transportation, will be performing maintenance on the highway drawbridge – 71 State Route (Main Street) Bridge, across Shark River, mile 0.8, between Belmar and Avon-By-The-Sea, NJ. The maintenance will be conducted from 6 a.m. to 10 p.m., 7 days a week; from October 14, 2025, through March 31, 2026. During the work hours from 7:30 a.m. to 2:30 p.m., 7 days a week, from December 1, 2025, through February 28, 2026, the bridge will be maintained in the closed-to-navigation position to facilitate bridge maintenance of the bridge bascule spans. A 60-foot crane barge and a 40-foot work barge will be located in and around the vicinity of the bridge. The work barge will be located within the navigational channel which will reduce the horizontal clearance of the bridge to approximately 10 feet. The bridge will be able to open for emergencies. Vessels should safely transit through the bridge during the closure period, during a scheduled bridge opening from 11:30 a.m. to 12:30 p.m. Maintenance personnel, equipment and vessels will relocate from the moveable span and navigable channel, for the scheduled bridge opening. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.751. The on-site work team may be contacted via VHF-FM channel 13 and 16 or cell phone at (609) 575-6835 or (609) 649-8417. Mariners should adjust their transits accordingly and use extreme caution when transiting the area.	Lat: 40° 11' 10" Lon: -074° 01' 25"

Fort Mchenry Channel

Private Discrepancies

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

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Patapsco River - Fort Mchenry Channel/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-01-02 To: 2028-10-31 Location: 39.21851° N / 76.52616° W Bridge Name: Francis Scott Key Bridge Mariners are advised that Kiewit Infrastructure Co., on behalf of the Maryland Transportation Authority, will be constructing a new bridge to replace the Francis Scott Key Bridge, over the Patapsco River, mile 5.2, between Baltimore City and Baltimore County, Maryland. Geotechnical exploration, foundation test pile operation, and bridge demolition activities will begin on January 7, 2025, and will continue through October 2028. Work hours will be 24 hours per day, 7 days per week from January 7, 2025, through October 31, 2028. Detailed project information and information concerning waterway closures will be provided via issuance of updated local notice to mariners, broadcast notice to mariners, and marine safety information bulletins. Barges, drills, cranes, tugs, and service vessels will be operating or stationed in the vicinity of the existing and new bridge structures. Vessels may safely transit through the existing navigational channel. Kiewit is requesting all Mariners to use extreme caution and transit the working area at their slowest safe speed. Kiewit Infrastructure Co. tugs and vessels will monitor VHFFM channels 13/16 when work is in progress or vessels are operating in the area. The Kiewit Infrastructure Co., on-site construction leads may be contacted at (201) 832-5004 or (925) 324-6503. MSI # 8270.	Lat: 39° 13' 07" Lon: -076° 31' 34"
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: 2025-09-09 To: 2026-12-31 Location: 39.22071° N / 76.5242° W On or around Monday 9/8, Kiewit plans to begin mobilizing Test Pile Marine Equipment (Weeks 533 Derrick Crane & supply barges) positioned east of the original Francis Scott Key Bridge. All derrick cranes & barges will be positioned adjacent to the north and south sides of the navigable channel but will not impede any vessel traffic within the navigable channel. The operation is scheduled for 12 hours a day, 6 days a week, and the barges shall remain on position 24-7. Barge positioning and similar ancillary work may occur 24/7. This work is scheduled to be completed on or about 1/31/26. The four corners of the barges will be marked with steady white lights with visibility up to 2 miles. A No Entry Safety Zone has been established and is delineated by white marker buoys with slow-flashing white lights. The limits of the zone are 500' east/downstream and 500' west/upstream of the original Francis Scott Key Bridge alignment between Hawkins Point and Sollers point. A 6-Knot enforceable No Wake Zone has been established and is delineated by white marker buoys with slow-flashing white lights. The limits of the zone are 1500' east/downstream and 1500' west/downstream from the original Francis Scott Key Bridge alignment between Hawkins Point and Sollers point. Vessels navigating the area shall use the Federal Channel and Buffer Zone. Kiewit is requesting all vessels in the area to use their slowest safe working speed when navigating the area. The barges will not be maneuverable when moored and will require a tugboat to shift the barges. Contractor's vessels will monitor VHF Channels 16 and 13. The Kiewit Infrastructure Co., on-site construction leads may be contacted at (201) 832-5004, (925) 324-6503, or (908) 463-9049. MSI # 27716.	Lat: 39° 13' 15" Lon: -076° 31' 27"
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: 2025-12-05 To: 2026-12-31 Location: 39°12'53"N, 076°31'46"W and 39°13'05"N, 076°31'31"W Francis Scott Key Bridge | On or around Monday December 15, Kiewit will begin construction of a temporary access Trestle, which will be used to support the replacement of the Francis Scott Key Bridge. Vessels on scene shall include Weeks 575 Derrick barge and other material barges. Additional construction activities will be occurring with cranes working overtop the trestle and barges moored alongside. All cranes & barges will be positioned along the alignment of the new bridge up to the navigation channel but will not impede any vessel traffic within the channel. The operation is scheduled for 12 hours a day, 6 days a week, and the barges shall remain on position 24-7. This work is scheduled to be completed before 12/31/26. The four corners of the barges will be marked with steady white lights with visibility up to 2 miles. The elevation of the trestle shall be +12ft above Mean Sea Level. During and after construction, the trestle shall be marked and lit. Boaters shall use extreme caution when transiting this area outside of the navigation channel. Kiewit is requesting all vessels in the area to use their slowest safe working speed when navigating the area. The barges will not be maneuverable when moored and will require a tugboat to shift the barges. Contractor's vessels will monitor VHF Channels 16 and 13. The Kiewit Infrastructure Co., on-site construction leads may be contacted at (201) 832-5004, (925) 324-6503, or (908) 463-9049. MSI # 33331.	Lat: 39° 13' 05" Lon: -076° 31' 31"

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: 2025-12-05 To: 2026-12-31 Location: 39°12’53”N, 076°31’46”W and 39°13’05”N, 076°31’31”W Francis Scott Key Bridge | On or around Monday December 15, Kiewit will begin construction of a temporary access Trestle, which will be used to support the replacement of the Francis Scott Key Bridge. Vessels on scene shall include Weeks 575 Derrick barge and other material barges. Additional construction activities will be occurring with cranes working overtop the trestle and barges moored alongside. All cranes & barges will be positioned along the alignment of the new bridge up to the navigation channel but will not impede any vessel traffic within the channel. The operation is scheduled for 12 hours a day, 6 days a week, and the barges shall remain on position 24-7. This work is scheduled to be completed before 12/31/26. The four corners of the barges will be marked with steady white lights with visibility up to 2 miles. The elevation of the trestle shall be +12ft above Mean Sea Level. During and after construction, the trestle shall be marked and lit. Boaters shall use extreme caution when transiting this area outside of the navigation channel. Kiewit is requesting all vessels in the area to use their slowest safe working speed when navigating the area. The barges will not be maneuverable when moored and will require a tugboat to shift the barges. Contractor’s vessels will monitor VHF Channels 16 and 13. The Kiewit Infrastructure Co., on-site construction leads may be contacted at (201) 832-5004, (925) 324-6503, or (908) 463-9049. MSI # 33428.	Lat: 39° 13' 05" Lon: -076° 31' 31"

Georgetown Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Alexandria Channel - Georgetown Channel/General/Bridges/Modification	Bridges	General/Bridges/Modification From: 2025-05-21 To: 2028-06-30 Location: 38.892672° N / 77.057571° W Bridge Name: Theodore Roosevelt Interstate 66 Highway Bridge Mariners are advised that an engineering firm, on behalf of the District of Columbia Department of Transportation, will be performing construction of a bridge protection system and installation of a suspended under-bridge protection shield on the I-66 (T. Roosevelt) Bridge, mile 111.4 over the Potomac River. Construction will commence on June 01, 2025, and continue through June 30, 2028, Monday through Friday, from 6 a.m. to 6 p.m. To facilitate fender rehabilitation, a working barge will be on scene 24/7 and will be located near the existing fender system reducing the horizontal clearance of the bridge by approximately 40 feet to approximately 150 feet horizontal clearance. A temporary platform will be installed under the bridge in the navigation channel, reducing the vertical clearance of the bridge by approximately 5 feet, providing approximately 19 feet of vertical clearance above mean high water. The waterway will remain open to navigation. Work vessels and barges may be reached on VHF-FM Channel 13. The project manager can be reached on cellphone (443) 223-7371. Mariners should use extreme caution when navigating through the area. MSI # 19356.	Lat: 38° 53' 34" Lon: -077° 03' 27"
General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-11-14 To: 2030-01-01 Location: 38-52-56.640N/077-01-56.136W Long Railroad Bridge North, Location: 38*52'55.87" N / 77*01'54.89" W: Skanska Flatiron Joint Venture will be installing mooring anchors and buoys for the proposed Long Bridge and Pedestrian Bridge construction. Work will include driving 36” steel pile and building a trestle structure across the Washington Channel to a point approx. 200 LF from the existing bridge. The trestle will support the widening of the existing CSX Long Bridge Rail bridge. Mooring anchors will be located approximately 130 LF from the southeast shore of the Washington Channel extending between the CSX Long Bridge and the I-395 Bridge. MSI # 32071.	Lat: 38° 52' 57" Lon: -077° 01' 56"
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: 2025-11-04 To: 2030-01-01 Location: 38-52-55.884N/077-01-54.876W North Skanska Flatiron Joint Venture will be installing mooring anchors and buoys for the proposed Long Bridge and Pedestrian Bridge construction. Work will include driving 36” steel pile and building a trestle structure across the Washington Channel to a point approx. 200 LF from the existing bridge. The trestle will support the widening of the existing CSX Long Bridge Rail bridge. Mooring anchors will be located approximately 130 LF from the southeast shore of the Washington Channel extending between the CSX Long Bridge and the I-395 Bridge.	Lat: 38° 52' 56" Lon: -077° 01' 55"

Germantown Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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
Pasquotank River Entrance Light PR	31390	LT EXT	FD
Great Bridge to Albemarle Sound Daybeacon 70	37475	STRUCT DMGD	FD
Great Bridge to Albemarle Sound Warning Daybeacon	37595	STRUCT DEST/HAZ NAV/TRLB	FD
Great Bridge to Albemarle Sound Light 118	37620	STRUCT DEST	FD
Great Bridge to Albemarle Sound Light 143	37710	STRUCT DEST	FD
Great Bridge to Albemarle Sound Light 149	37730	DAYMK MISSING	FD
Great Bridge to Albemarle Sound Light 157	37765	DBD DEST	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Great Bridge To Albemarle Sound/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2024-09-26 To: 2026-05-31 Location: 36.74109° N / 76.34489° W Bridge Name: Deep Creek Bridge 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"
General/Bridges/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-12-03 To: 2026-02-28 Location: 36-43-15.420N/076-14-23.640W Bridge Name: S168 Bridge Mariners are advised the S168 (Great Bridge) Bridge, over Atlantic Intracoastal Waterway (AICW), South Branch of the Elizabeth River to the Albemarle and Chesapeake Canal, mile 12.0, at Chesapeake, VA will be maintained in the closed-to-navigation position. To avoid a potential bridge casualty due to the condition of the lower cylinder bearings on the bridge, the bridge will be maintained in the closed-to-navigation position from 4 p.m. on December 3, 2025, until 12 midnight on February 28, 2026. During the closure, the bridge will open on signal for vessels at 2 a.m., 4 a.m., 6 a.m., 8 a.m., 10 a.m., 12 p.m., 2 p.m., 4 p.m., 6 p.m., 8 p.m., 10 p.m., and midnight. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations 117.997(g). Mariners should adjust their transit accordingly and use caution when transiting the area.	Lat: 36° 43' 15" Lon: -076° 14' 24"
Great Bridge To Albemarle Sound/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2025-04-22 To: 2026-04-21 Location: 36.71784° N / 76.10021° W Mariners are advised that the highway drawbridge – S165 (North Landing) Bridge, over Atlantic Intracoastal Waterway (AIWW), North Landing River, at mile 20.2, at Chesapeake, VA, will have a reduced horizontal clearance due to fender system allision. One of the piles is leaning towards the canal, reducing the horizontal clearance of the bridge approximately 15 feet to approximately 65 feet of clearance. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.1021. Mariners should use caution when navigating through the area.	Lat: 36° 43' 04" Lon: -076° 06' 01"

Great Egg Harbor Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Great Egg Harbor Inlet Lighted Buoy 1	1270	MISSING	FD
Great Egg Harbor Inlet Lighted Buoy 2	1275	MISSING	FD
Great Egg Harbor Inlet Buoy 9	1291	OFF STATION	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 Daybeacon 18	6873	DBD DEST	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Great Machipongo Inlet Buoy 3	6810	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Virginia, Submerged Land Act (SLA) - Great Machipongo Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-04-24 To: 2030-03-28 Location: 37.36206° N / 75.69845° W Shoaling observed between Great Machipongo Inlet Buoy 2 (LLNR 6805) and Great Machipongo Inlet Lighted Buoy 3 (LLNR 6895). Depths of 3ft MLW observed.	Lat: 37° 21' 43" Lon: -075° 41' 54"

Gunpowder River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Gunpowder River Lighted Buoy 2G	27175	SINKING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper Gunpowder River Buoy 12	27280	OFF STA	PA
Mariner Point Park Buoy 1	null	MISSING	PA
Mariner Point Park Buoy 3	null	MISSING	PA
Upper Gunpowder River Buoy 9	27265	SINKING/BUOY DMGD	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. 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"

Harkers Island East Channel

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shell Point Channel Daybeacon 3	29262.100000000002	MISSING	PA
Shell Point Channel Daybeacon 4	29262.2	MISSING	PA
Shell Point Channel Daybeacon 7	29262.4	DAYMK MISSING	PA

Hatteras Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hatteras Inlet Lighted Buoy 3	28647	MISSING	FD
Hatteras Inlet Channel Lighted Buoy 12A	28732.100000000002	MISSING	FD
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 Junction Daybeacon HF	28780	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Submerged Lands Act (SLA) - Hatteras Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-07-18 To: 2030-06-22 Location: 35.18189° N / 75.75443° W Shoaling has been reported between Hatteras Inlet Lighted Buoy 1 (LLNR 28640) and Hatteras Inlet Lighted Buoy 5 (LLNR 28657) with depths between 3 to 5 ft MLW.	Lat: 35° 10' 55" Lon: -075° 45' 16"
Sector North Carolina, Submerged Lands Act (SLA) - Hatteras Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2025-03-24 Location: 35.21313° N / 75.73104° W 35.20655° N / 75.72995° W 35.20329° N / 75.72872° W 35.20486° N / 75.72145° W 35.20255° N / 75.72003° W 35.20134° N / 75.72924° W 35.20302° N / 75.73201° W 35.20865° N / 75.73246° W 35.21224° N / 75.73339° W 35.21313° N / 75.73104° W 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.	

Hawkins Point Pier

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Key Electrical Tower Lights E (4)	20820	LT EXT	PA
Key Electrical Tower Lights D (4)	20815	LT EXT	PA

Herring Bay

Private Discrepancies

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

Hog Island Cutoff

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hog Island Cutoff Daybeacon 2	11875	TRUB/STRUCT DEST	FD

Honga River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Honga River Light 2	24495	STRUCT DEST/HAZ NAV/TRLB	FD
Middle Island Bridge West Channel Wreck Daybeacon WR1W	24515	STRUCT DEST/TRUB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Honga River Light 10	24545	LT EXT/DBD DMGD	PA

Hooper Strait

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hooper Strait Channel Light 10	23643	STRUCT DEST/TRLB/HAZ NAV	FD

Horn Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Horn Harbor/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-07-22 To: 2030-06-26 Location: 37.33815° N / 76.26237° W Shoaling has been observed with depths of 4-5' beginning approximately 500' west of Horn Harbor Wreck Light WR2 (LLNR 14450) proceeding inbound to Horn Harbor Buoy 8 (LLNR 14487). ACOE survey of area indicates shoaling, to at least depth of 4.8' MLLW IVO Horn Harbor Daybeacon 4 (LLNR 14460) and 4.5' in between Horn Harbor Daybeacon 6 (LLNR 14470) and Horn Harbor Light 7 (LLNR 14475).	Lat: 37° 20' 17" Lon: -076° 15' 45"

Hoskins Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hoskins Creek Light 1HC	15600	STRUCT DMGD	FD
Hoskins Creek Daybeacon 4	15615	STRUCT DEST/TRUB	FD

Indian River Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Indian River Channel Buoy 42	4550	OFF STATION	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Indian River Channel Daybeacon 44	4551.02	MISSING	PA
Indian River Channel Daybeacon 46	4551.04	STRUCT DMGD	PA
Indian River Channel Daybeacon 50	4551.08	STRUCT DMGD	PA

Indian River Channel Daybeacon 51	4551.09	STRUCT DMGD	PA
Indian River Channel Daybeacon 53	4551.11	STRUCT DMGD	PA
Indian River Channel Daybeacon 58	4551.16	STRUCT DMGD	PA
Indian River Channel Daybeacon 54	4551.12	DBD DMGD	PA
Indian River Channel Daybeacon 59	4551.17	DBD DMGD	PA
Indian River Channel Daybeacon 60	4551.18	STRUCT DMGD	PA

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. MSI # 64. From: 2024-08-05 To: 2029-07-09 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: 2025-06-11 To: 2026-03-03 Location: 38.59336° N / 75.2824° W 38.59122° N / 75.27613° W 38.58996° N / 75.27632° W 38.58725° N / 75.27719° W 38.58626° N / 75.27603° W 38.58682° N / 75.27284° W 38.58631° N / 75.27291° W 38.58581° N / 75.27642° W 38.58727° N / 75.27767° W 38.58888° N / 75.27748° W 38.59107° N / 75.27651° W 38.59311° N / 75.28266° W 38.59336° N / 75.2824° W The Delaware Department of Natural Resources (DNREC) will begin dredging operations in the Indian River Channel between Indian River Channel Daybeacon 64 (Light List Number 4551.23) and approximate GPS position 38°35.67'N, 075° 17.17'W, near Millsboro, DE, starting on July 1, 2025, and continuing until March 1, 2026. 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.	

Isle Of Wight Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Isle Of Wight Bay Light 9	4855	STRUCT DEST/TRLB	FD

Private Discrepancies

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

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Ocean City Inlet - Isle Of Wight Bay/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-12-15 To: 2026-03-20 Location: 38-19-59.268N/075-05-36.708W Bridge Name: United States 50 Bridge Mariners are advised that the US 50 Bridge, located across Sinepuxent Bay in Ocean City, Maryland, will be maintained in the closed-to-navigation position for essential repairs from January 5, 2026, through March 19, 2026. During this time, mechanical and structural components will be disconnected, rendering the bridge nonfunctional. A barge will be stationed in the main channel as a working platform, and vessel passage through the draw span will be prohibited. The drawbridge will remain closed to navigation for the entire duration of the project and will not be able to open for emergencies. During the closure, the vertical and horizontal clearance of the flanking spans will remain unobstructed. Vessels able to safely transit the flanking and approach spans may do so at any time. Vessels may contact the barge or tender on VHF-FM channels 13 or 16. At all other times, the drawbridge will operate in accordance with the regulations outlined in Title 33, Code of Federal Regulations, Part 117.559. Mariners should adjust their transits accordingly and use caution when transiting the area. MSI # 32705.	Lat: 38° 19' 59" Lon: -075° 05' 37"

James River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
HRSD Williamsburg WWTP Outfall Warning Buoy A	11933	MISSING	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@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' 18"
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@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' 19"

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@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° 58' 16" Lon: -076° 18' 04"
Chesapeake Channel - James River/General/Bridges/Maintenance	Bridges	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.	Lat: 37° 19' 10" Lon: -077° 13' 27"
Chesapeake Channel - James River/General/Bridges/Rehabilitation	Bridges	General/Bridges/Rehabilitation From: 2025-03-11 To: 2026-11-30 Location: 37.3195° N / 77.22406° W Bridge Name: Benjamin Harrison Memorial State Route Bridge Mariners are advised that an engineering firm, on behalf of the Virginia Department of Transportation, will be performing construction of a bridge protection system on the Benjamin Harrison Memorial Bridge over the James River, at mile marker 65.0, near Hopewell, VA. Construction will commence on March 17, 2025, and continue through November 30, 2026, Monday through Friday, from 7 a.m. to 5 p.m. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and/or marine safety information bulletins. To facilitate fender rehabilitation, a working barge will be on scene 24/7 and will be located near the existing fendering systems reducing the horizontal clearance of the bridge approximately 10 feet to approximately 290 feet horizontal clearance. The waterway will remain open to navigation. Work vessels and barges may be reached on VHF-FM channel 13 and 16. The project manager may be reached at (360) 585-7203 and area manager at (912) 438-1058. Mariners should use extreme caution when navigating through the area.	Lat: 37° 19' 10" Lon: -077° 13' 27"
James River/General/Bridges/Closure (Scheduled Or Emergency)	Bridges	James River/General/Bridges/Closure (Scheduled Or Emergency) From: 2025-12-17 To: 2026-01-31 Location: 36.99121, -76.48294 Bridge Name: James River Bridge Mariners are advised that the highway drawbridge – US 17 (James River) Bridge, over James River, at mile 5.0, between Isle of Wight and Newport News, VA, will be maintained in the closed-to-navigation position to perform maintenance from 7 a.m. through 4:30 p.m., Monday-Friday, from January 5, 2026, through January 30, 2026. During closure periods, the bridge will open on signal for vessels, if at least 12 hours notice is given. Vessels may transit the bridge in the closed-to-navigation if at least 2 hours notice is given. The bridge will not be able to open for emergencies. During closure periods, a barge equipped with a crane will be in the navigational channel. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.5. Mariners should adjust their transits accordingly and should use extreme caution when transiting the area. MSI#34066	Lat: 36° 59' 28" Lon: -076° 28' 59"
Chesapeake Channel - James River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-08-26 To: 2026-06-02 Location: 37.34605° N / 77.26889° W 37.34509° N / 77.26391° W 37.33276° N / 77.27204° W 37.33536° N / 77.27467° W 37.34605° N / 77.26889° W Army Corp of Engineers Survey dated August 8, 2025 indicates shoaling from James River Light 124 (LLNR 12610) to James River Lighted Buoy 126 (LLNR 12620) with a least depth of 16.0' MLLW. Centerline depths range from 24.9' to 17.7'.	
Chesapeake Channel - James River/General/Hazards To Navigation/Obstructions	Hazards To Navigation	Report of grounded vessel. Mariners urged to navigate with caution.	
General/LAA/RNA/Safety Zone	LAA/RNA	The COTP Sector Virginia has determined that the HRBT Expansion Project will continue to be protected by six Safety Zones identical to those formerly charted as established in 33cfr165.519. The new temporary regulation will be found at 33cfr165.T05-1069 and has been signed. The new temporary regulation is identical to the previous and is scheduled to be published in January. The zones will be enforceable until 20 December 2030 or potentially earlier if deemed no longer necessary by the COTP.	
General/LAA/RNA/Safety Zone	LAA/RNA	The COTP Sector Virginia has determined that the HRBT Expansion Project will continue to be protected by six Safety Zones identical to those formerly charted as established in 33cfr165.519. The new temporary regulation will be found at 33cfr165.T05-1069 and has been signed. The new temporary regulation is identical to the previous and is scheduled to be published in January. The zones will be enforceable until 20 December 2030 or potentially earlier if deemed no longer necessary by the COTP.	
Chesapeake Channel - James River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-27 To: 2026-01-31 Location: 37-09-09.288N/076-39-53.712W Cottrell Contracting Corporation of Chesapeake, Virginia advises that the Dredge Rockbridge will be conducting dredging operations on the James River at Dominion Surry Power Station. The dredge will commence operations October 27th with completion expected January 31, 2026. Dredge pipe will be extended from the power station intake channel and through Lawnes Creek. Prior to approach, the Dredge can be reached via VHF Radio Channels #13 and #16. For emergencies the dredge operator can be contacted at phone number 757-635-2576. MSI # 30972.	Lat: 37° 09' 09" Lon: -076° 39' 54"

Jenkins Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Jenkins Creek Daybeacon 4	22870	STRUCT MISSING/TRUB	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 From: 2024-08-08 To: 2029-07-12 Location: 38.9811° N / 76.24159° W 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.	Lat: 38° 58' 52" Lon: -076° 14' 30"

Lake Conoy

Private Discrepancies

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

Lake Ogleton Entrance

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Lake Ogleton Entrance Daybeacon 4	19830	STRUCT DMGD	FD

Little Annemessex River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-12-02 To: 2026-02-02 Location: 37-57-59.544N/075-52-38.532W Aid Name: Little Annemessex River Warning Light A LLNR: 22837 Action: CHANGE Action Type Change Aid Subtype Little Annemessex River Warning Light A (LLNR 22837) will be removed by Ballard Marine Construction sometime between December 3rd ,2025 and February 1st, 2026. Structure is deteriorating and at the end of its service life and safe water passage is marked by lateral aid is close proximity of aid. MSI # 33122.	Lat: 37° 57' 60" Lon: -075° 52' 39"
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: 2025-12-02 To: 2026-02-01 Location: 37-58-01.020N/075-52-38.532W Ballard Marine Construction will be performing ATON removal on the eastern shore from La Trappe Creek down to Little Annemessex River beginning on December 3rd ,2025 and expected to run through February 1st, 2026. Work will be from crane barge, performing activities to include but not limited to, pile removal, demolition, crane lifts, and commercial diving. Workdays will be Monday through Friday, 0600-1800. All manned vessels will monitor VHF Channels 13, 16, and 79. Vessels will not impede navigation at any time and mariners are requested to use caution and reduce wake when transiting the area. MSI # 33117.	Lat: 37° 58' 01" Lon: -075° 52' 39"

Little Egg Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Little Egg Inlet Lighted Buoy 2	1105	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Submerged Land Act (SLA) - Little Egg Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-01 To: 2029-07-05 Location: 39-28-26.868N/074-17-41.568W 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. Inlet is susceptible to shifting shoaling at all times. MSI # 58.	Lat: 39° 28' 27" Lon: -074° 17' 42"
Sector Delaware Bay, Submerged Land Act (SLA) - Little Egg Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-07-29 To: 2027-04-24 Location: 39.50325° N / 74.31082° W Shoaling reported developing in the vicinity of New Jersey Intracoastal Waterway Junction Lighted Buoy LEI (LLNR 35485).	Lat: 39° 30' 12" Lon: -074° 18' 39"

Lockwoods Folly Inlet

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Lockwoods Folly Inlet Lighted Buoy 1	31010	DISCONTINUED	FD

Lockwoods Folly Inlet Lighted Buoy 2	31015	DISCONTINUED	FD
Lockwoods Folly Inlet Buoy 3	31020	DISCONTINUED	FD
Lockwoods Folly Inlet Buoy 4	31025	DISCONTINUED	FD
Lockwoods Folly Inlet Buoy 5	31027	DISCONTINUED	FD
Lockwoods Folly Inlet Buoy 6	31030	DISCONTINUED	FD
Lockwoods Folly Inlet Buoy 7	31035	DISCONTINUED	FD
Lockwoods Folly Inlet Buoy 8	31040	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Cape Fear River Little River - Lockwoods Folly Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-23 To: 2029-08-27 Location: 33.91496° N / 78.23706° W The Coast Guard has temporarily discontinued Lockwoods Folly Inlet Buoy 1 (LLNR 31010) through Lockwoods Folly Inlet Buoy 8 (LLNR 31040) to due shoaling and creating a misleading 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. MSI # 599.	Lat: 33° 54' 54" Lon: -078° 14' 13"

Lockwoods Folly River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Lockwoods Folly River Daybeacon 4	40145	STRUCT DEST/TRUB	FD

Long Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Long Creek Lighted Buoy 2LC	10159	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-06 To: 2026-01-20 Location: 36-54-24.146N, 076-05.26.667W Aid Name: Long Creek Lighted Buoy 2LC LLNR: 10159 Action: RELOCATE to approx posit 36-54-24.146N, 076-05.26.667W Post Dredging	Lat: 36° 54' 24" Lon: -076° 05' 27"
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-10-23 To: 2026-01-12 Location: 36-54-24.300N/076-05-27.960W Hazard to nav-shoaling Lynnhaven Inet and Turning Basin. The Norfolk District Army Corp of Engineers survey dated September 11, 2025 indicates shoaling from Long Creek Lighted Buoy 2LC (LLNR 10159) for approximately 500' along the east side of the turning basin.	Lat: 36° 54' 24" Lon: -076° 05' 28"
Lynnhaven Inlet - Long Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-10-23 To: 2026-01-12 Location: 36-54-16.128N/076-05-21.984W Hazard to nav-shoaling Lynnhaven Inet and Turning Basin. The Norfolk District Army Corp of Engineers survey dated September 11, 2025 indicates shoaling across the entire turning basin channel in the area of Long Creek Warning Daybeacon B (LLNR 10165).	Lat: 36° 54' 16" Lon: -076° 05' 22"
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-10-23 To: 2026-01-12 Location: 36-54-14.328N/076-05-12.336W Hazard to nav-shoaling Lynnhaven Inet and Turning Basin. The Norfolk District Army Corp of Engineers survey dated September 11, 2025 indicates shoaling across the entire turning basin channel in the area of Long Creek Warning Daybeacon C (LLNR 10168).	Lat: 36° 54' 14" Lon: -076° 05' 12"

Lower Machodoc Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Lower Machodoc Creek Daybeacon 2	16970	MISSING	FD

Lynhaven Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Crab Creek Buoy 12	10157.12	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 Western Branch Daybeacon 11	10230	STRUCT DMGD/DBD DMGD	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-11-21 To: 2026-04-05 Location: 36-53-26.772N/076-06-30.168W McLean Contracting Company will conduct dredge operation in Bayville Creek, Lynnhaven Inlet, Virginia Beach. Project will run from December 5, 2025 to April 5, 2025. Dredge plant and multiple dredge scows, and small work craft will be used. Material will be tranported to the ransfer wharf were it will be transfered to truck for disposal.	Lat: 36° 53' 27" Lon: -076° 06' 30"

Lynnhaven Inlet

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Lynnhaven Inlet Light 5	10142	WATCHING PROPERLY	FD	2026-01-06

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Lynnhaven Inlet Lighted Buoy 4A	10140	RELOCATED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Lynnhaven Inlet/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-06-23 To: 2026-01-15 Location: 36.86859° N / 76.12425° W 36.86251° N / 76.10848° W 36.84654° N / 76.12033° W 36.84675° N / 76.1341° W 36.86859° N / 76.12425° W McClean Contracting Company will begin dredging of Western Branch Lynnhaven River, Thalia Creek, and Old Donation Creek. Transfer of dredged material at Thalia Creek Transfer Station into trucks to be disposed of. Work will start June 30, 2025 and end January 15, 2026. Several barges and workboats will used during the project.	

Magothy River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Magothy River Light 3	20100	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Forked Creek Daybeacon 1	20210	STRUCT DEST/TRUB	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sandy Point To Susquehanna River (Chart 12273) - Magothy River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-25 To: 2026-02-01 Location: 39.05003° N / 76.42661° W Little Magothy River Dredging Project Shoreline Design, LLC will begin construction of a dredging project at Little Magothy River in Anne Arundel County, MD 10/16/25 thru 1/31/26, 7 days a week, 7am – 7 pm, Primary Contractor: Shoreline Design, 637 Shore Drive, Edgewater, MD 21037. Two mooring buoys will be installed for connecting line barges during construction of the project. During heavy weather all barges will be moved to a safe harbor within Magothy River and Bodkin Creek. POC Wes Matheu President Shoreline Design, LLC 443-336-0978 Vessels/Marine Equipment 1 each 34'x165' Deck Barge 1 each 34'x130' Deck Barge 1 each 30'x110' Deck Barge 1 each 24'x60' Spud Barge 2 each 24'x50' Spud Barge 2 each 12'x25' Tug Boats (Miss Lee Ann and Pusherman) 1 each 12'x20' Push Boat 1 each 6'x24' Crew Boat .	Lat: 39° 03' 00" Lon: -076° 25' 36"

Manteo Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Manteo Channel Buoy 4	28539	BUOY DMGD	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shallowbag Bay Club Channel Daybeacon 1	28555	MISSING	PA

Mantua Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Mifflin Range - Mantua Creek/General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-06-04 To: 2026-02-28 Location: 39.83132° N / 75.23608° W Bridge Name: 44 State Route Bridge 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-Saturday; from July 1, 2025, through February 28, 2026. During the maintenance period, to facilitate repairs of the bridge fendering system, a crane barge will be located just outside of the navigation channel of the bridge. Several small work boats will be working in and around the vicinity of the bridge. The bridge is fully operational, and its opening schedule will remain unchanged in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.729 (b). The bridge tender can be reached at 856-423-0466. 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
Masonboro Inlet Lighted Buoy 2	30155	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-22 To: 2026-06-20 Location: 34-11-02.148N/077-48-46.764W Submerged and floating pipeline associated with dredging operation; use extreme caution in the area. Mariners are urged to transit at the slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Workboats Wilko, Danny Joe and Elle Renea monitor Channel 13 & 16 (All Vessels) Pipeline and vessels will be visibly lit and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned perpendicular from the AIWW along the north shoreline of Mason Inlet to the Figure 8 Island Placement Area. Darrell Stewart / Project Manager 812.455.7199	Lat: 34° 11' 02" Lon: -077° 48' 47"

Massey Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Occoquan River Channel Light 9	18290	STRUCT DEST/HAZ NAV/TRLB	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Occoquan River Obstruction Buoy	18291	ESTABLISHED	FD

Mile Hammock Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Mile Hammock Bay Channel Daybeacon 4	39265	STRUCT DEST/TRUB	FD

Miles River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Miles River Light 1	26165	DBD DEST	FD
Miles River Daybeacon 8	26230	STRUCT DEST	FD

Milford Haven East

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Milford Haven East Channel Danger Light 6	14595	REDUCED INT	PA
Milford Haven East Channel Light 8	14605	STRUCT DEST	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Milford Haven East/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2025-09-05 To: 2026-03-04 Location: 37.46621° N / 76.26899 Mariners are advised to use caution when transiting near Milford Haven East Channel Light 8. Structure has been reported destroyed above the waterline and marked with an orange float.	Lat: 37° 27' 58" Lon: -076° 16' 08"

Mobjack Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Mobjack Bay/General/Hazards To Navigation/Hazards	Hazards To Navigation	There is a submerged pile in approximate position: 37-15-43.665N, 076-19-56.553W. Pile is marked by an obstruction buoy, labeled DANGER, Flashing Q W.	Lat: 37° 15' 44" Lon: -076° 19' 57"

Morehead City Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Beaufort Inlet - Morehead City Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-08-13 To: 2026-02-09 Location: 34.69754° N / 76.67313° W USACE SURVEYS INDICATE SHOALING ON THE SOUTH SIDE OF THE MOREHEAD CITY HARBOR RANGE B CHANNEL WITH DEPTHS AS LOW AS TWENTY FEET (MLLW) BETWEEN THE MOREHEAD CITY CHANNEL LIGHTED BUOY 15 (LLNR 29410) AND MOREHEAD CITY CHANNEL LIGHTED BUOY 17 (LLNR 29425). MARINERS ARE URGED TO EXERCISE CAUTION WHEN TRANSITING THIS AREA.	Lat: 34° 41' 51" Lon: -076° 40' 23"

Morehead City Harbor Channel

Federal Discrepancies

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

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Morehead City Harbor Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-24 To: 2026-03-15 Location: 34-42-32.328N/076-41-23.856W 34-41-47.112N/076-40-11.208W 34-41-15.468N/076-39-58.932W 34-36-21.708N/076-41-10.608W 34-36-20.664N/076-41-11.868W Great Lakes Dredge and Dock will be performing dredging operations in Morehead City Channel. January through March 2026 the Hopper Dredge AMELIA ISLAND can be reached on VHF channels 13 and 16. Project manager Bryan Dast (630) 699-9995. MSI # 32724.	

Nandua Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nandua Creek Channel Daybeacon 12	21797	STRUCT DEST/TRLB	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

Nanticoke River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Nanticoke River Channel Daybeacon 67	24340	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Wicomico River Honga, Nanticoke And Fishing Bay - Nanticoke River/General/Bridges/Temp Deviation	Bridges	General/Bridges/Temp Deviation From: 2025-09-17 To: 2026-04-09 Location: 38-38-25.404N/075-36-32.544W Bridge Name: 13 United States Alternative Route Bridge Bridge Name: 13 United States Alternative Route Bridge Mariners are advised that the Delaware Department of Transportation has requested a temporary deviation to conduct maintenance on the SR 13 Bridge at mile 39.6, across the Nanticoke River in Seaford, DE. To facilitate maintenance, the above bridge will be maintained in the closed-to-navigation position from 7 a.m. on January 15, 2025, to 5 p.m. on April 9, 2026. Vessels able to pass through the bridge in the closed position may do so at any time. The vertical clearance of the bridge in the closed-to-navigation position is 3 feet above mean high water. The bridge will not be able to open for emergencies. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.243(b).	Lat: 38° 38' 25" Lon: -075° 36' 33"

Naval Boat Channel

Federal Discrepancies

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

Neuse River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Neuse River Channel Light 22	34000	STRUCT DEST/TRLB	FD
Neuse River Channel Daybeacon 50	34115	STRUCT DEST/TRUB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bridgeton Warning Light	34047	DBD DMGD	PA
Broad Creek-West Buoy 1	33622	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-14.472N/076-57-52.668W Aid Name: Northwest Creek Entrance Light 1N LLNR: 33996 Action: RELOCATE TO RENAME: Northwest Creek Channel Entrance Light 1N to Northwest Creek Entrance Light 1N	Lat: 35° 03' 14" Lon: -076° 57' 53"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-19.944N/076-57-54.612W Aid Name: Northwest Creek Daybeacon 3 LLNR: 33997 Action: RELOCATE TO RENAME: Northwest Creek Channel Daybeacon 3 to Northwest Creek Daybeacon 3	Lat: 35° 03' 20" Lon: -076° 57' 55"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-21.168N/076-57-53.892W Aid Name: Northwest Creek Daybeacon 4 LLNR: 33998 Action: RELOCATE TO RENAME: Northwest Creek Channel Daybeacon 4 to Northwest Creek Daybeacon 4	Lat: 35° 03' 21" Lon: -076° 57' 54"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-23.292N/076-58-00.660W Aid Name: Northwest Creek Daybeacon 5 LLNR: 33998.1 Action: RELOCATE TO RENAME: Northwest Creek Channel Daybeacon 5 to Northwest Creek Daybeacon 5	Lat: 35° 03' 23" Lon: -076° 58' 01"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-23.976N/076-57-58.968W Aid Name: Northwest Creek Daybeacon 6 LLNR: 33998.2 Action: ESTABLISH	Lat: 35° 03' 24" Lon: -076° 57' 59"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-25.632N/076-58-01.488W Aid Name: Northwest Creek Daybeacon 7 LLNR: 33998.3 Action: ESTABLISH	Lat: 35° 03' 26" Lon: -076° 58' 01"
Western Part Of Pamlico Sound - Neuse River/ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-26.172N/076-58-00.192W Aid Name: Northwest Creek Daybeacon 8 LLNR: 33998.4 Action: ESTABLISH	Lat: 35° 03' 26" Lon: -076° 58' 00"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-36.648N/076-58-11.532W Aid Name: Northwest Creek Daybeacon 9 LLNR: 33998.5 Action: ESTABLISH	Lat: 35° 03' 37" Lon: -076° 58' 12"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-07 To: 2026-01-21 Location: 35-03-37.260N/076-58-09.768W Aid Name: Northwest Creek Daybeacon 10 LLNR: 33998.6 Action: ESTABLISH	Lat: 35° 03' 37" Lon: -076° 58' 10"

New Jersey Intracoastal Waterway

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
New Jersey Intracoastal Waterway Daybeacon 152	35615	STRUCT DEST/HAZ NAV/TRLB	FD
New Jersey Intracoastal Waterway Daybeacon 245	35950	STRUCT DEST/TRLB/HAZ NAV	FD
New Jersey Intracoastal Waterway Light 260	36000	STRUCT DEST/HAZ NAV/TRLB	FD
New Jersey Intracoastal Waterway Lighted Wreck Buoy WR273	36040	STRUCT DEST/TRUB	FD
New Jersey Intracoastal Waterway Light 310	36165	STRUCT DMGD	FD
New Jersey Intracoastal Waterway Daybeacon 348	36300	STRUCT DMGD	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
West Point Island Buoy 1	35078	ADRIFT	PA
Ship Channel Buoy 3	1335	SINKING	PA

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
New Jersey Intracoastal Waterway Buoy 156A	35631	DISCONTINUED FOR DREDGING	FD
New Jersey Intracoastal Waterway Buoy 160A	35647	DISCONTINUED FOR DREDGING	FD
New Jersey Intracoastal Waterway Daybeacon 459	36660	DISCONTINUED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-11-20 To: 2026-05-15 Location: 39-02-22.416N/074-46-45.552W Bridge Name: 619 County Route Bridge Mariners are advised that an engineering firm will be performing bridge maintenance on the Ocean Drive (County Road No. 619) roadway bridge, at mile 0.3, across Townsend Inlet, at Avalon, NJ. To facilitate bridge work, a 40-foot-wide work barge will be working in and around the navigational channel Monday through Friday, commencing on December 8, 2025, through May 15, 2026, from 7:00 a.m. to 5:00 p.m. In addition to the daytime work, night work will also occur on December 15, 2025, through February 1, 2026, from 8:00 p.m. to 5:00 a.m. When the work barge is working in the navigation channel it will reduce the horizontal clearance of the bridge from 50 feet to 10 feet. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels requiring the full horizontal clearance of 50 feet should contact the barge personnel to move the barge from the navigation channel at least 60 minutes prior to arrival. Barge and maintenance personnel may be reached on VHF-FM channel 13 and the project foreman may be reached at (609) 579 - 8147. All mariners should use caution when transiting the area. MSI # 32505.	Lat: 39° 02' 22" Lon: -074° 46' 46"
General/Bridges/Closure (Scheduled Or Emergency)	Bridges	General/Bridges/Closure (Scheduled Or Emergency) From: 2025-11-21 To: 2026-02-28 Location: 40-04-18.912N/074-03-36.072W Bridge Name: 13 State Route Bridge Mariners are advised that the Route 13 Bridge, over Point Pleasant Canal in Ocean County, New Jersey, will be maintained in the closed-to-navigation position for mechanical maintenance from January 5, 2026, through February 28, 2026. Vessels able to safely navigate in the closed-to-navigation position may do so at any time. The bridge will not be able to open for emergencies during the closure period. Mariners are advised to plan their transits accordingly and exercise caution when navigating in the vicinity of the bridge. Mariners may contact the bridge tender via VHF-FM channels 13 or 16 for assistance or additional information. At all other times, the bridge will operate in accordance with Title 33 CFR Part 117.733(c). Mariners are advised to exercise caution and plan their transits accordingly. MSI # 32599.	Lat: 40° 04' 19" Lon: -074° 03' 36"
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-07-29 To: 2029-07-02 Location: 39.72077° N / 74.14123° W Shoaling report in the vicinity of New Jersey Intracoastal Waterway Daybeacon 49 (LLNR 36180) based on ACOE Survey.	Lat: 39° 43' 15" Lon: -074° 08' 28"
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-07-24 To: 2029-06-27 Location: 39.30745° N / 74.56031° W 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.	Lat: 39° 18' 27" Lon: -074° 33' 37"
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-07-24 To: 2029-11-24 Location: 39.31599° N / 74.55918° W 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.	Lat: 39° 18' 58" Lon: -074° 33' 33"
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-07-24 To: 2029-06-27 Location: 39.48787° N / 74.37926° W 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.	Lat: 39° 29' 16" Lon: -074° 22' 45"
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-07-24 To: 2029-06-27 Location: 39.50001° N / 74.34551° W 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.	Lat: 39° 30' 00" Lon: -074° 20' 44"
Cape May Inlet - New Jersey Intracoastal Waterway/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-05-23 To: 2026-05-18 Location: 38.9992° N / 74.83656° W There is a submerged obstruction in approximate position: 38-59-57.124N, 074-50-11.610W. Obstruction is approximately 7 yards outside the channel in the vicinity of New Jersey Intracoastal Waterway Light 461 (LLNR 36665). Request NOAA Chart accordingly.	Lat: 38° 59' 57" Lon: -074° 50' 12"
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-12-15 To: 2026-06-13 Location: 39-26-52.800N/074-23-27.600W U.S. Coast Guard Sector Delaware Bay has received multiple reports of severe shoaling in the vicinity of New Jersey Intracoastal Waterway Buoy 161 (Light List Number 35649) on the New Jersey Intracoastal Waterway, especially during high tide. Mariners are urged to use extreme caution when transiting the area. MSI # 33921.	Lat: 39° 26' 53" Lon: -074° 23' 28"
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-01 To: 2029-07-05 Location: 39-27-06.372N/074-23-33.756W 39-27-06.192N/074-23-29.148W 39-26-53.592N/074-23-28.212W 39-26-41.064N/074-23-25.764W 39-26-33.108N/074-23-26.232W 39-26-31.920N/074-23-27.060W 39-26-33.108N/074-23-32.136W 39-26-41.496N/074-23-30.768W 39-26-52.440N/074-23-32.748W 39-27-06.372N/074-23-33.756W Shoaling has been reported between New Jersey Intracoastal Waterway Daybeacon 159 (LLNR 35640) and New Jersey Intracoastal Waterway Buoy 163 (LLNR 35655). At low tide, area is impassable. MSI # 2572.	
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 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 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	
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-09 To: 2026-02-01 Location: 39-32-04.380N/074-27-45.252W Mobile Dredging and Video Pipe, Inc. will utilize the Dredge D-40 to perform dredging operations on Nacote Creek in Galloway, NJ, beginning on December 12, 2025, and will continue until January 30, 2026. Dredging will be conducted within approximately 500-yards of the State Route 9 (New York Road) Bridge, in approximate position 39°32'01.1"N, 074°27'52.2"W. There will be 3,000 feet of floating dredge pipeline along the south side of Nacote Creek. All floating pipeline will be marked for collision avoidance. Mariners can contact the Dredge D-40 or associated work vessels via VHF radio channel 13. Mariners are urged to maintain a safe distance from dredging equipment and transit the area with extreme caution, at a slow no wake speed. MSI # 33559.	Lat: 39° 32' 04" Lon: -074° 27' 45"

Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-06-27 To: 2026-01-16 Location: 39.84721° N / 74.14966° W 39.84681° N / 74.14551° W 39.84466° N / 74.14545° W 39.84614° N / 74.14966° W 39.84721° N / 74.14966° W H & L Contracting LLC will be conducting dredging operations in New Jersey, Barnegat Bay, Stouts Creek, laurel Harbor South and North Channel, Cedar Creek, Whites Channel, Clamming Creek South and North Channel beginning August 15, 2025 to January 15, 2026. 7 days a week, 24 hours per day. Dredge Scrod, Dredge Great Gun, Excavator barge, multiple push boats, pumps and unnamed skiffs will be in the work area. Mariners can contact the vessels via VHF channel 16 and 65, mariners are asked to give a one hour notice for passing arrangements. Project Manager Keith Johnson can be reached 24 hours per day, 631-553-1034. The discharge pipeline aft of the dredge to the disposal site will have submerge pipeline crossings, it will be marked with red and green navigation aids along with red and green lights. The pipeline will be marked with spar buoys and yellow flashing lights. Mariners are advised to use caution and operate at slowest speed possible to avoid wake. Dredging Locations: • Stouts Creek, 39 50′ 47.42″ N – 74 08′ 55.64 W. • Laurel Harbor South Channel, 39 51′ 24.75″ N – 74 08′ 08.19″ W. • Laurel Harbor North Channel, 39 51′ 41.50″ N – 74 07′ 58.04″ W. • Cedar Creek Channel, 39 52′ 13.20″ N – 74 07′ 58.78″ W. • Whites Channel, 39 53′ 10.29″ N – 74 08′ 23.77″ W. • Clamming Creek South Channel, 39 53′ 20.69″ N – 74 08 13.63″ W. • Clamming Creek North Channel, 39 53′ 24.39″ N – 74 08′ 12.95″ W.	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-06-27 To: 2026-01-16 Location: 39.86277° N / 74.13352° W 39.86257° N / 74.12766° W 39.85906° N / 74.12856° W 39.85412° N / 74.13152° W 39.85496° N / 74.13648° W 39.85773° N / 74.13661° W 39.85713° N / 74.13525° W 39.85575° N / 74.13236° W 39.8604° N / 74.12914° W 39.86094° N / 74.13422° W 39.86277° N / 74.13352° W H & L Contracting LLC will be conducting dredging operations in New Jersey, Barnegat Bay, Stouts Creek, laurel Harbor South and North Channel, Cedar Creek, Whites Channel, Clamming Creek South and North Channel beginning August 15, 2025 to January 15, 2026. 7 days a week, 24 hours per day. Dredge Scrod, Dredge Great Gun, Excavator barge, multiple push boats, pumps and unnamed skiffs will be in the work area. Mariners can contact the vessels via VHF channel 16 and 65, mariners are asked to give a one hour notice for passing arrangements. Project Manager Keith Johnson can be reached 24 hours per day, 631-553-1034. The discharge pipeline aft of the dredge to the disposal site will have submerge pipeline crossings, it will be marked with red and green navigation aids along with red and green lights. The pipeline will be marked with spar buoys and yellow flashing lights. Mariners are advised to use caution and operate at slowest speed possible to avoid wake. Dredging Locations: • Stouts Creek, 39 50′ 47.42″ N – 74 08′ 55.64 W. • Laurel Harbor South Channel, 39 51′ 24.75″ N – 74 08′ 08.19″ W. • Laurel Harbor North Channel, 39 51′ 41.50″ N – 74 07′ 58.04″ W. • Cedar Creek Channel, 39 52′ 13.20″ N – 74 07′ 58.78″ W. • Whites Channel, 39 53′ 10.29″ N – 74 08′ 23.77″ W. • Clamming Creek South Channel, 39 53′ 20.69″ N – 74 08 13.63″ W. • Clamming Creek North Channel, 39 53′ 24.39″ N – 74 08′ 12.95″ W.	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-06-27 To: 2026-01-16 Location: 39.87287° N / 74.13092° W 39.86647° N / 74.13189° W 39.86847° N / 74.13427° W 39.86874° N / 74.13774° W 39.86852° N / 74.14643° W 39.86951° N / 74.15426° W 39.86956° N / 74.15757° W 39.87136° N / 74.15644° W 39.87045° N / 74.14312° W 39.87287° N / 74.13092° W H & L Contracting LLC will be conducting dredging operations in New Jersey, Barnegat Bay, Stouts Creek, laurel Harbor South and North Channel, Cedar Creek, Whites Channel, Clamming Creek South and North Channel beginning August 15, 2025 to January 15, 2026. 7 days a week, 24 hours per day. Dredge Scrod, Dredge Great Gun, Excavator barge, multiple push boats, pumps and unnamed skiffs will be in the work area. Mariners can contact the vessels via VHF channel 16 and 65, mariners are asked to give a one hour notice for passing arrangements. Project Manager Keith Johnson can be reached 24 hours per day, 631-553-1034. The discharge pipeline aft of the dredge to the disposal site will have submerge pipeline crossings, it will be marked with red and green navigation aids along with red and green lights. The pipeline will be marked with spar buoys and yellow flashing lights. Mariners are advised to use caution and operate at slowest speed possible to avoid wake. Dredging Locations: • Stouts Creek, 39 50′ 47.42″ N – 74 08′ 55.64 W. • Laurel Harbor South Channel, 39 51′ 24.75″ N – 74 08′ 08.19″ W. • Laurel Harbor North Channel, 39 51′ 41.50″ N – 74 07′ 58.04″ W. • Cedar Creek Channel, 39 52′ 13.20″ N – 74 07′ 58.78″ W. • Whites Channel, 39 53′ 10.29″ N – 74 08′ 23.77″ W. • Clamming Creek South Channel, 39 53′ 20.69″ N – 74 08 13.63″ W. • Clamming Creek North Channel, 39 53′ 24.39″ N – 74 08′ 12.95″ W.	
Cape May Inlet - New Jersey Intracoastal Waterway/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-06-27 To: 2026-01-16 Location: 39.89062° N / 74.13675° W 39.89012° N / 74.13301° W 39.88294° N / 74.13704° W 39.88538° N / 74.14048° W 39.88642° N / 74.14058° W 39.88671° N / 74.14009° W 39.88536° N / 74.13662° W 39.88674° N / 74.13552° W 39.88718° N / 74.13797° W 39.89062° N / 74.13675° W H & L Contracting LLC will be conducting dredging operations in New Jersey, Barnegat Bay, Stouts Creek, laurel Harbor South and North Channel, Cedar Creek, Whites Channel, Clamming Creek South and North Channel beginning August 15, 2025 to January 15, 2026. 7 days a week, 24 hours per day. Dredge Scrod, Dredge Great Gun, Excavator barge, multiple push boats, pumps and unnamed skiffs will be in the work area. Mariners can contact the vessels via VHF channel 16 and 65, mariners are asked to give a one hour notice for passing arrangements. Project Manager Keith Johnson can be reached 24 hours per day, 631-553-1034. The discharge pipeline aft of the dredge to the disposal site will have submerge pipeline crossings, it will be marked with red and green navigation aids along with red and green lights. The pipeline will be marked with spar buoys and yellow flashing lights. Mariners are advised to use caution and operate at slowest speed possible to avoid wake. Dredging Locations: • Stouts Creek, 39 50′ 47.42″ N – 74 08′ 55.64 W. • Laurel Harbor South Channel, 39 51′ 24.75″ N – 74 08′ 08.19″ W. • Laurel Harbor North Channel, 39 51′ 41.50″ N – 74 07′ 58.04″ W. • Cedar Creek Channel, 39 52′ 13.20″ N – 74 07′ 58.78″ W. • Whites Channel, 39 53′ 10.29″ N – 74 08′ 23.77″ W. • Clamming Creek South Channel, 39 53′ 20.69″ N – 74 08 13.63″ W. • Clamming Creek North Channel, 39 53′ 24.39″ N – 74 08′ 12.95″ W.	
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-22 To: 2026-02-07 Location: 39-28-08.400N/074-23-38.400W 39-28-08.400N/074-23-34.800W 39-27-57.600N/074-23-34.800W 39-26-31.200N/074-23-24.000W 39-26-34.800N/074-23-31.200W 39-27-43.200N/074-23-38.400W 39-28-08.400N/074-23-38.400W The Dredge FULLERTON will be performing dredging operations, on the New Jersey Intracoastal Waterway near Galloway, NJ beginning on October 15, 2025, and continue until February 6, 2026. Dredging will be conducted between New Jersey Intracoastal Waterway Daybeacon 152 (Light List # 35615) and New Jersey Intracoastal Waterway Buoy 163 (Light List # 35655). There will be floating dredge pipeline utilized and will be positioned outside of the navigation channel. All Mariners are requested to contact Dredge FULLERTON prior to transiting the area, to make passing arrangements. The Dredge FULLERTON can be contacted via VHF radio channel 11, 13, and 16. Mariners are urged to maintain a safe distance from dredging equipment and transit the area with extreme caution.	

New River

Federal Discrepancies

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

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
New River Channel Buoy 11	29730	RESET ON STATION	FD	2026-01-05

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
New River Inlet - New River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2029-08-29 Location: 34.56393° N / 77.362° W 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.	Lat: 34° 33' 50" Lon: -077° 21' 43"

New River Cape Fear River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
New Topsail Inlet Buoy 2	29985	BUOY DMGD	FD
New Topsail Inlet Buoy 3	29995	MSLD SIG	FD
New Topsail Inlet Buoy 4	30000	MISSING	FD
New River - Cape Fear River Light 49	39425	STRUCT DEST/HAZ NAV/TRLB	FD
New River - Cape Fear River Daybeacon 90	39510	STRUCT DEST/TRUB	FD
New River - Cape Fear River Daybeacon 92	39515	STRUCT DEST/HAZ NAV/TRLB	FD
New River - Cape Fear River Daybeacon 105	39565	STRUCT DEST/TRUB	FD
New River - Cape Fear River Light 107	39570	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 124	39610	STRUCT DEST/TRUB	FD
New River - Cape Fear River Light 127	39620	STRUCT DEST/TRLB	FD
New River - Cape Fear River Daybeacon 150	39705	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/TRUB	FD
New River - Cape Fear River Daybeacon 165	39850	STRUCT DEST/TRUB	FD
New River - Cape Fear River Light 168	39857	STRUCT DEST/TRLB	FD
New River - Cape Fear River Light 177	39880	STRUCT DEST/TRLB	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
New River - Cape Fear River Buoy 121A	39598	DISCONTINUED	FD	2026-01-07

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Old Topsail Creek Buoy 6	30036	RELOCATED FOR DREDGING	FD
Old Topsail Creek Buoy 6	30036	RELOCATED FOR DREDGING	FD
Old Topsail Creek Buoy 7	30037	RELOCATED	FD
New River - Cape Fear River Buoy 121A	39598	DISCONTINUED	FD
New River - Cape Fear River Buoy 154A	39726	DISCONTINUED FOR DREDGING	FD
New River - Cape Fear River Buoy 155A	39735	DISCONTINUED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Bridges/Closure (Scheduled Or Emergency)	Bridges	General/Bridges/Closure (Scheduled Or Emergency) From: 2025-12-11 To: 2026-02-28 Location: 34-13-05.808N/077-48-45.324W Bridge Name: United States 74 Highway Bridge Mariners are advised that the highway drawbridge – S.R. 74 (US 74/US 76/Wrightsville Beach/Heide Trask Drawbridge) Bridge across Atlantic Intracoastal Waterway (AIWW), mile 283.1, at Wrightsville Beach, NC will be maintained in the closed-to-navigation position to facilitate the Wilmington Marathon. The bridge will remain in the closed position from 4:00 a.m. through 9:00 a.m. on February 28, 2026. The bridge will be able to open for emergencies, if at least a 30-minute prior notice is given. At all other times, the drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.821(a)(4). Mariners should adjust their transits accordingly and should use caution when transiting the area. MSI # 33747.	Lat: 34° 13' 06" Lon: -077° 48' 45"
New River - New River Cape Fear River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-23 To: 2027-06-19 Location: 34.04577° N / 77.92768° W 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.	Lat: 34° 02' 45" Lon: -077° 55' 40"
New River - New River Cape Fear River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-11-22 To: 2029-10-26 Location: 34-14-58.488N/077-46-56.604W Area of shoaling. Shoaling often present in the Mason Inlet Crossing area of New River - Cape Fear River in the vicinity of New River - Cape Fear River Light 122 (TRUB currently) (LLNR 39600) and New River - Cape Fear River Daybeacon 123 (LLNR 39605). Mariners urged to review most recent ACOE survey for the area prior to transiting area.	Lat: 34° 14' 58" Lon: -077° 46' 57"

General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-06-03 To: 2026-02-07 Location: 34-03-52.740N/077-53-13.452W There is an overturned powerboat, white in color with dark bottom paint outside the channel in vicinity of New River - Cape Fear River Daybeacon 159 (LLNR 39750). All mariners should use caution in the area.	Lat: 34° 03' 53" Lon: -077° 53' 13"
New River - New River Cape Fear River/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-03-05 To: 2026-02-28 Location: 34.08175° N / 77.88357° W 34.08141° N / 77.88169° W 34.07608° N / 77.88323° W 34.0764° N / 77.88525° W 34.08175° N / 77.88357° W Area of shoaling. Shoaling in the vicinity of Carolina Beach Inlet crossing west of New River - Cape Fear River Buoy 154 (LLNR 39725) and New River - Cape Fear River Buoy 154A (LLNR 39726). Additionally, shoaling is located east of New River - Cape Fear River Buoy 155A (LLNR 39735). Reported depths as shallow as 2ft to 6ft MLLW in channel. Mariners are encouraged to review ACOE Surveys often for update conditions.	
General/MSIB	MSIB	General/MSIB From: 2026-01-05 To: 2026-01-14 Location: 34-36-39.996N/077-29-22.992W GPS Testing could cause GPS outages with in 18NMs of approximate position: 34-36.66667N, -077-29.38333W, between January 7, 2026 and January 14, 2026 daily between 06:00 and 15:00. MSI # 34573.	Lat: 34° 36' 40" Lon: -077° 29' 23"

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
Sector North Carolina, Submerged Lands Act (SLA) - New River Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2028-04-16 Location: 34.52755° N / 77.33881° W 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.	Lat: 34° 31' 39" Lon: -077° 20' 20"

Newport News

Federal Discrepancies

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

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
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: 2025-11-21 To: 2027-03-31 Location: 36-58-15.960N/076-24-57.132W Crofton Construction Services, Incorporated (CCSI) will be conducting pier demolition and reconstruction in the following location: 36°58'16.63"N 76°24'57.22"W (Newport News Creek). Beginning December 1, 2025, and continuing until March 31, 2027, approximately 455 days or until complete from 7:00 AM – 3:30 PM, five days a week. Operations will include crane barge operations, material barges, tug boats, 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 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 dredging, or will not restrict marine traffic. Except for the last 200′ at the end of the channel where the construction will be taking place. 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. MSI # 32591.	Lat: 36° 58' 16" Lon: -076° 24' 57"

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 4	30985	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	General/Hazards To Navigation/Obstructions Location: 34.24203° N / 77.95342° W 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"

Northwest Harbor

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Ferry Bar Channel - Northwest Harbor/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: 2025-08-18 To: 2026-02-18 Location: 39.27536° N / 76.59419° W McLean Contracting Company will conduct replacement of fender system at the Domino Sugar facility utilizing several barges stating on or about August 18, 2025. All man equipment will monitor VHF-FM 74. Project is expected to be completed around February 18, 2026.	Lat: 39° 16' 31" Lon: -076° 35' 39"

Oak Island Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Oak Island Channel Light 1	30415	STRUCT DEST/TRLB/OTHER DISC AIDS IN AREA	FD
Oak Island Channel Daybeacon 4	30425	STRUCT DEST/TRUB/OTHER DISC AIDS IN AREA	FD
Oak Island Channel Daybeacon 5	30430	STRUCT DEST/TRUB	FD

Ocean City Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Ocean City Inlet Lighted Buoy 13	4758	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-05 To: 2029-07-09 Location: 38-19-36.948N/075-05-40.380W Shoaling - Area susceptible to shifting shoaling between Ocean City Inlet Lighted Buoy 11 (LLNR 4755) and Ocean City Inlet Lighted Buoy 13 (LLNR 4758). Mariner should refer to most recent USACE survey to help identify shoaling areas and are advised to use caution in the area. MSI # 30601.	Lat: 38° 19' 37" Lon: -075° 05' 40"
Ocean City Inlet/General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-11-14 To: 2026-01-31 Location: 38-18-17.316N/075-05-47.184W Pan American Geo-Systems LLC will be performing subsea fiber optic telecommunication cable marine survey and mapping operations in the vicinity of 38-18-32.02N, 75-6-42.58W seaward to approximately 38-18-17.31N, 75-5-47.18W. Operations are expected to take place in the months of November and December 25 and will take approximately three weeks to complete. The hours of operation for the survey vessels “TYGER” and “FALKI” will be Mon-Sun, 0700 to 1600. Both vessels will have reduced maneuverability and be towing geophysical sensors. The TYGER will be towing a 150-ft yellow, 1”-diameter hydrophone cable and 1-ft diameter white tail buoy. The FALKI airboat will be towing a 160-ft yellow, 1”-diameter hydrophone cable. The vessels can be contacted by calling +1 561 251 5352. Mariners are requested to keep a minimum distance of at least 300 feet from the vessels while towing and not to cross the cables at any time. Mariners are requested to cross the vessel’s track at least 300 ft from bow or at least 600 ft from the stern. For additional information, contact Cameron Walker at +1 561 251 2352 or panamgeosys@yahoo.com. MSI # 32070.	Lat: 38° 18' 17" Lon: -075° 05' 47"

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 2	28905	MISSING/ Temp V-AIS: MMSI 993672471	FD
Ocracoke Inlet Lighted Buoy 3	28910	MISSING	FD
Ocracoke Inlet Lighted Buoy 4	28915	MISSING	FD
Ocracoke Inlet Buoy 8	28927	MISSING	FD

Old House Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Old House Channel Light 12	28280	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wavebreak Warning Lights (3)	28237	MISSING	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Pamlico Sound - Old House Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-07-18 To: 2030-06-22 Location: 35.7212° N / 75.62422° W Shoaling has been reported between Old House Channel Daybeacon 14 (LLNR 28290) and Old House Channel Light 16OH (LLNR 28300). Depths of 5ft MLW may be present in the area.	Lat: 35° 43' 16" Lon: -075° 37' 27"

Oregon Inlet

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Oregon Inlet Lighted Buoy 3	27985	MISSING	FD
Oregon Inlet Channel Daybeacon 46	28170	TRUB/STRUCT DEST	FD
Oregon Inlet Channel Daybeacon 53	28190	STRUCT DEST/TRUB	FD

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Oregon Inlet Lighted Buoy 16	28057	RESET ON STATION	FD	2026-01-07
Oregon Inlet Channel Lighted Buoy 27	28085	RESET ON STATION	FD	2026-01-07
Oregon Inlet Channel Lighted Buoy 29	28095	RELIGHTED	FD	2026-01-07
Oregon Inlet Channel Lighted Buoy 31	28105	RELIGHTED	FD	2026-01-07

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Oregon Inlet Buoy 14	28050	RELOCATED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Submerged Lands Act (SLA) - Oregon Inlet/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-09-24 To: 2026-03-23 Location: 35.77404° N / 75.53093° W AN ACOE SURVEY OF OREGON INLET CHANNEL INDICATES SHOALING BETWEEN OREGON INLET LIGHTED BUOY 11 (LLNR 28027) AND OREGON INLET BUOY 9 (LLNR 28025). DEPTHS OF 1FT MLW MAY BE PRESENT IN THE AREA.	Lat: 35° 46' 27" Lon: -075° 31' 51"
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-12-11 To: 2026-06-09 Location: 35-46-10.056N/075-32-09.456W SHOALING HAS ENCROACHED IN THE VICINITY OF OREGON INLET CHANNEL. DEPTHS OF 5FT MLW MAY BE PRESENT IN THE AREA BETWEEN OREGON INLET LIGHTED BUOY 12 (LLNR 28028), OREGON INLET LIGHTED BUOY 13 (LLNR 28045), AND OREGON INLET BUOY 14 (LLNR 28050). MSI # 33704.	Lat: 35° 46' 10" Lon: -075° 32' 09"
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: 2025-10-07 To: 2026-04-05 Location: 35.76551° N / 75.53826° W The "MISS KATIE" dredge vessel will be providing dredging services in the Oregon Inlet, west of the Marc Basnight Bridge, dependent upon weather conditions, maintenance, etc. Dredging operations will be performed on a schedule of 12 hours and/or 24 hours a day, seven (7) days a week. 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.	Lat: 35° 45' 56" Lon: -075° 32' 18"
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: 2025-02-01 To: 2026-09-25 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 From: 2025-02-03 To: 2026-09-25 Location: 35.79365° N / 75.55975° W 35.79242° N / 75.55602° W 35.77922° N / 75.54997° W 35.77548° N / 75.5584° W 35.77623° N / 75.56059° W 35.78093° N / 75.55284° W 35.79166° N / 75.55711° W 35.79218° N / 75.56104° W 35.78636° N / 75.57263° W 35.7879° N / 75.57179° W 35.79339° N / 75.56316° W 35.79365° N / 75.55975° 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 4	27374	LT EXT	PA

Oyster Creek Channel

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Oyster Creek Channel Buoy 38	1090	DISCONTINUED FOR DREDGING	FD

Pamlico River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Long Point Ferry Terminal Channel Daybeacon 2	33240	STRUCT DEST/TRUB	FD
Gaylord Bay Ferry Terminal Channel Light 1	33245	DBD DEST	FD
Pamlico River Channel Daybeacon 10	33325	STRUCT DEST/TRUB	FD
Pamlico River Channel Light 17	33360	STRUCT DMGD	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Carolina Wind Yacht Center Buoy 1	33373	MSLD SIG	PA
Carolina Wind Yacht Center Buoy 2	33373.1	MSLD SIG	PA
Carolina Wind Yacht Center Buoy 3	33373.2	MSLD SIG	PA
Carolina Wind Yacht Center Buoy 4	33373.3	MSLD SIG	PA

Pamlico River Approach

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Juniper Bay Light 2	32445	STRUCT DEST/TRLB	FD
Inner Middle Ground Lighted Wreck Buoy WR6	32473	MISSING	FD

Pamlico Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Big Foot Slough Channel Lighted Buoy 9C	29061	LT EXT/OFF STATION	FD
Stumpy Point Target Warning Light W	32085	LT EXT	FD
Pingleton Shoal Light 1PS	32100	STRUCT DMGD	FD
Pamlico Sound Lighted Wreck Buoy WR8	32142	OFF STATION	FD
Gull Shoal Light GS	32145	STRUCT DEST/TRLB	FD

Patapsco River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sandy Point To Susquehanna River (Chart 12273) - Patapsco River/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-07-21 To: 2026-01-17 Location: 39.19547° N / 76.49352° W There is an obstruction on the green side of Brewerton Channel in the vicinity of Brewerton Channel Lighted Buoy 11 (LLNR 8195) in approximate position: 39º 11′ 43.7087″ N, 076 º 29′ 36.6768″W, approximately 250 feet from the center of the channel, and at a charted shallowest depth of 48.7′. The project depth is 50′. Mariners should use caution when navigating the area.	Lat: 39° 11' 44" Lon: -076° 29' 37"

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"

Piankatank River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Moore Creek Daybeacon 9	null	DAYMK MISSING	PA

Piscataway Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Piscataway Creek Warning Daybeacon C	18550	DBD DMGD	PA
Piscataway Creek Warning Daybeacon A	18540	STRUCT DEST	PA
Piscataway Creek Warning Daybeacon B	18545	STRUCT DEST	PA

Pooles Island Flats Channel

Federal Discrepancies

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

Port Mahon

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware Bay West Side - Port Mahon/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-30 To: 2026-01-31 Location: 39-11-08.628N/075-23-59.928W 39-10-58.620N/075-23-51.432W 39-11-14.100N/075-23-12.192W 39-11-14.352N/075-23-12.192W Starting approximately 23 December 23, 2025, and continuing until approximately January 31, 2026, Weeks' "Clamshell Dredge 506" and attendant plant will be conducting dredging operations in the Port Mahon Approach Light 5 (LLNR 2365) and Port Mahon Approach Buoy 9 (LLNR 2385). The clamshell dredge will also be operating in the Berth Area, bound by the following approximate GPS coordinates: Lat 39°11'6.81"N, Long 75°24'0.89"W Lat 39°11'8.43"N, Long 75°23'57.67"W Lat 39°11'4.04"N, Long 75°23'53.82"W Lat 39°11'2.34"N, Long 75°23'56.94"W A mooring area for tugs and barges will be located near GPS coordinate: Lat 39°12'58.23"N, Long 75°19'51.85"W. Operations will be conducted on a twenty-four (24) hours per day, seven days per week basis. On-scene vessels will monitor marine VHF channels 13, 67 and 72. The clamshell dredge and attendant plant will each have all required U.S. Coast Guard lighting for night operations. 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. MSI # 34437.	

Port Tobacco River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Port Tobacco River Light 1	17770	STRUCT DEST/HAZ NAV/TRLB	FD

Potomac River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Potomac River Channel Buoy 9	16800	OFF STATION	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Potomac River/General/Bridges/Construction	Bridges	General/Bridges/Construction From: 2025-05-12 To: 2026-03-31 Location: 38.87462° N / 77.0386° W Bridge Name: Long Railroad Bridge Long Bridge Rail Partners will be conducting preliminary engineering services as part of the scope validation for the proposed Long Bridge and Pedestrian Bridge constructions. Work will include pile driving and drilling for geotechnical borings. The work will be performed within the Potomac River between the Virgnia Shoreline to the Washington DC Shoreline between the existing WMATA Metro-Yellow Line Bridge to a point approx. 200 LF southeast of the existing CSX Long Bridge. Mariners are advised to use extreme caution and slow to no wake when transiting the area and can contact project tugboats on VHF 13 for questions.	Lat: 38° 52' 29" Lon: -077° 02' 19"

Pungo River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Pungo River Channel Daybeacon 16	33015	TRUB/STRUCT DEST	FD
Pungo River Channel Light 25	33055	LT EXT	FD

Quinby Creek

Federal Discrepancies

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

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Great Machipongo Inlet - Quinby Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-13 To: 2029-07-17 Location: 37.54048° N / 75.72673° W 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).	Lat: 37° 32' 26" Lon: -075° 43' 36"

Rappahannock River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE

Grinels Breakwater Warning Daybeacon B	15065	STRUCT DEST/TRUB	FD
Rappahannock River Daybeacon 34	15630	STRUCT DEST/TRUB	FD
Rappahannock River Daybeacon 42	15660	STRUCT DEST/TRUB	FD
Rappahannock River Daybeacon 46	15670	STRUCT DEST/TRUB	FD
Rappahannock River Daybeacon 48	15680	STRUCT DEST/TRUB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
VA Power Cable Crossing Middle Tower Light B (2)	15560	LT IMCH	PA
Rappahannock River Mooring Buoy PG	15113	BUOY DMGD	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Chesapeake Channel - Rappahannock River/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-09-15 To: 2025-12-19 Location: 37.6134° N / 76.42373° W Aid Name: Rappahannock River Entrance Warning Light A LLNR: 15115 Action: CHANGE Due to the severe deteriorating condition of the sheet-pile caisson for Rappahannock River Entrance Light A (LLNR 15115) the Coast Guard; on November 3, will establish Rappahannock River Warning Light in approximate position:37 36 48.218N-76 25 25.408W, with a flashing four second white light that has a 4nm nominal range and NW dayboards on pile worded “Danger”. Upon removal of the old, sheet-pile caisson structure the; new light will remain.	Lat: 37° 36' 48" Lon: -076° 25' 25"
Chesapeake Channel - Rappahannock River/General/Hazards To Navigation/Wrecks	Hazards To Navigation	General/Hazards To Navigation/Wrecks From: 2025-06-06 To: 2026-06-05 Location: 37.92183° N / 76.83886° W A potential Hazard to Navigation has been identified in the Rappahannock River near Hoskins Creek in approx posit 37-55-18.538N, 076-50-19.878W. The WWII wreck is charted but may have relocated or fragmented into a more hazardous location. Mariners are urged to use caution when transiting the area.	Lat: 37° 55' 19" Lon: -076° 50' 20"
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	

Rehoboth Bay

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Bakers Channel Lighted Buoy 11	2137.11	OFF STATION	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Indian River Inlet - Rehoboth Bay/General/Bridges/Closure (Scheduled Or Emergency)	Bridges	General/Bridges/Closure (Scheduled Or Emergency) From: 2025-10-17 To: 2026-01-12 Location: 38.7144° N / 75.09283° W Bridge Name: Rehoboth Avenue Bridge Mariners are advised that the Rehoboth Avenue Bridge, spanning the Lewes-Rehoboth Canal at mile 6.7 in Rehoboth Beach, Sussex County, Delaware, will undergo cleaning and painting operations. To facilitate maintenance, the bridge will be maintained in the closed-to-navigation position from October 17, 2025, through January 12, 2026. During the closure, a suspended work platform with containment will be installed, reducing the vertical clearance by no more than two (2) feet, leaving approximately 13 feet of vertical clearance above mean high water. The bridge will not be able to open for emergencies. Vessels able to safely transit through the bridge in the closed-to-navigation position with the reduced vertical clearance of 13 feet above mean high water may do so at any time. At all other times, the bridge will operate in accordance with Title 33 CFR Part 117.239. Mariners may contact the bridge tender via VHF-FM channels 13 or 16 for assistance or additional information. At all other times, the bridge will operate in accordance with Title 33 CFR Part 117.239. Mariners are advised to exercise caution and plan their transits accordingly.	Lat: 38° 42' 52" Lon: -075° 05' 34"
Indian River Inlet - Rehoboth Bay/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-01 To: 2027-11-13 Location: 38.68251° N / 75.10012° W 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.	Lat: 38° 40' 57" Lon: -075° 06' 00"
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	

Roanoke Sound

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Roanoke Sound Channel Daybeacon 5	28380	STRUCT DEST/TRUB	FD
Roanoke Sound Channel Light 7	28385	STRUCT DEST/TRLB	FD
Roanoke Sound Channel Daybeacon 25	28505	STRUCT DEST/TRUB	FD
Roanoke Sound Channel Daybeacon 37	28600	STRUCT DEST/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Roanoke Sound/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-02-03 To: 2026-09-25 Location: 35.85123° N / 75.61006° W 35.79861° N / 75.58167° W 35.78989° N / 75.5706° W 35.78851° N / 75.57222° W 35.79767° N / 75.58316° W 35.85065° N / 75.61206° W 35.85123° N / 75.61006° 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.	

Rock Hall Harbor

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Rock Hall Harbor Daybeacon 14	26925	STRUCT DEST/HAZ NAV	FD

Rollinson Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Rollinson Channel Daybeacon 33A	28827	STRUCT DEST/TRUB	FD
Rollinson Channel Light 34	28830	STRUCT DEST/TRLB	FD
Rollinson Channel Light 39	28850	DBD DEST	FD
Oliver Reef Light	32340	STRUCT DEST/HAZ NAV/TRLB	FD

Rose Bay

Federal Discrepancies

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

Salem River Entrance

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Salem River Entrance Channel Directional Light	2655	LT EXT	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Delaware River Main Channel - Salem River Entrance/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-04-23 To: 2025-12-28 Location: 39.57104° N / 75.51734° W Aid Name: Salem River Entrance Channel Directional Light LLNR: 2655 Action: CHANGE Action Type Change Light Signals The Coast Guard will change Salem River Entrance Channel Directional Light (LLNR 2655) from a Green FL 2.5s to a White FL 2.5s. Aid will be renamed to Salem River Channel Directional Light (LLNR 2655).	Lat: 39° 34' 16" Lon: -075° 31' 02"
Delaware River Main Channel - Salem River Entrance/General/Hazards To Navigation/Obstructions	Hazards To Navigation	General/Hazards To Navigation/Obstructions From: 2025-05-05 To: 2030-04-18 Location: 39.56913° N / 75.51881° W A submerged object has been identified by an Army Corp of Engineers survey in the Salem River Entrance. Object in approximate position 39-34-08.866N, 075-31-07.717W, 15ft inside the channel limits and 5 foot proud of the seafloor at 12ft MLLW. MSI # 17807.	Lat: 39° 34' 09" Lon: -075° 31' 08"

Sandy Point To Susquehanna River (Chart 12273)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Craighill Channel Entrance Range Front Light	7995	LT EXT	FD
Craighill Channel Entrance Range Rear Light	8000	LT EXT	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Craighill Channel Entrance Range Front Light	7995	Other	FD
Craighill Channel Entrance Range Rear Light	8000	Other	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Chesapeake Channel - Sandy Point To Susquehanna River (Chart 12273)/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-08-08 To: 2029-07-12 Location: 39.22813° N / 76.39614° W 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.	Lat: 39° 13' 41" Lon: -076° 23' 46"
General/Miscellaneous	Miscellaneous	General/Miscellaneous From: 2025-11-14 To: 2026-05-13 Location: 39-06-32.220N/076-24-45.360W Craighill Entrance Range Due to issues with the buried power cable to the Craighill Entrance Front Light (LLNR 7995) and Rear Light (LLNR 8000) the structures will only be lighted at Night. The Rear light will be changed from a Fixed white light to a flashing IsO 6. The Front light will remain a White flashing Occ 4.	Lat: 39° 06' 32" Lon: -076° 24' 45"

Sassafras River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Sassafras River Light 7	27470	DBD DEST/STRUCT DMGD	FD

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 From: 2024-08-08 To: 2029-07-12 Location: 39.36913° N / 75.92448° W 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.	Lat: 39° 22' 09" Lon: -075° 55' 28"

Seagirt Marine Terminal East Channel

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Colgate Creek Buoy 1C	21070	RESET ON STATION	FD	2026-01-06

Sector Delaware Bay, Submerged Land Act (SLA)

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Terrorial Sea - Sector Delaware Bay, Submerged Land Act (SLA)/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-07-29 To: 2028-09-05 Location: 39.76318° N / 74.09682° W Area of shifting shoaling. Mariner are urged to review most recent ACOE survey.	Lat: 39° 45' 47" Lon: -074° 05' 49"

Sector Delaware Bay, Terrorial Sea

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Indian River Inlet Lighted Buoy 1	195	RELOCATED	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Delaware Bay, Exclusive Economic Zone (EEZ) - Sector Delaware Bay, Terrorial Sea/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-04-11 To: 2026-05-15 Location: 38.78029° N / 74.57556° W Aid Name: Five Fathom Bank Lighted Buoy F LLNR: 120 Action: CHANGE The Coast Guard will reduce the buoy size of Five Fathom Bank Lighted Buoy F (LLNR 120). The smaller buoy will reduce radar range from 4 NM to 3.7 NM and nominal range from 3.8NM to 3.2NM. This change will allow the Coast Guard to service the aids with multiple assets, resulting in quicker corrections of discrepancies. Change will be made in conjunction with routine aid servicing.	Lat: 38° 46' 49" Lon: -074° 34' 32"
Sector Delaware Bay, Exclusive Economic Zone (EEZ) - Sector Delaware Bay, Terrorial Sea/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-04-11 To: 2025-10-06 Location: 38.45512° N / 74.69628° W Aid Name: Delaware Lighted Buoy D LLNR: 165 Action: CHANGE The Coast Guard will reduce the buoy size of Delaware Lighted Buoy D (LLNR 165). The smaller buoy will reduce radar range from 4 NM to 3.7 NM and nominal range from 3.8NM to 3.2NM. This change will allow the Coast Guard to service the aids with multiple assets, resulting in quicker corrections of discrepancies. Change will be made in conjunction with routine aid servicing.	Lat: 38° 27' 18" Lon: -074° 41' 47"
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: 2026-01-03 To: 2026-01-19 Location: 38-34-00.012N/074-19-00.012W 38-02-60.000N/074-19-00.012W 38-02-60.000N/074-58-00.012W 38-34-00.012N/074-58-00.012W 38-34-00.012N/074-19-00.012W 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 January 18, 2026. The East of the Ocean City, MD, is bounded by: 38 Degrees 34 Minutes North, 38 Degrees 04 Minutes North, 074 Degrees 19 Minutes West, 074 Degrees 58 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. MSI # 34529.	

Sector North Carolina, Exclusive Economic Zone (EEZ)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Rudee Inlet Entrance Lighted Buoy 1	501	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

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Woods Hole Lighted Data Buoy WE	571	MISSING	PA
Woods Hole Lighted Data Buoy EA	571.3000000000001	MISSING	PA
Woods Hole Lighted Data Buoy NEPM	571.8000000000001	MISSING	PA
Woods Hole Lighted Data Buoy SEPM	571.9	MISSING	PA

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
Diamond Shoals Lighted Buoy 12	640	OFF STATION	FD
Cape Lookout Lighted Buoy 14	685	LT EXT	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Shallotte Inlet Buoy 1	31055	OFF STATION	PA

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector North Carolina, Territorial Sea - Sector North Carolina, Submerged Lands Act (SLA)/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2025-01-29 To: 2025-07-28 Location: 34.33917° N / 77.65614° W There is a misleading aid to navigation located approximately 50 yards outside the channel in new topsail inlet. Aid has dragged it's mooring and is now location in a surf zone, make recovery difficult. A new buoy has been set on the assigned position. Mariners are requested to use caution in the area.	Lat: 34° 20' 21" Lon: -077° 39' 22"
Sector North Carolina, Territorial Sea - Sector North Carolina, Submerged Lands Act (SLA)/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	USACE surveys indicate shoaling on the east side of the Cape Fear River Entrance Channel with depths as low as six feet (MLLW) near the Cape Fear River Entrance Channel Lighted Buoy 12 (LLNR 30372). Mariners are urged to exercise caution when transiting this area. Please visit the USACE Wilmington district hydrographic survey site at https://www.saw.usace.army.mil/missions/navigation/hydrographic-surveys/wilmington-harbor/ for most recent surveys.	Lat: 33° 51' 49" Lon: -078° 01' 04"

Sector North Carolina, Territorial Sea

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-04 To: 2026-04-15 Location: 33-42-16.200N/078-01-34.932W Ocean Dredge Material Disposal Site. Starting approximately 1 December 2025 and continuing until approximately 15 April 2026, the hopper dredge “R.B. Weeks” will be using The Ocean Dredged Material Disposal Site (ODMDS) bound by the following approximate positions: Lat 33°42'57.43"N, Long 78°02'33.59"W Lat 33°42'58.99"N, Long 78°01'7.35"W Lat 33°41'41.16"N, Long 78°01'6.49"W Lat 33°41'40.67"N, Long 78°02'31.13"W Operations will be conducted on a twenty-four (24) hours per day, seven days per week basis. On-scene vessels will monitor marine VHF channels 13, 67 and 72. The dredge, and attendant plant will each have all required U.S. Coast Guard lighting for night operations. 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. MSI # 33284..	Lat: 33° 42' 16" Lon: -078° 01' 35"
Sector North Carolina, Exclusive Economic Zone (EEZ) - Sector North Carolina, Territorial Sea/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-07 To: 2026-02-01 Oak Island Beach re-nourishment. Starting approximately November 1, 2025 and continuing until approximately November 25, 2025, Weeks Marine Inc. “Weeks” will be mobilizing dredge pipeline (PL) and equipment in the vicinity of Battery Island, near Southport, NC. During this time Weeks will install dredge submerged lines in a PL Corridor bound by the following approximate positions: Lat 33°53'32.71"N, Long 78°13'56.22"W Lat 33°53'17.38"N, Long 78° 6'43.52"W Lat 33°54'35.81"N, Long 78° 6'43.86"W Lat 33°54'50.89"N, Long 78° 9'42.94"W Lat 33°54'51.44"N, Long 78°13'55.81"W Once underway, operations will continue on a twenty-four (24) hours per day, seven days per week basis. On-scene vessels will monitor marine VHF channels 13, 16 and 67. The dredge, attendant plant, and pipelines will each have all required U.S. Coast Guard lighting for night operations. 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. Project expect to be completed February 1, 2026. MSI # 29816.	

Sector North Carolina, Exclusive Economic Zone (EEZ) - Sector North Carolina, Territorial Sea/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-28 To: 2026-02-01 Starting approximately November 18, 2025 and continuing until approximately February 1, 2026, the hopper dredge “R.B. Weeks” will be conducting dredging operations for the above referenced project. The OSOKI borrow area is located in Federal waters, bound by the following approximate positions: Lat 33°38'38.29"N, Long 78° 6'26.16"W Lat 33°38'23.55"N, Long 78° 5'42.09"W Lat 33°36'28.24"N, Long 78° 6'41.56"W Lat 33°36'44.13"N, Long 78° 7'24.72"W Once underway, operations will continue on a twenty-four (24) hours per day, seven days per week basis. On-scene vessels will monitor marine VHF channels 13, 67 and 72. The dredge, attendant plant, and pipelines will each have all required U.S. Coast Guard lighting for night operations. 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. MSI # 31109.	

Sector Virginia, Exclusive Economic Zone (EEZ)

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-05 To: 2026-01-19 Location: 36-53-06.828N/075-15-21.672W Aid Name: Coastal Virginia Offshore Wind WTG J17 LLNR: 322.22 Action: CHANGE Action Type Change Aid Subtype Yellow monopile structure labeled: G3J17 Change structure height: 15ft to 75ft.	Lat: 36° 53' 07" Lon: -075° 15' 22"
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. The U.S. Coast Guard has established 179 temporary 500-meter safety zones around the construction of 176 wind turbine generators and three (3) offshore substations in Federal waters on the Outer Continental Shelf, east northeast of Virginia Beach, Virginia. This action is necessary to protect life, property and the environment during construction of the foundations and the subsequent installation of the turbine components, from May 1, 2024, to May 1, 2027. When enforced, only attending vessels and those vessels specifically authorized by the Fifth Coast Guard District Commander, or a designated representative, are permitted to enter or remain in the temporary safety zones. Each of the 179 temporary safety zones will be enforced individually, for a period lasting approximately 48 hours, as construction progresses from one structure to the next. See Dominion Energy Monthly Mariner's Update for all activity. https://safe.menlosecurity.com/https://coastalvawind.com/resources.aspx All offshore construction activities are weather dependent and may be pushed out due to projected weather conditions. F/Vs NOREEN MARIE and PONTOS will be providing safety vessel duties in the wind energy area and the export cable corridor and can be hailed on CH 16 24/7. Mariners are encouraged to reference the latest Mariner’s Update publication for further information on project planning and progress.	

Sector Virginia, Submerged Land Act (SLA)

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Chincoteague Inlet Lighted Buoy 6	5300	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Virginia, Territorial Sea - Sector Virginia, Submerged Land Act (SLA)/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-06-11 To: 2025-12-01 Location: 36-49-48.900N/075-57-52.056W 36-49-46.956N/075-57-51.948W 36-49-46.632N/075-58-04.548W 36-49-48.540N/075-58-04.692W 36-49-48.900N/075-57-52.056W Rudee Inlet, City of Virginia Beach survey dated December 16, 2025 indicates shoaling starting 450’ West of the east ends of the jetties and continuing eastward to approximately 325’ East of the east ends of the jetties. Least depth 8.2’ MLLW.	
Sector Virginia, Territorial Sea - Sector Virginia, Submerged Land Act (SLA)/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: 2025-01-21 To: 2026-03-01 Location: Coastal Virginia Offshore Wind Lease Area-Nearshore cable pull-in operations and installations in the vicinity of the State Military Reservation (36.81’ N, 75.96’ W). The Cable Laying Barge ULISSE (MMSI: 249651000) will be supported by a number of support vessels in the nearshore pull-in operations. The USCG has established a 1000-yd safety zone surrounding the ULISSE throughout the operational period due to lengthy anchor lines that can potentially create entanglement hazards for nearby vessels. A safety vessel will be nearby to communicate hazards and coordinate passing arrangements for nearby vessels.	
Sector Virginia MSI/Sector Virginia, Territorial Sea - Sector Virginia, Submerged Land Act (SLA)/General/MSIB	MSIB	The U.S. Coast Guard Sector Virginia Command Center's contact number has been updated. Effective immediately, the 24/7 contact number is: 877-722-5727 All mariners, industry partners, and stakeholders are advised to update their records and use this number above for all phone communications with the Sector Virginia Command Center. Note that phone numbers throughout the organization, units, and departments are changing as the U.S. Coast Guard undergoes telephony modernization. For questions or additional information, please contact Sector Virginia at this toll-free number or e-mail VirginiaWaterways@uscg.mil.	

Sector Virginia, Territorial Sea

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Chesapeake Bay Entrance Lighted Buoy CH	405	TMK MISSING/RAC INOP	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Coastal Virginia Offshore Wind WTG E16	320.98	LT IMCH	PA

Private Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Coastal Virginia Offshore Wind WTG C12	320.26	RELIGHTED	PA	2026-01-06

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Chesapeake Bay Southern Approach Lighted Buoy 3	425	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 4	430	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 5	435	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 6	440	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 7	445	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 8	450	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 9	455	DISCONTINUED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 10	460	DISCONTINUED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 11	465	RELOCATED FOR DREDGING	FD
Chesapeake Bay Southern Approach Lighted Buoy 12	470	RELOCATED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Virginia, Exclusive Economic Zone (EEZ) - Sector Virginia, Territorial Sea/ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-04-11 To: 2026-05-16 Location: 36.8166° N / 75.76001° W Aid Name: Chesapeake Bay Southern Approach Lighted Whistle Buoy CB LLNR: 410 Action: CHANGE The Coast Guard will reduce the buoy size of Chesapeake Bay Southern Approach Lighted Whistle Buoy CB (LLNR 410). The smaller buoy will reduce radar range from 4 NM to 3.7 NM and nominal range from 3.8NM to 3.2NM. This change will allow the Coast Guard to service the aids with multiple assets, resulting in quicker corrections of discrepancies. Change will be made in conjunction with routine aid servicing.	Lat: 36° 48' 60" Lon: -075° 45' 36"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-05 To: 2026-01-19 Location: 36-57-44.604N/075-15-00.828W Aid Name: Coastal Virginia Offshore Wind WTG D18 LLNR: 320.68 Action: CHANGE Action Type Change Aid Subtype Yellow monopile structure labeled: G3D18 Change structure height: 15ft to 75ft.	Lat: 36° 57' 45" Lon: -075° 15' 01"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-05 To: 2026-01-19 Location: 36-56-49.092N/075-14-53.772W Aid Name: Coastal Virginia Offshore Wind WTG E18 LLNR: 321.02 Action: CHANGE Action Type Change Aid Subtype Yellow monopile structure labeled: G3E18 Change structure height: 15ft to 75ft.	Lat: 36° 56' 49" Lon: -075° 14' 54"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-05 To: 2026-01-19 Location: 36-53-06.684N/075-16-17.652W Aid Name: Coastal Virginia Offshore Wind WTG J16 LLNR: 322.2 Action: CHANGE Action Type Change Aid Subtype Yellow monopile structure labeled: G3J16 Change structure height: 15ft to 75ft.	Lat: 36° 53' 07" Lon: -075° 16' 18"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-05 To: 2026-01-19 Location: 36-53-06.936N/075-14-25.656W Aid Name: Coastal Virginia Offshore Wind WTG J18 LLNR: 322.24 Action: CHANGE Action Type Change Aid Subtype Yellow monopile structure labeled: G3J18 Change structure height: 15ft to 75ft.	Lat: 36° 53' 07" Lon: -075° 14' 26"
ATON/ATON Changes	ATON Changes	ATON/ATON Changes From: 2026-01-05 To: 2026-01-19 Location: 36-53-07.044N/075-13-29.676W Aid Name: Coastal Virginia Offshore Wind WTG J19 LLNR: 322.26 Action: CHANGE Action Type Change Aid Subtype Yellow monopile structure labeled: G3J19 Change structure height: 15ft to 75ft.	Lat: 36° 53' 07" Lon: -075° 13' 30"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-31 To: 2026-01-27 Location: 36-51-25.596N/075-50-30.804W Manson Construction will conduct dredging drag bar operations in the Chesapeake Bay Southern Approach Channel. A tug will maneuver the bar setup along the seafloor. The operation will be moving at low speeds. Operation will take place from November 17, 2025 to January 27, 2026 in the vicinity of Chesapeake Bay Southern Approach Channal Light Buoys 5 and 6 (LLNR 435 & 440) and approximately between Chesapeake Bay Southern Approach Channal Light Buoys 11 and 12 (LLNR 465 & 470) and Lighted Buoys 15 and 16 (LLNR 485 & 490). Vessels Capt. C.J. – Tug, Call Sign WDG9929, M/V Nancy – Crew boat / Survey Vessel, Call Sign WDP4931, and M/V Shelley – Crew boat, Call Sign WDJ6809 will be on scene and monitor VHF Frequency(s) monitored: 16, 13, 66, and 67. MSI # 31304.	Lat: 36° 51' 26" Lon: -075° 50' 31"
General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-29 To: 2026-02-01 Location: 36-52-05.016N/075-51-50.076W The hopper dredge “Stuyvesant” will perform all dredging offshore between Chesapeake Bay Southern Approach Channal Light Buoys 7 and 8 (LLNR 445 & 450) and Chesapeake Bay Southern Approach Channal Light Buoys 11 and 12 (LLNR 465 & 470). Dredging will start early morning on the 29th of December and continue through February 1, 2026. The Stuyvesant will use DNODS for offshore disposal utilizing Cells 3 &4. MSI # 34559.	Lat: 36° 52' 05" Lon: -075° 51' 50"
Sector Virginia, Exclusive Economic Zone (EEZ) - Sector Virginia, Territorial Sea/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-02-10 To: 2026-02-20 Location: 36.82053° N / 75.71106° W 36.78658° N / 75.69744° W 36.808° N / 75.962° W 36.818° N / 75.962° W 36.82053° N / 75.71106° W The CLB ULISSE and M/V Cornishman will be laying cable off the coast of Virginia Beach 0.75 NM SE of the entrance to Rudee Inlet along a 1,200 yd wide corridor which extends 12 NM offshore. The operations will occur in the perimeter enclosed by the following positions beginning February 20, 2025: 36° 49′ 4.8″ N, 75° 57′ 43.2″ W; 36° 49′ 13.9″ N, 75° 42′ 39.8″ W; 36° 47′ 11.7″ N, 75° 41′ 50.8″ W; 36° 48′ 28.8″ N, 75° 57′ 43.2″ W. Mariners are advised to remain clear of the CLB ULISSE and work boats in the vicinity during cable laying operations due to multiple submerged anchor lines which may extend up to 1,100 yds. Mariners should contact the onsite safety vessel M/V Mor Marlin or Christine McAllister to coordinate passing arrangements.	
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: 2026-01-07 To: 2026-01-21 Location: 37-28-59.988N/074-49-00.012W 36-49-59.988N/074-49-00.012W 36-49-59.988N/075-40-00.012W 37-28-59.988N/075-40-00.012W 37-28-59.988N/074-49-00.012W 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 January 20, 2026. The Northeast of Virginia Beach, is bounded by: 37 Degrees 29 Minutes North, 36 Degrees 50 Minutes North, 074 Degrees 49 Minutes West, 075 Degrees 40 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. MSI # 34703.	

Selby Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Selby Bay South Basin Light 2	19590	LT EXT	FD

Severn River

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Marine Construction (Excluding Bridges)/Facilities, Barriers, Manmade Reefs, Riprap, Jetties/Dikes	Marine Construction (Excluding Bridges)	From: 2025-12-11 To: 2026-07-01 Location: 39-01-01.740N/076-31-40.944W John Norris and Sons Marine Construction will begin a demolition and dock renovation project on Epping Forest Marina on the Severn River. Construction equipment will include excavators and barges on scene. Project will run from January 3, 2026 to July 1, 2026. MSI # 33700.	Lat: 39° 01' 02" Lon: -076° 31' 41"

Shallow Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sandy Point To Susquehanna River (Chart 12273) - Shallow Creek/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-10-06 To: 2026-04-30 Location: 39.20204° N / 76.43509° W Edwin A. and John O. Crandell, Inc. will be conduction mechanical dredging in the Shallow Creek navigation channel in Baltimore, MD. Mechanical dredging will occur along the entire length of the channel starting around the entrance marker RDM 2 and continue to the end of the channel. Mobilization will start the 3rd week in October 2025. Crandell will be using Tug "Big C Too", Crane Barge Digger 1, Excavator Barge and numerous other support barges and equipment. Tug and barge operations will be traveling in and out of the Shallow Creek Channel in Baltimore. 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 the office 410-867-0200 or on cell 410-991-2376. When working we can be reached on Channel 8. Project is expected to be completed, April 30, 2026.	Lat: 39° 12' 07" Lon: -076° 26' 06"

Silver Lake

Federal Discrepancies

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

Sinepuxent Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Marine Construction (Excluding Bridges)/Survey Operations	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Survey Operations From: 2025-11-14 To: 2026-01-31 Location: 38-18-32.004N/075-06-42.588W Pan American Geo-Systems LLC will be performing subsea fiber optic telecommunication cable marine survey and mapping operations in the vicinity of 38-18-32.02N, 75-6-42.58W seaward to approximately 38-18-17.31N, 75-5-47.18W. Operations are expected to take place in the months of November and December 25 and will take approximately three weeks to complete. The hours of operation for the survey vessels "TYGER" and "FALKI" will be Mon-Sun, 0700 to 1600. Both vessels will have reduced maneuverability and be towing geophysical sensors. The TYGER will be towing a 150-ft yellow, 1"-diameter hydrophone cable and 1-ft diameter white tail buoy. The FALKI airboat will be towing a 160-ft yellow, 1"-diameter hydrophone cable. The vessels can be contacted by calling +1 561 251 5352. Mariners are requested to keep a minimum distance of at least 300 feet from the vessels while towing and not to cross the cables at any time. Mariners are requested to cross the vessel's track at least 300 ft from bow or at least 600 ft from the stern. For additional information, contact Cameron Walker at +1 561 251 2352 or panamgeosys@yahoo.com. MSI # 32069.	Lat: 38° 18' 32" Lon: -075° 06' 43"

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 From: 2024-08-07 To: 2025-07-25 Location: 38.50643° N / 76.27042° W 38.50068° N / 76.26772° W 38.49366° N / 76.27866° W 38.49501° N / 76.28029° W 38.50136° N / 76.27085° W 38.50586° N / 76.27261° W 38.50643° N / 76.27042° W 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 3	33760	STRUCT DEST/TRUB	FD
Smith Creek Channel Daybeacon 5	33765	STRUCT DEST/TRUB	FD

South Ferry Terminal

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Hatteras Connector Buoy 10	28696	MISSING	FD

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Hatteras Connector Lighted Buoy 8	28692	DISCONTINUED FOR DREDGING	FD
Hatteras Connector Buoy 10	28696	DISCONTINUED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Barney Slough Channel - South Ferry Terminal/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-07-18 To: 2030-06-22 Location: 35.19191° N / 75.76189° W Shoaling has been reported encroaching into the channel in vicinity of Hatteras Connector Lighted Buoy 3 (LLNR 28682) with depths as low as 1ft MLW.	Lat: 35° 11' 31" Lon: -075° 45' 43"

South River

Federal Discrepancies

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

Sparrows Point Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Patapsco River - Sparrows Point Channel/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-12-31 To: 2026-04-01 Location: 39-12-48.888N/076-28-28.704W 39-11-22.452N/076-28-40.728W 39-11-27.456N/076-28-59.448W 39-12-41.580N/076-29-12.120W 39-12-48.888N/076-28-28.704W On or about January 15th, 2026, Cashman Dredging and Marine Contracting Co., LLC will begin dredging operations of the Sparrow Point Channel in Baltimore Harbor (39.210001°, -76.481842° to 39.194079°, - 76.481842°). The project will utilize the Dredge Dale Pyatt, dump scows Kurt Schulte, M.E.R.C Shevlin, and Joe Verrochi, along with the hopper barges D.A. Chambers, C.J. Welch, and S. Tobin. Loaded scows will be transported by tug (TBD) to the designated disposal location at either the Norfolk Ocean Disposal Site (NODS) or Masonville MPA Site. The unloaders Cape May and Kraken will operate at the Masonville MPA disposal site. The marine equipment will be supported by the survey vessel Cape Elizabeth. All vessels will monitor VHF channels 14, 13, and 67. Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made. Marine operations will be conducted 24 hours. POC Nathan Carrier (207) 500-1756. MSI # 34478.	Lat: 39° 12' 07" Lon: -076° 28' 58"

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 From: 2024-08-07 To: 2029-07-11 Location: 38.23318° N / 76.74293° W 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).	Lat: 38° 13' 59" Lon: -076° 44' 35"

Summit Bridge To Bull Minnow Point

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Back Creek Channel Light 28	9180	STRUCT DMGD	FD
Back Creek Channel Light 29	9185	STRUCT DMGD	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-12-30 To: 2026-03-30 Location: 39-33-53.568N/075-33-27.900W 39-33-30.384N/075-33-20.160W 39-31-11.136N/075-52-07.356W 39-31-47.604N/075-52-15.960W 39-33-53.568N/075-33-27.900W U.S. Coast Guard Sector Delaware Bay is notifying mariners of shoaling on the Chesapeake and Delaware Canal in the vicinity of Chesapeake City, MD. Army Corp is imposing a draft restriction of 28'6". Mariners are advised to review the latest U.S. Army Corps of Engineers survey for Chesapeake & Delaware Canal prior to transiting and use extreme caution when transiting the area.	

Susquehanna River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Susquehanna River Channel Lighted Buoy 14	27660	DBD DEST	FD

Swan Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Swan Creek Entrance Lighted Buoy 4	26860	OFF STATION	FD
Swan Creek Entrance Buoy 5	26865	MISSING	FD

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

Private Discrepancies

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

Tangier Sound

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-12-02 To: 2026-02-02 Location: 37-57-48.204N/075-55-06.528W Aid Name: Janes Island Light LLNR: 22815 Action: CHANGE Action Type Change Aid Subtype Janes Island Light (LLNR 22815) will be removed by Ballard Marine Construction sometime between December 3rd ,2025 and February 1st, 2026. Structure is deteriorating and at the end of its service life. Aid will be temporarily discontinued once structure is removed. MSI # 33121.	Lat: 37° 57' 48" Lon: -075° 55' 07"
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: 2025-12-02 To: 2026-02-01 Location: 38-12-07.560N/075-59-11.112W Ballard Marine Construction will be performing ATON removal on the eastern shore from La Trappe Creek down to Little Annemessex River beginning on December 3rd ,2025 and expected to run through February 1st, 2026. Work will be from crane barge, performing activities to include but not limited to, pile removal, demolition, crane lifts, and commercial diving. Workdays will be Monday through Friday, 0600-1800. All manned vessels will monitor VHF Channels 13, 16, and 79. Vessels will not impede navigation at any time and mariners are requested to use caution and reduce wake when transiting the area. MSI # 33116.	Lat: 38° 12' 08" Lon: -075° 59' 11"

Tar Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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 that a slow bell may be required upon request. 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.	

Teaches Hole Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Teaches Hole Lighted Buoy 10	28940	LT EXT/TRUB	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

Sector North Carolina, Submerged Lands Act (SLA) - Teaches Hole Channel/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-07-31 To: 2030-07-05 Location: 35.07088° N / 76.01812° W Shoaling exists in Teaches Hole Channel to depths of 4ft MLW IVO Ocracoke Inlet Buoy 8 (LLNR 28927), Teaches Hole Lighted Buoy 9 (LLNR 28935), Teaches Hole Lighted Buoy 10 (LLNR 28940), Teaches Hole Lighted Buoy 11 (LLNR 28945), Teaches Hole Buoy 12 (LLNR 28953), Teaches Hole Buoy 13 (LLNR 28955). Marine should review most recent ACOE surveys prior to transiting area.	Lat: 35° 04' 15" Lon: -076° 01' 05"

Thimble Shoal Channel

Federal Discrepancies Corrected

NAME	LLNR	STATUS	AID TYPE	CORRECTION DATE
Norfolk Entrance Reach Range Front Warning Light	9370	RELIGHTED	FD	2026-01-06
Norfolk Entrance Reach Range Rear Warning Light	9375	RELIGHTED	FD	2026-01-06

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Sector Virginia MSI/Chesapeake Channel - Thimble Shoal Channel/General/MSIB	MSIB	MSIB 149-25 November 7, 2025 Emergency Contact Update - Chesapeake Bay Bridge Tunnel To ensure safe navigation and transit, mariners are advised to exercise caution when transiting through the Thimble Shoal Channel and Chesapeake Channel of the Chesapeake Bay Bridge Tunnel (CBBT) within the Main Channel and Auxiliary Channels. In the instance of potential emergency maneuvering between Islands 1 and 2, and Islands 3 and 4, immediately contact the CBBT Police at (757) 331-8950 or VHF Channel 11 or 13. For urgent safety of life issues, please contact the Sector Virginia Command Center on VHF Channel 16 or call (877) 722-5727. For any other questions relating to this bulletin, please contact the Waterways Management Division Duty Watchstander via email VirginiaWaterways@uscg.mil.	

Thorofare Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Thorofare Channel Buoy 2	34435	MISSING	FD

Trent River

Federal Discrepancies

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

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Neuse River - Trent River/General/Hazards To Navigation/Hazards	Hazards To Navigation	General/Hazards To Navigation/Hazards From: 2025-09-03 To: 2030-08-08 Location: 35.0744° N / 77.12879° W Mariners are advised of an unlit 36 foot motor vessel anchored in this approximate position. Exercise caution when transiting the area. All vessels are urged to maintain a proper lookout and proceed at a safe speed.	Lat: 35° 04' 28" Lon: -077° 07' 44"

Tyler Creek

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Tylerton Harbor Daybeacon 2	23155	STRUCT DEST/HAZ NAV/TRUB	FD

Unknown

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Broad Creek Daybeacon 4	33620	STRUCT DEST/TRLB	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Roy Creek Daybeacon 2	4980	MSLD SIG/STRUCT DMGD/DBD DEST	PA
Roy Creek Daybeacon 3	4985	STRUCT DMGD/DBD DEST	PA
Whitehall Shores Channel Light 1	31416	STRUCT MISSING/LT EXT	PA

Upper Delaware River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Mud Island Upper Range Rear Light	3800	LT EXT	FD
Kinkora Upper Range Rear Light	4150	LT EXT	FD

Upper Delaware River Channel Buoy 83	4200	MISSING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
ATON/Advanced Notice of Change	Advanced Notice of Change	ATON/Advanced Notice of Change From: 2025-11-14 To: 2026-01-09 Location: 40-07-45.552N/074-49-13.548W Aid Name: Florence Lower Directional Light LLNR: 4080 The Coast Guard will change Florence Lower Directional Light (LLNR 4080) from a Q W flash characteristic to Iso G 6s characteristic. This change is being proposed to help marine distinguish between the directional light and the facility back round lights. Change will take place during the month of January or February 2026. MSI # 32050. Action: CHANGE Action Type Change Light Signals	Lat: 40° 07' 46" Lon: -074° 49' 14"
Delaware River - Upper Delaware 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: 2025-08-22 To: 2026-01-10 Location: 40.13676° N / 74.75573° W Commerce Construction Corporation will be installing sheet pile installations in approximate positions: 40° 8'20.54"N, 74°45'20.38"W - 40° 8'14.64"N, 074°45'20.38"W - 40° 8'10.70"N, 74°45'20.66"W, 40° 8'8.83"N, 74°45'24.66"W in the Delaware River. Project will begin August 20, 2025 to January 10, 2025, M-F 0700 - 1500. Equipment on scene will include 1 each - Manitowoc 4600 Crane YD237 Barge 58' x 142' x 12' / 1 each - JMC 123 Barge 48' x 125' x 9' fastened to the crane barge via mooring lines, Jack boat JB-109. All maned equipment will monitor CH 16. Commerce is requesting to stage equipment daily in the locations identified during daily operations. In the event Commerce equipment is requested to clear the Delaware River Channel Commerce will need a (1) hour notice to conform to the request. Commerce will be monitoring Channel 16 and will check with the Vessel Traffic Service 15 minutes before, and upon completion, each day on VHF CH 11 or at (718) 354-4088 (Cell phone notification taking preference). The Commerce Construction site representative can be reached at (856)628-7523.	Lat: 40° 08' 12" Lon: -074° 45' 21"
Delaware River - Upper Delaware River/General/Marine Construction (Excluding Bridges)/Dredging	Marine Construction (Excluding Bridges)	General/Marine Construction (Excluding Bridges)/Dredging From: 2025-09-22 To: 2025-12-31 Location: 40.12653° N / 74.81159° W Cottrell Contracting Corporation advises that the Dredge Lexington will be conducting dredging operations in the Delaware River between Philadelphia, PA, and Trenton, NJ, near Newbold Island. From dates 09/26/25 to 1/15/2026 Dredging will be conducted on the Delaware River from the South End of Roebling Range through Kinkora Range and Fairless Turning Basin. Dredging operations will be between Upper Delaware River Channel Lighted Buoy 60 (LLNR 4075) and Upper Delaware River Channel Buoy 83 (LLNR 4200). All mariners are requested to stay at least 500' 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. All floating pipeline, buoys, pontoons, and barges are clearly lighted in accordance with USCG regulation. Submerged pipeline is clearly marked every 250' by lighted float buoys. Mariners are requested to exercise extreme caution when approaching, passing, and leaving the dredging plant. The dredge Lexington 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, booster, buoys, cables, pipeline, barges, derricks, wires and related equipment. The dredge requests all mariners contact the dredge via VHF radio prior to approaching the vessel or her 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.	Lat: 40° 07' 36" Lon: -074° 48' 42"
Delaware River - Upper Delaware 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: 2025-03-11 To: 2027-12-30 Location: 40.12914° N / 74.82082° W 40.12896° N / 74.82069° W 40.12823° N / 74.8226° W 40.12839° N / 74.82274° W 40.12914° N / 74.82082° W Commerce Construction Corporation, on behalf of Silvi Materials, will be performing demolition and construction at the Silvi Riverside Materials Facility pier, on the Delaware River, in Bristol, PA. Work will begin on March 17, 2025, and continue until December 30, 2027. Commerce Construction will have a crane barge and multiple material barges on site, all work vessels will be outside of the navigational channel. The crane barge will monitor VHF radio channels 13 and 16. Mariners are cautioned to stay clear of the crane barges, operating wires, anchors, buoys, small boats, tenders, and divers associated with the marine activities. Mariners are requested to transit the area at the slowest safe speed to maintain navigation and minimize wake.	

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/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 38.88154284257337N, -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 Potomac River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper Potomac River Light 23	18055	TRLB/STRUCT MISSING	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
National Harbor Channel Light 4	18601.02	LT EXT	PA
National Harbor Channel Light 5	18601.03	LT EXT	PA

Upper York River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Upper York River Channel Light 35	14035	STRUCT DEST/TRLB/HAZ NAV	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Croaker Landing Daybeacon 1	13960	STRUCT MISSING	PA
Croaker Landing Daybeacon 2	13965	STRUCT MISSING	PA
Croaker Landing Daybeacon 3	13970	DBD DMGD	PA
Croaker Landing Daybeacon 4	13975	DBD DMGD	PA

Virginia Inside Passage

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Metompkin Lighted Wreck Buoy WR11	5895	OFF STATION	FD

Wachapreague Channel

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-10-28 To: 2026-01-12 Location: 37-36-32.472N/075-39-57.816W Hazard to navigation-shoaling in the Wachpreague and Bradford Bay Channel. The Norfolk District Army Corp of Engineers survey dated August 12, 2025 indicates shoaling East of Wachapreague Buoy 11 (LLNR 56058) across the entire channel for approximately 250'.	Lat: 37° 36' 32" Lon: -075° 39' 58"
General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2025-10-28 To: 2026-01-12 Location: 37-35-30.012N/075-40-52.248W Hazard to navigation-shoaling in the Wachpreague and Bradford Bay Channel. The Norfolk District Army Corp of Engineers survey dated August 12, 2025 indicates Shoaling in the area from Bradford Bay Light 9 (LLNR 6020) to approximately Bradford Bay Buoy 7 (LLNR 6035). Depths range from plus 6.0' to 4.5.	Lat: 37° 35' 30" Lon: -075° 40' 52"

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

Wanchese Channel

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
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	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2028-04-16 Location: 35.84243° N / 75.61001° W Encroaching shoaling is present between Wanchese Channel Buoy 2 (LLNR 28445) and Wanchese Channel Daybeacon 4 (LLNR 28455) extending into channel.	Lat: 35° 50' 33" Lon: -075° 36' 36"

Waterway Name Not Found

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Dandy Haven Marina Entrance Daybeacon 9	13000	STRUCT DEST	PA
Wallace Creek Daybeacon 5	null	STRUCT DMGD	PA
Longs Creek Daybeacon 4	27075	DAYMK IMCH	PA
Gosnold Hope Channel Daybeacon 6	null	STRUCT DEST	PA

Webster Cove

Federal Discrepancies

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

Wells Cove

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wells Cove Daybeacon 5	26405	STRUCT DEST	FD

West River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Saunders Point Wreck Warning Daybeacon A	19455	DBD DEST	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 discontinue 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	

Whittaker Creek

Temporary Changes

NAME	LLNR	STATUS	AID TYPE
Whittaker Creek Buoy 3	33724	DISCONTINUED FOR DREDGING	FD

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Neuse River - Whittaker Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2028-11-02 Location: 35.02625° N / 76.68418° W 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.	Lat: 35° 01' 34" Lon: -076° 41' 03"

Wicomico Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
General/Bridges/Maintenance	Bridges	General/Bridges/Maintenance From: 2025-06-15 To: 2026-05-30 Location: 38.36534° N / 75.60421° W Bridge Name: Main Street Bridge Mariners are advised that an engineering firm, on behalf of the Maryland Department of Transportation, will be performing rehabilitation of the fendering systems on the West Main Street Bridge over Wicomico River, mile 22.4, at Salisbury, MD, and U.S. 50 Business Bridge over Wicomico River, mile 22.5, at Salisbury, MD. Construction will start 7 a.m. July 07, 2025, and will continue through 5 p.m. May 29, 2026. 34’ X 110’ Barge will be on scene 24/7 and will be located in between both bridge fendering systems in the navigational channel. Work vessels may be reached on VHF-FM channel 13 and will be in contact with the bridge tender. The project manager may be reached at (724) 814-6879. The Barge will relocate and not interfere with the draw bridges normal operations. The drawbridge will operate in accordance with the operating regulations set out in Title 33 Code of Federal Regulations Part 117.579, the draws of West Mains Street and U.S. 50 Business Bridges shall open on signal if at least 4-hour notice is given by calling the bridge operator at (410) 430-7461. Mariners should use extreme caution when navigating through the area.	Lat: 38° 21' 55" Lon: -075° 36' 15"

Wicomico River Honga, Nanticoke And Fishing Bay

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wicomico River Junction Buoy WN	23675	MISSING/TRUB	FD

Willoughby Bay

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION

James River - Willoughby Bay/General/Bridges/Modification	Bridges	General/Bridges/Modification From: 2024-10-07 To: 2026-08-01 Location: 36.96379° N / 76.2791° W Bridge Name: Interstate 64 Westbound Bridge 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	General/Bridges/Modification From: 2024-10-07 To: 2026-08-01 Location: 36.96355° N / 76.2791° W Bridge Name: Interstate 64 Eastbound Bridge 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"
James River - Willoughby Bay/General/LAA/RNA/Safety Zone	LAA/RNA	The COTP Sector Virginia has determined that the HRBT Expansion Project will continue to be protected by six Safety Zones identical to those formerly charted as established in 33cfr165.519. The new temporary regulation will be found at 33cfr165.T05-1069 and has been signed. The new temporary regulation is identical to the previous and is scheduled to be published in January. The zones will be enforceable until 20 December 2030 or potentially earlier if deemed no longer necessary by the COTP.	

Wormley Creek

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wormley Creek Marina Buoy 2	13635	MISSING	PA
Wormley Creek Marina Buoy 4	13640	MISSING	PA
Wormley Creek Marina Buoy 6	13645	MISSING	PA

Wright Creek

Additional MSI Categories

TITLE	SUBCATEGORY	DESCRIPTION	LOCATION
Pungo River - Wright Creek/General/Hazards To Navigation/Shoaling Reported	Hazards To Navigation	General/Hazards To Navigation/Shoaling Reported From: 2024-09-25 To: 2029-08-29 Location: 35.41505° N / 76.58764° W Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River.	Lat: 35° 24' 54" Lon: -076° 35' 16"

Wrightsville Channel

Federal Discrepancies

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

Wye River

Federal Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wye River Warning Daybeacon A	26150	DBD DEST	FD

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Wye River Buoy 1	26126	MISSING	PA
Wye River Buoy 5	26135	OFF STATION	PA
Wye River Buoy 7	26146	OFF STATION	PA
Wye East River Buoy 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 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
West Yeocomico River Daybeacon 4	16815	DBD DMGD	PA
Palmer Cove Light	16837	MSLD SIG	PA

York River

Private Discrepancies

NAME	LLNR	STATUS	AID TYPE
Virginia Power Underwater Obstruction Light A	13575	LT EXT	PA
Waterview Seafood Warning Daybeacon C	null	DAYMK MISSING	PA
York River-Dominion Danger Buoy A	null	OFF STATION	PA