



February 25, 2019

Mr. Chris Oliver
Assistant Administrator for Fisheries
National Marine Fisheries Service
1315 East-West Highway
Silver Spring, MD 20910

Via email: CHRIS.OLIVER@NOAA.GOV

Dear Mr. Oliver,

The Delaware Riverkeeper Network seeks strong and immediate action by the National Marine Fisheries Service to protect endangered Atlantic and Shortnose Sturgeon species being taken (lethally and nonlethally) during blasting, dredging and deepening operations by the US Army Corps of Engineers associated with Deepening and Maintenance of the Main Channel Delaware River in apparent violation of the Endangered Species Act.

It is time for the National Marine Fisheries Service to stop being a rubber stamp for the take and kill of Sturgeon from the Delaware River and other river populations. The Delaware River population of Atlantic Sturgeon is genetically unique with a surviving population that includes less than 300 spawning adults.¹ With numbers this precariously low, the responsibility for vigilant protection by the National Marine Fisheries Service could not be greater. The Delaware River population of Atlantic Sturgeon, along with the entire NY Bight Distinct Population Segment (DPS), of which the Delaware River population is a part, are designated as endangered pursuant to the Endangered Species Act. Also listed as endangered are the Chesapeake Bay, South Atlantic, and the Carolina Distinct population segments (DPS) of Atlantic Sturgeon, with the Gulf of Maine DPS listed as threatened. In addition, the Delaware River's population of Shortnose Sturgeon is also listed as federally endangered and suffers low population figures. All of these species have the potential to be affected by the Deepening and Maintenance of the Delaware River Main Channel (including associated blasting) according to a November 17, 2017 Biological Opinion issued by NMFS. These Sturgeon species and DPS populations all require, and are entitled to, vigilant protection by NMFS. And unfortunately, NMFS is failing to rise to the occasion and is allowing the US Army Corps of Engineers

¹ ASSRT (Atlantic Sturgeon Status Review Team) 2007. Status Review of Atlantic Sturgeon (*Acipenser oxyrinchus oxyrinchus*). Report to National Marine Fisheries Service, Northeast Regional Office. February 23, 2007. 174 pp.

to ignore take limitations and is putting the Atlantic and Shortnose Sturgeon of the Delaware River, as well as other rivers, at increasing risk of extinction.

On November 17, 2017, NMFS issued a revised Biological Opinion for the Deepening and Maintenance of the Delaware River Main Channel. In this Biological Opinion NMFS determined that the project “is likely to adversely affect, but not likely to jeopardize the continued existence of endangered shortnose sturgeon, the threatened Gulf of Maine Distinct Population Segment (DPS) of Atlantic sturgeon, the endangered New York Bight, Chesapeake Bay, or South Atlantic DPS of Atlantic sturgeon, the threatened Northwest Atlantic DPS of loggerhead sea turtles, or endangered Kemp's ridley sea turtles. We also conclude that the proposed action may affect, but is not likely to adversely affect, endangered Carolina DPS of Atlantic sturgeon, endangered green sea turtles, or endangered leatherback sea turtles. Lastly, we conclude that the proposed action is likely to adversely affect, but not likely to adversely modify or destroy critical habitat designated for the New York Bight DPS of Atlantic sturgeon.” In response to this finding NMFS identified reasonable and prudent measures to minimize and monitor incidental species take and issued an incidental take statement for the proposed activities.

As noted in the 2017 Biological Opinion applicable to this project:

““Otherwise lawful activities” are those actions that meet all State and Federal legal requirements, including any state endangered species laws or regulations, except for the prohibition against taking in ESA Section 9. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not prohibited under the ESA, provided that such taking is in compliance with the terms and conditions of this ITS.”

It is our belief that Deepening and Maintenance of the Delaware River Main Channel, including ongoing and anticipated blasting activities are occurring in the absence of a valid Biological Opinion, and that the incidental take of Atlantic and Shortnose Sturgeon are exceeding those allowed by any past or present incidental take statement. Swift action is warranted to stop all blasting and dredging activities until this situation is assessed and remedied, including mandating actions/activities that will prevent any additional take of Atlantic or Shortnose Sturgeon and that will mitigate the excessive takes to date.

- ✓ From all available information provided by NMFS to the Delaware Riverkeeper Network, the Army Corps of Engineers, Philadelphia District, has initiated blasting of the Delaware River in violation of the current Biological Opinion (November 17, 2017). Recent notifications in the Federal Register (February 9, 2019) and from the USCG (February 5, 2019 “Notice to Mariners” and February 14, 2019 “Marine Safety Information Bulletin”) clearly indicate that blasting has been or will be resumed by the Army Corps of Engineers in the Marcus Hook reach of the Delaware River in February 2019. DRN has continued to request information from NMFS through Freedom of Information Act requests at regular intervals, and we have received no materials indicating that Army Corps has reinitiated a Section 7 consultation with NMFS for continued blasting work, nor have we received any indication that an updated and revised Biological Opinion has been issued that would authorize incidental take in February or March 2019 (the November 17, 2017, Biological Opinion only authorizes incidental take associated with the blasting activities in the window of December 1, 2017, through March 14, 2018).

- ✓ In a February 2, 2018 email, your office documented that during implementation of the Deepening and Maintenance of the Delaware River Main Channel the Army Corps take of Sturgeon was already well above the limits provided in the NMFS incidental take statement.² According to the email, the Army Corps of Engineers exceeded incidental take figures by more than 100% in winter of 2017-2018 alone:

"Our biological opinion for the Deepening and Maintenance of the Delaware River Federal Navigation Channel Project provides allowable non-lethal take of 1,000 sturgeon shortnose sturgeon and Atlantic sturgeon combined during relocation trawling. Allowable take was exceeded in November of 2017, and to date, based on most recent information available to us, the pre-blast and blasting support relocation trawling has captured and relocated a total of 2,375 sturgeon. Thus, allowable non-lethal take of sturgeon incidental to the project has been exceeded by more than 100 percent."

- ✓ While the February 2, 2018 focused on non-lethal takes above limits, it also noted the high level of lethal take that had already occurred up until the date of the email:

"The biological opinion for the project allows for lethal take of three sturgeon of either species during relocation trawling and five sturgeon of either species incidental to blasting. To date, two sturgeon have been killed during relocation trawling and four have been killed by blasting. While this take does not exceed what was allowed in the Biological opinion, the lethal take of six sturgeon at this stage is of concern given that blasting and relocation trawling will continue until March 15, 2018."

This statement of concern was made when there was no expectation of the most recent additional round of blasting that is expected to continue up until March 15, 2019 (as noted above and in attached.) And so we have every reason to believe that in the blasting that took place during February/March of 2018 and now during February/March of 2019, that the lethal take of sturgeon during relocation trawling and blasting activities will in fact be exceeded, likely by significant amount.

- ✓ In addition, we have reason to believe there are additional lethal and nonlethal takes that have taken place during the course of this project and are seeking documents to determine if, and/or to what degree, this is the case.

Swift, strong and meaningful NMFS action is essential to limit future takes and provide for meaningful remediation in response to the excessive Sturgeon take that has taken place during the course of this project from its implementation to present day. While re-initiation of formal consultation is warranted, it cannot be the only responsive action undertaken by NMFS. There must be a suspension of current blasting and dredging operations; reinitiating formal consultation to prevent future takes of any kind or amount; and identification of actions/activities the Army Corps should undertake in order to mitigate for the excessive and illegal takes to day.

² NMFS email on February 2, 2018, from Peter B Johnsen (NMFS) to Mary E. Brandreth, USACE, with subject heading "Delaware Deepening Take Exceedance"

NMFS acting as a Rubber Stamp on the devastating damage being inflicted by the US Army Corps of Engineers during its Delaware River deepening, dredging and blasting activities will be unacceptable.

I also note that the Delaware Riverkeeper Network wrote you 5 years ago expressing deep concern about NMFS' failure to respond to the increasing take of Sturgeon by the US Army Corps of Engineers during the implementation of its Deepening and Maintenance of the Delaware River Main Channel. We wrote you in September and December of 2014 providing details of takes and our increasing concerns. (Letters attached) The response to our concerns then? No meaningful action. And so we write you yet again about your ongoing failure to act to protect the Delaware River's genetically unique and endangered populations of Atlantic and Shortnose Sturgeon.

The take statement included in the 2017 Biological Opinion is already exceedingly generous given the low populations at risk. This very very generous level of take, is of increasing concern if it comes from just the Delaware River's genetically unique line of Atlantic Sturgeon is a very real possibility. While NMFS assumes that Sturgeon from other DPS' will be impacted, this is merely an estimate, and even in that case NMFS assumes that more than half would be from the NY Bight of which our Delaware River population is a part. And of course, we now know that in reality the levels of take, regardless of what species or DPS, have already exceeded NMFS expectations and the level of allowable take under the law. No matter how you slice it, this is bad news for the Atlantic and Shortnose Sturgeon of the Delaware River.

To date, NMFS has demonstrated a shocking display of cavalier disregard and abject failure of duty for and to the present and future plight of Shortnose and Atlantic Sturgeon in the Delaware River. It is with a heavy heart and true outrage that we write this letter.

The Delaware Riverkeeper Network urges you to take immediate action in order to ensure you are doing your utmost to protect the majestic Atlantic and Shortnose Sturgeon species for present and future generations -- that you (1) take swift action to suspend all activities by the US Army Corps associated with its Deepening and Maintenance of the Delaware River Main Channel until you have (2) reinitiated and completed ESA consultation and ensured there will be not further take of Atlantic or Shortnose Sturgeon, and (3) that you identify strong mitigation/remediation steps that can be taken to attempt to redress the excessive take, beyond legal limits, that has taken place today.

Respectfully,



Maya K. van Rossum
the Delaware Riverkeeper

Cc:
Angela Somma, Chief, Endangered Species Division, Office of Protected Resources, National Marine Fisheries Service, 1315 East-West Highway, 13th Floor, Silver Spring, MD, 20910
Angela.Somma@noaa.gov

The incidental take outlined in the 2017 Biological Opinion is as follows:

Atlantic Sturgeon:

- **Hopper Dredging from Trenton to Sea between November 2017 and 2068:**
 - o entrainment not exceeding 83 sturgeon (any combination of shortnose or Atlantic). Could include juvenile or subadult Atlantic sturgeon, mortality of adults not anticipated.
- **Cutterhead Dredging from Trenton to the sea between November 2017 and 2068:**
 - o no more than one sturgeon (shortnose or Atlantic) entrained per year during deepening and/or the following 50 years of maintenance for a total entrainment of no more than 50 shortnose sturgeon or 50 Atlantic sturgeon. These 50 Atlantic sturgeon takes are not be in addition to the estimated lethal takes estimated for hopper dredging entrainment, but would be subtracted from that total (i.e., subtracted from the max of 83 Atlantic sturgeon hopper dredge entrainments). Could include juveniles or subadult Atlantic Sturgeon.
- **Mechanical Dredging from Trenton to the sea between November 2017 and 2068:**
 - o no more than five Atlantic sturgeon captured during all mechanical dredging activities (clean-up and maintenance). Could include juvenile, subadults, or adult Atlantic Sturgeon. These 5 Atlantic sturgeon would not be in addition to the lethal takes from hopper/cutterhead dredging entrainment, but would be subtracted from that total (i.e., subtracted from the max of 83 Atlantic sturgeon hopper dredge entrainments).

Blasting from December 1, 2017 and March 15, 2018:

- o No more than five sturgeon (any combination of Atlantic or shortnose). Atlantic sturgeon are likely to be juveniles.

Relocation Trawling November 15, 2017 through March 15, 2018:

- o No more than three sturgeon (any combination of Atlantic or shortnose). Atlantic sturgeon are likely to be juveniles.
- o As many as 1,000 will be captured and handled (any combination of Atlantic or shortnose). Atlantic sturgeon are likely to be juveniles.
- o Expect no more than 10 of the Atlantic sturgeon captured and handled to be injured (non-lethal).
- o Expect minor injuries to no more than 100 sturgeon (any combination of shortnose or Atlantic) from acoustic tagging related surgery.



Zachary Jylkka - NOAA Federal <zachary.jylkka@noaa.gov>

Delaware Deepening take exceedence

Peter B Johnsen - NOAA Federal <peter.b.johnsen@noaa.gov>

Fri, Feb 2, 2018 at 4:28 PM

To: "Mary E. Brandreth" <Mary.E.Brandreth@usace.army.mil>

Cc: jerry.j.pasquale@usace.army.mil, Zachary Jylkka - NOAA Affiliate <zachary.jylkka@noaa.gov>, Mark Murray-Brown - NOAA Federal <mark.murray-brown@noaa.gov>

Dear Beth,

Section 7 regulations outline four general conditions for reinitiating formal consultation: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered; (3) the action is modified in a manner causing effects to listed species or critical habitat not previously considered; (4) a new species is listed or critical habitat designated that may be affected by the action.

Our biological opinion for the Deepening and Maintenance of the Delaware River Federal Navigation Channel Project provides allowable non-lethal take of 1,000 sturgeon (shortnose sturgeon and Atlantic sturgeon combined) during relocation trawling. Allowable take was exceeded in November of 2017, and to date, based on most recent information available to us, the pre-blast and blasting support relocation trawling has captured and relocated a total of 2,375 sturgeon. Thus, allowable non-lethal take of sturgeon incidental to the project has been exceeded by more than 100 percent.

Further, the biological opinion for the project allows for lethal take of three sturgeon (of either species) during relocation trawling and five sturgeon (of either species) incidental to blasting. To date, two sturgeon have been killed during relocation trawling and four have been killed by blasting. While this take does not exceed what was allowed in the biological opinion, the lethal take of six sturgeon at this stage is of concern given that blasting and relocation trawling will continue until March 15, 2018.

Based on the exceedance of the allowable non-lethal take provided by the biological opinion, we request that you reinitiate consultation on the Deepening and Maintenance of the Delaware River Federal Navigation Channel Project. In your reinitiation response, you should include the most up to date take information and identify any planned or anticipated changes to the project and its activities.

The Reasonable and Prudent Measure #14 and its Term and Condition #21 requires that a new monitoring plan for minimizing adverse effects be developed if incidental lethal take for blasting and relocation trawling exceeds eight sturgeon (of either species combined). Based on the number of lethal take that have occurred to date, we suggest that you initiate the review of current avoidance and minimization measures to identify any additional measures that can be taken to reduce take. We are looking forward to working with you to identify measures to further reduce take of ESA-listed sturgeon.

If you have any questions regarding this email, please feel free to contact me by email or by phone on number (978) 282-8416.

Sincerely,

Peter

--

*Peter B. Johnsen
Fisheries Biologist (section 7)
Greater Atlantic Region Fisheries Office
National Marine Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930
Phone: 978-282-8416
email: peter.b.johnsen@noaa.gov*

For ESA Section 7 guidance and updates on listed species presence and critical habitat analysis please see:
www.greateratlantic.fisheries.noaa.gov/protected/section7/index.html



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

LOCAL NOTICE TO MARINERS

District: 5

Week: 06/19

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

The Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District and is updated each Tuesday on the U.S. Coast Guard Navigation Center website at <https://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=5>.

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

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

or for correspondence and article requests:

ward.b.posey@uscg.mil, (757) 398-6229 or matthew.e.kearney@uscg.mil, at (757) 398-6552 or CGD5Waterways@uscg.mil

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

AIDS TO NAVIGATION DISCREPANCY REPORTING

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

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

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2018 Edition.
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA, 2018 (51th) Edition.
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL, 2018 (50th) Edition.

NAVIGATIONAL INTERNET SITES

2018 Light List/ Weekly Updates.

<https://www.navcen.uscg.gov/index.php?pageName=lightListWeeklyUpdates>

Bridges Public Notice Website.

<https://www.navcen.uscg.gov/?pageName=pnBridges>

NOAA Chart Corrections and Chart Viewer

<http://www.nauticalcharts.noaa.gov>

Coast Pilots, along with corrections are available at

<https://nauticalcharts.noaa.gov/publications/coast-pilot/index.html>

D5 LNM Archived Back Issues

<https://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=5>

Chesapeake Bay NOAA Weather Buoys

www.buoybay.noaa.gov

Tides, Currents, PORTS

<http://www.tidesandcurrents.noaa.gov/>

Weather

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

U.S. Army Corps of Engineers Wilimington District Survey Maps and Shoaling Surveys
<http://www.saw.usace.army.mil/Missions/Navigation/HydrographicSurveys.aspx>
U.S. Army Corps of Engineers Norfolk District Survey Maps and Shoaling Surveys
<http://gis.nao.usace.army.mil/ESDS/>
U.S. Army Corps Of Engineers Baltimore District Survey Maps and Shoaling Surveys
<http://www.nab.usace.army.mil/Missions/Civil-Works/Nav-Maps/>
U.S. Army Corps of Engineers Philadelphia Distrcit Survey Maps and Shoaling Surveys
<http://www.nap.usace.army.mil/Missions/CivilWorks/Surveys/Projects.aspx>

ABBREVIATIONS

A through H

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

I through O

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

P through Z

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

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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

In an effort to bring attention to new, updated or very important information in the Local Notice to Mariners (LNM) this information will be preceded and followed by four asterisks.

LNM: 25/16

****VA – DC - POTOMAC RIVER AND ANACOSTIA RIVER – SECURITY ZONE****

As described in Title 33 Code of Federal Regulations (CFR) § 165.508, the Coast Guard will establish a security zone encompassing certain waters of the Potomac River and Anacostia River, and adjacent waters, to safeguard high-ranking public officials during the State of the Union address in Washington, DC. The regulations in 33 CFR 165.508 will be enforced from noon through 11:59 p. m., on February 5, 2019, for the zone identified in 33 CFR 165.508(a) (6). The 'security zone includes all navigable waters described in paragraphs (a) (l) through (a) (3). This zone includes (1) Security Zone 1; all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by the Francis

Scott Key (US-29) Bridge, at mile 113, and bounded to the south by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hain's Point at position 38°51'24.3" N, 077°01'19.8" W, including the waters of the Boundary Channel, Pentagon Lagoon, Georgetown Channel Tidal Basin, and Roaches Run. (2) Security Zone 2; all navigable waters of the Anacostia River, from shoreline to shoreline, bounded to the north by the John Philip Sousa (Pennsylvania Avenue) Bridge, at mile 2.9, and bounded to the south by a line drawn from the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'19.8" W, southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, including the waters of the Washington Channel. (3) Security Zone 3 all navigable waters of the Potomac River, from shoreline to shoreline, bounded to the north by a line drawn from the Virginia shoreline at Ronald Reagan Washington National Airport, at 38°51'21.3" N, 077°02'00.0" W, eastward across the Potomac River to the District of Columbia shoreline at Hains Point at position 38°51'24.3" N, 077°01'19.8" W, thence southward across the Anacostia River to the District of Columbia shoreline at Giesboro Point at position 38°50'52.4" N, 077°01'10.9" W, and bounded to the south by the Woodrow Wilson Memorial (1-95/1-495) Bridge, at mile 103.8. As specified in § 165.508 (b), during the enforcement period, entry into or remaining in the zone is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Maryland-National Capital Region. Public vessels and vessels already at berth at the time the security zone is implemented do not have to depart the security zone. All vessels underway within the security zone at the time it is implemented are to depart the zone at the time the security zone is implemented. To seek permission to transit the zone, the designated representative can be contacted by hailing "Patrol Commander" via Marine Band Radio, VHF-FM channel 16 (156.8 MHz). Coast Guard vessels enforcing this zone can be contacted on Marine Band Radio, VHF-FM channel 16 (156.8 MHz). The Coast Guard may be assisted by other Federal, state or local law enforcement agencies in enforcing this regulation. The COTP Maryland-National Capital Region can be contacted at telephone number (410) 576-2693.

Chart 12289

LNM: 04/19

2019 LIGHT LIST

2019 Light Lists are available on the USCG Navigation Center's website at: <http://www.navcen.uscg.gov/?pageName=lightLists>
Coast Guard Light Lists are a means for communicating aids to navigation information to the maritime public. The last government printed Light Lists were the 2014 editions. While the Light Lists will no longer be available in government printed form, commercial reproductions may be available for purchase from maritime service providers. Local Notice to Mariners will continue to advise Light List corrections and NAVCEN will continue to publish a compilation of corrections. Complete versions of the 2019 Light Lists are updated weekly on the NAVCEN website and mariners should download applicable copies and updates as needed at: <http://www.navcen.uscg.gov/?pageName=lightListWeeklyUpdates>
NOTE: Due to the lapse in federal funding, the weekly updates may not be up-to-date. We cannot guarantee this service until after appropriations are enacted.

A summary of 2019 Light List corrections are available at: <https://www.navcen.uscg.gov/?pageName=lightListCorrections>

Guidance for use of electronic navigation publications onboard U.S. vessels can be found at:

http://www.uscg.mil/hq/cgcv/cvc/policy/policy_letters/543/CG-543_pol10-05.pdf

LNM: 04/19

****US - ATLANTIC SEACOAST - ENDANGERED NORTH ATLANTIC RIGHT WHALES WARNING****

US - Atlantic Seacoast - Critically endangered right whales may be encountered in offshore and coastal waters. Right whales are slow moving and at risk of serious injury or death due to collisions with vessels. U.S. law (50 CFR 224.105) prohibits operating vessels 65 feet (19.8 m) or greater in excess of 10 knots in specific managed locations along the U.S. East Coast during times when right whales are likely to be present. See link to compliance guide for specific times, areas, and exceptions to this law.

<https://www.fisheries.noaa.gov/national/endangered-species-conservation/reducing-ship-strikes-north-atlantic-right-whales>

Approaching or remaining within 500 yards of right whales is prohibited and is a violation of U.S. law. A minimum distance of 500 yards must be maintained from a sighted whale unless hazardous to the vessel or its occupants. The National Oceanic and Atmospheric Administration (NOAA) recommends that operators assume that any whale sighted is a right whale unless confirmed otherwise. NOAA also recommends speeds of 10 knots or less in areas used by right whales and outside of seasonally managed areas when consistent with safety of navigation. In the northeast, please report all right whale sightings, collisions, or entanglements to 866-755-NOAA, or to the Coast Guard via channel 16. WHALESNORTH Mandatory Ship Reporting Area is active year-round. For more information, consult the U.S. Coast Pilot. MSR arrival reports can be sent via TELEX number 48156090 or email to rightwhale.msr@noaa.gov.

LNM: 44/18

NC - HAZARDS OF NORTH CAROLINA COASTAL INLETS

This notice is to notify mariners about accessing hazardous inlets, to heighten public awareness about the hazards that exist in and around the inlets, and to provide the mariner with available information. Mariners are advised that shoaling conditions exist at following North Carolina coastal inlets:

Oregon Inlet Hatteras Inlet

Ocracoke Inlet Barden Inlet

Beaufort Inlet Bogue Inlet

New River Inlet Topsail Inlet

Masonboro Inlet Carolina Beach Inlet

Lockwoods Folly Inlet Shallotte Inlet

Shoaling conditions increase the potential for groundings. These inlets are subject to continual and sometimes rapid environmental changes.

Mariners are highly encouraged to obtain the most recent U.S. Army Corps of Engineers Wilmington, North Carolina District hydrographic survey information, centerline waypoints and controlling depth at:

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

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

<https://www.navcen.uscg.gov/?pageName=InmDistrict®ion=5>

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

LNM: 17/16

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

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

LNM: 13/16

INTERFERENCE WITH AIDS TO NAVIGATION

U. S. Code, Title 14, Part I, Chapter 5, § 84. It shall be unlawful for any person, or public body, or instrumentality, excluding the armed forces, to remove, change the location of, obstruct, willfully damage, make fast to, or interfere with any aid to navigation established, installed, operated, or maintained by the Coast Guard pursuant to section 81 of this title, or with any aid to navigation lawfully maintained under authority granted by the Coast Guard pursuant to section 83 of this title, or to anchor any vessel in any of the navigable waters of the United States so as to obstruct or interfere with range lights maintained therein. Whoever violates the provisions of this section shall be guilty of a misdemeanor and shall be fined not more than \$1,500 for each offense. Each day during which such violation shall continue shall be considered as a new offense. U. S. Code, Title 14, Part I, Chapter 5, § 84.

LNM: 13/16

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

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

http://www.cgaux.org/boatinged/class_finder/index.php

LNM: 20/14

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

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

material from, disturbance of, or damage to a sunken military craft are asked to report it to the nearest U.S. Coast Guard unit.
LNM: 45/09

SAFETY NOTICE - NAVIGATIONAL RANGE STRUCTURES ON ELECTRONIC CHARTS

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

LNM: 04/11

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER

USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER 1.7

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

BROADCAST NOTICES TO MARINERS

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

CCGD5 (D5) - 025, 026, 028, 031, 033, 035, 036, 037, 038, 042, 043-19.

Sector Delaware Bay (DB) - NTR.

Sector Maryland (MD) - 046/044/041/040/039/037/036/031-19.

Sector Hampton Roads (HR) - 032-19, 031-19.

Sector North Carolina (NC) - 013-19, 028-19, 031-19, 032-19, 034-19, 035-19, 038-19, 039-19, 040-19, 041-19.

SECTION II - DISCREPANCIES

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

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
3	NOAA Lighted Data Buoy 44066 (ODAS)	ADRIFT	12300	021D5	04/19	
395	North Chesapeake Entrance Lighted Bell Buoy NCC	LT EXT	12221	592HR	52/18	
460	Chesapeake Bay Southern Approach Lighted Buoy 10	REDUCED INT	12200	569HR	49/18	
485	Chesapeake Bay Southern Approach Lighted Buoy 15	REDUCED INT	12200	014HR	03/19	
505	Rudee Inlet Jetty Light 4	REDUCED INT	12208	410HR	32/18	
570	Navy Air Combat Maneuvering Range Tower Light A	LT EXT	12200	413NC	32/16	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	407NC	27/12	
600	Oregon Inlet Approach Lighted Whistle Buoy OI	LT EXT	12204	041NC	06/19	
635	NOAA Lighted Data Buoy 41001 (ODAS)	MISSING	12200	537D5	35/17	
637	NOAA Lighted Data Buoy 41025 (ODAS)	ADRIFT	11555	020D5	04/19	
720	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11547	411NC	37/18	
740	Camp Lejeune Danger Zone Lighted Buoy A	OFF STA	11543	413NC	39/18	

745	Camp Lejeune Danger Zone Lighted Buoy B	OFF STA	11543	413NC	39/18
750	Camp Lejeune Danger Zone Lighted Buoy C	OFF STA	11543	413NC	39/18
950	Barnegat Inlet Lighted Buoy 9	BUOY DMGD/LT IMCH	12324	515DB	50/18
955	Barnegat Inlet Lighted Buoy 11	MISSING	12324	022DB	05/19
1240	Clam Creek Junction Lighted Buoy CC	OFF STA	12316	500DB	48/18
1275	Great Egg Harbor Inlet Lighted Buoy 2	LT EXT	12316	014DB	04/19
1640	Ship John Shoal Light	LT EXT	12304	015DB	04/19
1745	Maurice River Channel Lighted Buoy 13	SINKING/TRUB	12304	518DB	51/18
1945	Egg Island Point Light	LT EXT	12304	002DB	02/19
2050	Harbor Of Refuge North End Light 1	STRUCT DEST/TRLB	12216	601D5	52/16
2375	Port Mahon Approach Light 7	DAYMK MISSING	12304	NONEDB	46/18
2380	Port Mahon Approach Buoy 8	TRUB	12304	468DB	41/18
2665	Salem River Entrance Channel Light 4	STRUCT DEST	12277	020DB	05/19
2670	Salem River Entrance Channel Light 5	LT EXT	12277	371DB	31/18
2680	Salem River Entrance Channel Light 7	LT EXT	12277	227DB	18/18
2874	Pea Patch Island Dike Warning Light E	LT EXT/STRUCT DMGD	12311	433DB	39/18
4045	Landreth Range Front Light	LT EXT	12314	013DB	04/19
4150	Kinkora Upper Range Rear Light	LT EXT	12314	616DB	47/15
4160	Upper Delaware River Channel Lighted Buoy 72	OFF STA	12314	016DB	05/19
4439	Middle Island West Channel Daybeacon 5	STRUCT DEST	12216	145DB	09/18
4665	White Creek Daybeacon 7	DAYMK MISSING	12216	519HR	51/18
5085	Sinepuxent Bay Channel Buoy 20	MISSING	12211	505MD	40/18
5895	Metompkin Light 11	STRUCT DEST/TRLB	12210	183HR	08/18
6050	Bradford Bay Buoy 2	OFF STA	12210	032HR	06/19
6390	Virginia Inside Passage Daybeacon 221	STRUCT DEST/TRUB	12224	014HR	02/16
6855	Great Machipongo Inlet Daybeacon 13	STRUCT DEST/TRUB	12210	467HR	34/15
6895	Great Machipongo Channel Daybeacon 3	STRUCT DEST/TRUB	12210	132HR	05/18
6920	Great Machipongo Channel Light 8	STRUCT DEST/TRLB	12210	135HR	22/16
6991	Sand Shoal Channel Daybeacon 3	STRUCT DEST/TRUB	12224	421HR	29/15
7065	Tail of The Horseshoe Shoal Lighted Buoy 2T	MISSING	12254	010HR	03/19
7180	Chesapeake Channel Lighted Buoy 30	LT EXT	12222	031HR	06/19
7295	Rappahannock Shoal Channel South Range Rear Light	LT EXT	12226	016HR	03/19
7525	Point Lookout Light	DAYMK MISSING	12233	036MD	05/19
8115	Craighill Channel Lighted Buoy 21	MISSING	12278	044MD	06/19
8630	Upper Chesapeake Channel Lighted Buoy 36	LT EXT	12274	041MD	05/19
8695	Pooles Island North Range Front Light	LT EXT	12274	025MD	04/19
8970	Elk River Junction Buoy ER	TRUB	12274	469MD	36/18
9050	Elk River Channel Lighted Buoy 19	OFF STA	12277	046MD	06/19
9105	Back Creek Channel Range Front Light	STRUCT DEST/TRLB	12277	030MD	04/19
9110	Back Creek Channel Range Rear Light	LT EXT	12277	270MD	29/17
9310	Thimble Shoal Light	LT EXT	12245	048HR	07/17
9370	Norfolk Entrance Reach Range Front Light	LT EXT	12245	472HR	39/18
9730	U.S. Navy Deperming Range Light	LT EXT	12253	355HR	41/16
10420	Broad Bay Channel Daybeacon 18	STRUCT DEST/TRLB	12254	257HR	48/17
10575	Willoughby Bay Channel Warning Daybeacon A	STRUCT DEST/TRLB	12245	417HR	33/18
10955	Hampton River Channel Daybeacon 18	STRUCT DEST/TRUB	12245	529HR	45/18
11050	Bennett Creek Daybeacon 4	STRUCT DMGD	12248	584HR	51/18
11580	James River Channel Lighted Buoy 9	LT EXT	12248	011HR	04/19
11655	James River Channel Light 15	STRUCT DEST/TRLB	12248	NONEHR	38/18

11893	Hog Island Cutoff Wreck Light WR7	STRUCT DEST/HAZ NAV/TRLB	12248	440HR	36/18
12113	NOAA Lighted Data Buoy J	MISSING	12248	007HR	02/18
12230	James River Channel Lighted Buoy 64	LT EXT	12251	025HR	05/19
12435	James River Channel Lighted Buoy 97	LT EXT	12251	590HR	52/18
12585	Appomattox River Channel Daybeacon 14	DAYMK MISSING	12252	029HR	05/19
13205	Chisman Creek Daybeacon 2	STRUCT DEST/TRUB	12238	353HR	25/18
14780	Milford Haven Daybeacon 4	STRUCT DEST/TRUB	12235	577HR	50/18
14965	Broad Creek Channel Entrance Light 1BC	STRUCT DMGD	12235	493HR	41/18
15595	Rappahannock River Buoy 30	MISSING	12237	033HR	06/19
15603	Hoskins Creek Light 2	STRUCT DEST/TRLB	12237	126HR	05/18
16210	Mill Creek Entrance Daybeacon 3	MISSING/TRUB	12235	396MD	31/18
18265	Occoquan River Channel Light 2	STRUCT DEST	12289	485MD	37/18
19100	Cuckhold Creek Daybeacon 3	STRUCT DEST/TRLB	12284	351MD	24/18
19500	West River Light 4	STRUCT DMGD	12270	037MD	05/19
19697	NOAA Lighted Data Buoy AN	OFF STA	12283	235MD	11/18
21165	Seagirt Marine Terminal West Channel Buoy 10	BUOY DMGD/STRUCT DMGD/TRUB	12281	NONEMD	06/19
21295	Ferry Bar Channel Daybeacon 12	STRUCT DEST/TRLB	12281	541MD	46/18
21725	Occohannock Creek Daybeacon 10	STRUCT DEST/TRUB	12226	144HR	05/18
21770	Nandua Creek Channel Light 3	DAYMK MISSING	12226	030HR	05/19
24515	Middle Island Bridge West Channel Wreck Daybeacon WR1W	STRUCT DEST/HAZ NAV	12261	123MD	04/18
24530	Honga River Back Creek Entrance Channel Light 1BC	STRUCT DEST/TRLB	12261	201MD	08/18
26300	Crab Alley Bay Daybeacon 6	DAYMK MISSING/TRLB	12270	465MD	35/18
26320	Crab Alley - Little Creek Daybeacon 4	STRUCT DEST/TRLB	12270	113MD	04/18
27205	Gunpowder River Wreck Light WR9	STRUCT DEST/TRLT	12274	301MD	18/18
27800	NOAA Lighted Data Buoy S	OFF STA	12274	230MD	11/18
27970	Oregon Inlet Approach Lighted Whistle Buoy OI	LT EXT	12204	041NC	06/19
27975	Oregon Inlet Lighted Buoy 1	OFF STA	12204	568NC	52/18
28003	Oregon Inlet Lighted Buoy 6	OFF STA/MSLD SIG	12204	508NC	48/18
28131	Oregon Inlet Channel Light 37	TRLB	12204	522NC	48/18
28285	Old House Channel Daybeacon 13	MISSING/TRUB	12204	515NC	06/19
28650	Hatteras Inlet Lighted Buoy 4	OFF STA	11555	345NC	29/17
28653	Hatteras Inlet Lighted Buoy 5	MISSING	11555	NONENC	40/18
28660	Hatteras Inlet Lighted Buoy 6	MISSING	11555	066NC	09/17
28665	Hatteras Inlet Lighted Buoy 7	MISSING	11555	NONENC	40/18
28699.1	South Ferry Terminal Lighted Buoy 1SF	OFF STA	11555	031NC	05/19
28700	South Ferry Terminal Buoy 2SF	OFF STA	11555	032NC	05/19
28715	South Ferry Terminal Lighted Buoy 7SF	OFF STA	11555	021NC	04/19
28760	Hatteras Inlet Channel Daybeacon 18	STRUCT DEST/TRUB	11555	178NC	14/18
28770	Hatteras Inlet Channel Light 21	STRUCT DEST/TRLB	11555	477NC	45/18
28817	Rollinson Channel Daybeacon 31	STRUCT DEST/TRUB	11555	640NC	50/17
29060	Big Foot Slough Channel Daybeacon 9B	STRUCT DEST/TRUB	11550	537NC	49/18
29077	Big Foot Slough Channel Daybeacon 12	MISSING/TRLB	11550	039NC	06/19
29225	Barden Inlet Light 19	STRUCT DEST/TRLB	11545	NONENC	39/18
29328	Beaufort Inlet Channel Lighted Whistle Buoy BM	RAC INOP	11547	411NC	37/18
29435	Morehead City Channel Range Rear Light	STRUCT DEST	11547	389NC	27/14
29495	Bogue Inlet Lighted Buoy 1	OFF STA	11541	472NC	44/18
29985	New Topsail Inlet Buoy 2	MISSING	11541	210NC	18/18
30010	New Topsail Inlet Buoy 5	MISSING	11541	338NC	31/18
30155	Masonboro Inlet Lighted Buoy 2	MISSING	11541	038NC	06/19

30319	Cape Fear River Entrance Channel Lighted Buoy 3	OFF STA	11537	439NC	42/18
30520	Cape Fear River Channel Lighted Buoy 22	TRLB	11534	372NC	33/18
30955	Cape Fear River Channel Light 63	STRUCT DEST/TRUB	11537	NONENC	39/18
30995	Northeast Cape Fear River Daybeacon 8	STRUCT DMGD/TRUB	11537	413NC	39/18
31010	Lockwoods Folly Inlet Lighted Buoy 1	OFF STA/LT EXT	11534	458NC	44/18
31170	Whale Head Bay Light 1	STRUCT DEST/TRLB	12204	220NC	18/15
31241.2	Currituck Sound Research Platform C	STRUCT DMGD	12205	019NC	05/18
31491	Albemarle Sound Warning Daybeacon B	STRUCT DEST	12205	480NC	45/18
31495	Albemarle Sound Warning Light F	STRUCT DEST/TRUB	12205	553NC	45/18
32030	Stumpy Point Channel Light 10	STRUCT DEST/TRLB	12204	089NC	05/18
32145	Gull Shoal Light GS	LT EXT/DAYMK MISSING	11548	NONENC	40/18
32250	Avon Channel Warning Light AV	LT EXT	11555	463NC	44/18
32525	Brant Island Warning Daybeacon F	DAYMK MISSING	11548	NONENC	39/18
32980	Tooleys Creek Light 1	LT EXT	11553	556NC	51/18
33517	West Bay Restricted Area Light I	DAYMK MISSING	11544	413NC	39/18
33517.1	West Bay Restricted Area Light J	DAYMK MISSING	11544	413NC	39/18
33623	Rattan Bay Restricted Area Light A	DAYMK MISSING	11541	413NC	39/18
33623.1	Rattan Bay Restricted Area Light B	DAYMK MISSING	11541	413NC	39/18
33623.2	Rattan Bay Restricted Area Light C	DAYMK MISSING	11541	413NC	39/18
33623.4	Rattan Bay Restricted Area Light E	DAYMK MISSING	11541	413NC	39/18
33623.6	Rattan Bay Restricted Area Light G	DAYMK MISSING	11541	413NC	39/18
33623.7	Rattan Bay Restricted Area Light H	DAYMK MISSING	11541	413NC	39/18
33790	Adams Creek Light 1AC	STRUCT DEST/TRLB	11541	411NC	38/18
34126	Neuse River Channel Daybeacon 50BB	STRUCT DEST/TRUB	11552	NONENC	39/18
34185	Neuse River Channel Daybeacon 58	STRUCT DEST/TRUB	11552	331NC	26/17
34260	Trent River Daybeacon 4A	STRUCT DEST/TRUB	11552	374NC	34/18
34280	Trent River Daybeacon 9	STRUCT DEST/TRUB	11552	NONENC	39/18
34315	Trent River Daybeacon 20	STRUCT DEST/TRUB	11552	523NC	39/18
34435	Thorofare Channel Daybeacon 2	STRUCT DEST/TRUB	11550	NONENC	39/18
34595	Oyster Creek Daybeacon 3	STRUCT DEST/TRLB	11550	409NC	31/16
34640	Core Sound Light 41	STRUCT DEST/TRUB	11545	413NC	39/18
34690	Core Sound Daybeacon 48	STRUCT DEST/TRLB	11545	411NC	38/18
34730.1	Harkers Island West Channel Buoy 1A	OFF STA	11545	044NC	06/19
34840	Beaufort Harbor Channel Daybeacon 8	STRUCT DEST/TRUB	11547	395NC	36/18
35115	New Jersey Intracoastal Waterway Light 38	STRUCT DEST/TRLB	12324	397DB	34/18
35196	New Jersey Intracoastal Waterway Daybeacon 53	STRUCT DEST/TRLB	12324	067DB	05/18
35245	New Jersey Intracoastal Waterway Daybeacon 65	STRUCT DEST/TRLB	12324	067DB	05/18
35275	New Jersey Intracoastal Waterway Daybeacon 71	STRUCT DEST/TRUB	12324	221DB	17/18
35280	New Jersey Intracoastal Waterway Daybeacon 72	STRUCT DEST/TRLB	12324	067DB	05/18
35295	New Jersey Intracoastal Waterway Daybeacon 76	STRUCT DEST/TRLB	12324	067DB	05/18
35305	New Jersey Intracoastal Waterway Daybeacon 79	STRUCT DEST/TRLB	12324	497DB	48/18
35310	New Jersey Intracoastal Waterway Daybeacon 80	STRUCT DEST/TRLB	12324	079DB	04/16
35340	New Jersey Intracoastal Waterway Daybeacon 87	OFF STA/TRLB	12324	025DB	06/19
35340	New Jersey Intracoastal Waterway Daybeacon 87	STRUCT DEST/TRLB	12324	494DB	47/18
35350	New Jersey Intracoastal Waterway Daybeacon 89	STRUCT DEST/TRLB	12324	504DB	46/17
35365	New Jersey Intracoastal Waterway Daybeacon 94	STRUCT DEST/TRLB	12324	061DB	10/17

35620	New Jersey Intracoastal Waterway Light 153	STRUCT DEST/TRLB	12316	072DB	03/18
35631	New Jersey Intracoastal Waterway Buoy 156A	OFF STA	12316	NONEDB	05/19
35655	New Jersey Intracoastal Waterway Light 163	OFF STA	12316	017DB	05/19
35655	New Jersey Intracoastal Waterway Light 163	STRUCT DEST/TRLB	12316	072DB	03/18
35670	New Jersey Intracoastal Waterway Daybeacon 166	STRUCT DEST/TRLB	12316	260DB	22/18
35975	New Jersey Intracoastal Waterway Buoy 249	MISSING	12316	509DB	50/18
36015	New Jersey Intracoastal Waterway Buoy 265	ADRIFT	12316	499DB	48/18
36015	New Jersey Intracoastal Waterway Buoy 265	MISSING	12316	NONEDB	06/19
36020	New Jersey Intracoastal Waterway Daybeacon 266	STRUCT DEST/HAZ NAV/TRLB	12316	184DB	08/18
36280	New Jersey Intracoastal Waterway Daybeacon 342	STRUCT DEST/TRLB	12316	149DB	17/17
36290	New Jersey Intracoastal Waterway Daybeacon 345	STRUCT DEST/HAZ NAV/TRLB	12316	123DB	08/18
36475	New Jersey Intracoastal Waterway Daybeacon 401	STRUCT DEST/TRLB	12316	150DB	08/18
36690.1	New Jersey Intracoastal Waterway Daybeacon 469A	STRUCT DEST/TRLB	12316	364DB	31/18
36950	Deep Creek Daybeacon 5	DAYMK MISSING	12253	437HR	36/18
37140	Elizabeth River Southern Branch Light 47	STRUCT DEST	12253	587HR	51/18
37375	Great Bridge to Albemarle Sound Daybeacon 36	STRUCT DMGD	12206	582HR	51/18
37525	Great Bridge to Albemarle Sound Light 87	DAYMK MISSING	12206		01/19
37710	Great Bridge to Albemarle Sound Light 143	STRUCT DEST/TRLB	12206	450NC	42/18
37820	Great Bridge to Albemarle Sound Light 173	STRUCT DEST/TRLB	11553	552NC	48/18
38290	Adams Creek Light 1AC	STRUCT DEST/TRLB	11541	411NC	38/18
39223	Bogue Sound - New River Buoy 61A	MISSING	11541	034NC	06/19
39470	New River - Cape Fear River Daybeacon 72	OFF STA/STRUCT DEST/TRUB	11541	077NC	47/17
39855	New River - Cape Fear River Daybeacon 167	STRUCT DEST/TRLB	11534	490NC	46/18
40010	Cape Fear River Channel Lighted Buoy 22	TRLB	11534	372NC	33/18

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
455	Chesapeake Bay Southern Approach Lighted Buoy 9	RELIGHTED	12200	013HR	03/19	06/19
2730	New Castle Range Front Light	RELIGHTED	12311	026DB	06/19	06/19
2735	New Castle Range Rear Light	RELIGHTED	12311	NONEDB	06/19	06/19
5392	Chincoteague Channel Lighted Buoy 27	REBUILT/RECOVERED	12210	NONEHR	06/19	06/19
7110	Chesapeake Channel Lighted Buoy 14	RELIGHTED	12222	586HR	46/18	06/19
8935	Elk River Channel South Range Front Light	RELIGHTED	12274	039MD	05/19	06/19
10180	Long Creek Channel Daybeacon 12	WATCHING PROPERLY	12254	020HR	03/19	06/19
21145	Seagirt Marine Terminal West Channel Lighted Buoy 4	REBUILT/REMAINS	12281	NONED5	06/19	06/19
22540	Pocomoke River Channel Buoy 7	RESET ON STATION	12228	038MD	05/19	06/19
28005	Oregon Inlet Buoy 7	RESET ON STATION	12204	364NC	33/18	06/19
28132	Oregon Inlet Channel Buoy 37A	RESET ON STATION	12204	NONENC	06/19	06/19
28135	Oregon Inlet Channel Buoy 38	RESET ON STATION	12204	NONENC	06/19	06/19
28335	Walter Slough Buoy 8	RESET ON STATION	12204	030NC	05/19	06/19

30185	Masonboro Inlet Lighted Buoy 8	WATCHING PROPERLY	11541	023NC	04/19	06/19
30275	Carolina Beach Inlet Buoy 3	REBUILT/REMAINS	11534	257NC	23/17	06/19
30285	Carolina Beach Inlet Buoy 5	RESET ON STATION	11534	NONENC	40/18	06/19
30720	Cape Fear River Channel Lighted Buoy 39	RELIGHTED	11534	037NC	06/19	06/19
30930	Fourth East Jetty Range Rear Light	RELIGHTED	11537	036NC	06/19	06/19
40445	Cape Fear River - Little River Daybeacon 115	REBUILT/REMAINS	11534	042NC	06/19	06/19

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
87.3	Ocean Wind Met Lighted Buoy B	MISSING	12318	NONEDB	48/18	
803.2	UNCW/CORMP Lighted Data Buoy C	LT IMCH	11539	186NC	17/17	
867	UNC Wilmington Lighted Data Buoy SB	BUOY DMGD/LT EXT	11534	112NC	12/17	
1155	Marshelder Channel Buoy 3	MISSING	12316	250DB	26/16	
1345	Ship Channel Buoy 5	OFF STA	12316	160DB	24/17	
1690	Bidwell Creek Entrance Light 2	LT EXT	12304	NONEAC	37/06	
1960	Fortescue Creek Entrance Buoy 4	OFF STA	12304	NONEDB	17/13	
2035	Lewes Breakwater Front Light	LT EXT	12216	282DB	27/13	
2973	Dupont Chambers Diffuser Warning Lighted Buoy A	MISSING	12311	506DB	50/18	
3153	Marcus Hook Lighted Research Buoy C	MISSING	12312	332DB	45/17	
3503	Eagle Point Range Lighted Research Buoy B	MISSING	12313	338DB	45/17	
3778	Tri-County Water Intake Lighted Buoy S	LT EXT	12314	279DB	25/18	
4346	Upper Delaware River Pipeline Outfall Buoy	MISSING	12314	129DB	18/12	
4875	Thorofare Channel Buoy 3	SINKING	12211	029DB	05/16	
5180	Chincoteague Bay State Boundary Line Buoy E	DAYMK IMCH	12211	430HR	46/12	
5190	Chincoteague Bay State Boundary Line Buoy G	DAYMK IMCH	12211	432HR	46/12	
5265	George Island Channel Daybeacon 8	DAYMK IMCH	12211	346HR	38/12	
5453	Coards Marsh Sanctuary Daybeacon A	STRUCT DEST	12211	433HR	46/12	
5453.1	Coards Marsh Sanctuary Daybeacon B	STRUCT DEST	12211	434HR	46/12	
5453.2	Coards Marsh Sanctuary Daybeacon C	STRUCT DEST	12211	435HR	46/12	
5457	Greenbackville Sanctuary Daybeacon A	STRUCT DEST	12211	476HR	43/11	
5457.1	Greenbackville Sanctuary Daybeacon B	DAYMK MISSING	12211	477HR	43/11	
7837	UMCES Lighted Data Buoy CBB	OFF STA	12282	176MD	16/16	
7850	Bay Bridge Marina Light 3	LT IMCH	12270	NONEMD	50/18	
7855	Bay Bridge Marina Light 4	LT IMCH	12270	NONEMD	50/18	
7865	Bay Bridge Marina Light 6	LT IMCH	12270	NONEMD	50/18	
7875	Bay Bridge Marina Light 8	LT IMCH	12270	NONEMD	50/18	
8975	Turkey Point Light	LT EXT	12274	026MD	04/19	
9853	Elizabeth River Town Point Reach No Wake Buoy A	MISSING	12253	440HR	35/14	
9854	Hospital Point No Wake Buoy	MISSING	12253	441HR	36/18	
9897	Elizabeth River Town Point Reach No Wake Buoy B	MISSING	12253	442HR	33/18	
9935	Elizabeth River Town Point Reach No Wake Buoy C	MISSING	12253	443HR	33/18	
9940	Norfolk Waterside Pier Light	LT EXT	12253	004HR	02/18	
10125	Lynnhaven Roads Fishing Pier Lights (2)	MISSING	12254	319HR	31/13	
10157.01	Crab Creek Entrance Buoy 3CC	OFF STA	12254	131HR	19/17	
10157.12	Crab Creek Buoy 12	OFF STA	12254	065HR	10/17	
10186	Lynnhaven River Daybeacon 1LR	STRUCT DEST	12254	080HR	08/15	
10225	Lynnhaven River Western Branch Buoy 10	OFF STA	12254	362HR	47/17	

10310	Lynnhaven River Western Branch Daybeacon 27	STRUCT DMGD	12222	096HR	15/17
10315	Lynnhaven River Western Branch Daybeacon 28	STRUCT DMGD	12222	097HR	15/17
10332.8	Lynnhaven River Eastern Branch Daybeacon 12	DAYMK MISSING	12222	432HR	51/16
10334	Lynnhaven River Eastern Branch Daybeacon 27	DAYMK MISSING	12222	162HR	23/16
10762.03	Lafayette River Northern Branch Daybeacon 3	DAYMK MISSING	12245	251HR	26/14
10762.04	Lafayette River Northern Branch Daybeacon 4	DAYMK MISSING	12245	NONEHR	33/17
10762.05	Lafayette River Northern Branch Daybeacon 5	DAYMK MISSING	12245	262HR	33/17
10762.1	Lafayette River Northern Branch Daybeacon 12	DAYMK MISSING	12245	252HR	26/14
10962	Hampton River Channel Buoy 22	DAYMK DMGD	12245	NONEHR	16/16
12645	James River Bermuda 100 Light A	LT EXT	12252	369HR	28/18
12692	James River Lighted Data Buoy A	OFF STA	12252	135HR	07/16
12692.1	James River Lighted Data Buoy B	OFF STA	12252	137HR	07/16
12957	Back River South Channel Junction Daybeacon B	STRUCT DEST	12238	315HR	22/18
12970	Dandy Haven Marina Entrance Daybeacon 3	DAYMK IMCH	12222	086HR	14/17
13045	Harris River Approach Daybeacon 2	DAYMK IMCH/STRUCT DMGD	12238	087HR	14/17
13050	Harris River Approach Daybeacon 3	DAYMK MISSING	12238	036HR	06/12
13055	Harris River Approach Daybeacon 4	DAYMK IMCH	12238	088HR	14/17
13065	Harris River Approach Daybeacon 6	OFF STA/DAYMK DMGD	12238	037HR	06/12
13070	Harris River Approach Daybeacon 8	DAYMK MISSING	12238	089HR	14/17
13583	VIMS Gloucester Point Lighted Data Buoy A	MISSING	12241	113HR	17/17
13635	Wormley Creek Marina Buoy 2	DAYMK IMCH	12238	378HR	29/18
13960	Croaker Landing Daybeacon 1	STRUCT DEST	12243	232HR	11/18
13965	Croaker Landing Daybeacon 2	STRUCT DEST	12243	233HR	11/18
14405	Green Mansion Cove Daybeacon 2	DAYMK IMCH	12238	285HR	38/17
14935	Windmill Point Marina Light 2	DAYMK DMGD	12235	240HR	29/17
14940	Windmill Point Marina Light 3	LT EXT	12235	348HR	23/12
15005	Broad Creek Northern Branch Daybeacon 1N	DAYMK DMGD	12235	234HR	24/13
15025	Broad Creek Northern Branch Daybeacon 7	DAYMK DMGD	12235	241HR	29/17
15035	Broad Creek Northern Branch Daybeacon 9	DAYMK MISSING	12235	242HR	29/17
15050	Broad Creek Northern Branch Daybeacon 12	DAYMK MISSING	12235	431HR	49/14
16275	Buzzards Point Daybeacon 3	DAYMK DMGD	12235	390HR	26/15
16555	Lake Conoy Warning Daybeacon A	MISSING	12233	251MD	19/10
18793.1	Tanner Creek Warning Daybeacon A	DAYMK MISSING	12233	179MD	23/13
18793.3	Tanner Creek Daybeacon 2	DAYMK DMGD	12233	196MD	08/18
18793.6	Tanner Creek Warning Daybeacon B	DAYMK MISSING	12233	197MD	08/18
19277	Chalk Point Cable Crossing Tower Light 29	LT EXT	12264	431MD	32/18
19278	Chalk Point Power Light 30	LT EXT	12264	432MD	32/18
19279	Chalk Point Tower Light C	LT EXT	12264	430MD	32/18
19280	Chalk Point Tower Light D	LT EXT	12264	428MD	32/18
19613	South River Warning Buoy B	MISSING	12270	NONEMD	39/18
20735	HAW Generating Plant Channel Buoy 2	MISSING	12278	486MD	37/18
20750	HAW Generating Plant Channel Buoy 5	ADRIFT	12278	240MD	23/18
20930	Hess Lighted Mooring Buoy	LT EXT	12281	368MD	27/18
20990	CSX Ore Pier Obstruction Light D	LT EXT	12278	369MD	27/18
22095	Onancock Creek -South Branch Buoy 1	OFF STA	12228	292MD	30/08

22430	Pocomoke Sound State Boundary Line Daybeacon H	STRUCT DEST/TRUB	12228	165MD	13/15
22440	Pocomoke Sound State Boundary Line Daybeacon K	STRUCT DEST/TRUB	12228	NONEMD	31/15
22865	Jenkins Creek Daybeacon 3	STRUCT DEST	12231	023MD	04/19
22880	Jenkins Creek Daybeacon 7	STRUCT DEST/TRUB	12231	130MD	20/17
26250	Philpots Island Buoy 4	OFF STA/TRUB	12270	453MD	34/18
26255	Philpots Island Buoy 6	OFF STA/TRUB	12270	447MD	34/18
26700	Davis Creek Entrance Daybeacon 2	STRUCT DMGD	12272	321MD	44/17
27896	Elk River - Welch Point Buoy 2	OFF STA	12277	531MD	43/18
27896.01	Elk River - Welch Point Buoy 4	OFF STA	12277	531MD	44/18
28552	Shallowbag Bay Warning Light A	DAYMK MISSING	12205	582NC	47/17
28553	ShallowBag Bay Warning Light D	DAYMK MISSING	12205	583NC	47/17
29273	Shell Point Channel Daybeacon 2	DAYMK MISSING	11545	413NC	39/18
29273.1	Shell Point Channel Daybeacon 3	DAYMK MISSING	11545	413NC	39/18
29273.3	Shell Point Channel Daybeacon 6	STRUCT DEST	11545	413NC	39/18
30477	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
30905	Wilmington Marine Center Daybeacon 6	DAYMK DMGD	11537	NONENC	05/16
30910	Wilmington Marine Center Daybeacon 7	DAYMK DMGD	11537	NONENC	05/16
31060	Shallotte Inlet Buoy 2	MISSING	11534	005NC	01/14
31087	Shallotte Inlet Buoy 9	MISSING	11534	317NC	23/13
31270	Southern Shores Daybeacon 1	DAYMK DMGD	12204	NONENC	26/17
31275	Southern Shores Daybeacon 2	DAYMK IMCH	12204	NONENC	30/17
31305	Southern Shores Junction Daybeacon JG	STRUCT DEST	12204	NONENC	30/17
31315	Southern Shores Daybeacon 10	STRUCT DEST	12204	NONENC	30/17
31350	Colington Harbor Entrance Daybeacon 3	STRUCT DEST	12205	NONENC	30/17
31416.5	Whitehall Shores Channel Daybeacon 2	DAYMK MISSING	12206	585NC	47/17
31419.6	Whitehall Shores West Channel Daybeacon 1	DAYMK MISSING	12206	584NC	47/17
32725.16	Swanquarter PPA Warning Daybeacon R	STRUCT DEST	11548	424NC	33/16
32725.23	Swanquarter PPA Warning Daybeacon X	STRUCT DEST	11548	089NC	09/16
32725.24	Swanquarter PPA Warning Daybeacon Y	STRUCT DEST	11548	NONENC	09/16
33427.5	Swan Point Warning Daybeacon B	DAYMK MISSING	11552	177NC	12/15
33428	Swan Point Warning Light C	DAYMK MISSING	11552	178NC	12/15
33428.5	Swan Point Warning Daybeacon D	DAYMK MISSING	11552	179NC	12/15
33597	Neuse River UNC Lighted Data Buoy A	MISSING	11544	447NC	35/16
35230	Manahawkin Bay Lower Warning Light	LT EXT	12324	371DB	32/13
35780	Absecon Waterway Upper Pier Light	LT IMCH	12316	521DB	38/14
35785	Absecon Waterway Lower Pier Light	LT IMCH	12316	522DB	38/14
36777.3	Cape May Village Daybeacon 4	STRUCT DEST	12316	556DB	41/15
38535	Triple S. Marina Daybeacon 1	STRUCT DEST	11547	200NC	18/17
39621.4	Bradley Creek Daybeacon 4	DAYMK MISSING	11541	391NC	32/17
39621.9	Bradley Creek Light 9	LT IMCH	11541	414NC	34/17
39623.3	Bradley Creek Light 14	DAYMK IMCH	11541	487NC	40/17
40017	Cape Fear River Warning Light A	LT EXT	11534	045NC	06/17
	Asquith Creek Daybeacon 6	DAYMK IMCH	12282	520MD	45/14
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Big Timber Creek Buoy 12	OFF STA	12313	428DB	38/18
	Broad Creek Daybeacon 17 Eastern Branch Elizabeth R	STRUCT DEST	12253	377HR	50/17
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Colington Harbor Entrance Light 5	DAYMK DMGD	12205	290NC	26/17
	Colington Harbor Entrance Light 6	DAYMK DMGD	12205	NONENC	30/17
	Fox Hill Channel Daybeacon 4	DAYMK DMGD	12238	173HR	23/12
	Fox Hill Channel Daybeacon 6	STRUCT DEST	12238	174HR	23/12
	Gosnold Hope Channel Daybeacon 2	STRUCT DEST	12222	NONEHR	07/18

Gosnold Hope Channel Daybeacon 6	STRUCT DEST	12222	242HR	12/18
Greenhill Cove Buoy 1 / 5102NAV1	OFF STA	12278	381MD	27/18
Hambleton Cove Daybeacon 1	STRUCT DEST	12270	324MD	22/18
Hambleton Cove Daybeacon 3	STRUCT DEST	12270	325MD	22/18
Harris River Approach Daybeacon 10	DAYMK DMGD	12238	NONEHR	05/12
Indian River Bay Shellfish Excl. Buoy	MISSING	12216	NONEAC	08/12
Jean Guite Creek Daybeacon 1	STRUCT DEST	12205	NONENC	33/17
Jean Guite Creek Daybeacon 2	DAYMK IMCH	12205	NONENC	33/17
John's Creek Buoy 10	OFF STA	12270	385MD	28/18
John's Creek Buoy 12	OFF STA	12270	386MD	28/18
John's Creek Buoy 3	LT IMCH	12270	318HR	37/16
Mike's Crab House Pier Light B (South River)	LT EXT	12270	370MD	27/18
Parkinson Oyster Reef Warning Daybeacon A	DAYMK MISSING	12264	NONEMD	36/18
Parkinson Oyster Reef Warning Daybeacon B	DAYMK MISSING	12264	NONEMD	36/18
Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
Shark Riv Is Ch By 1	MISSING		215DB	22/16
Shark River Light 5	LT EXT		395DB	28/15
Tanners Creek Daybeacon 1 TC	DAYMK MISSING	12245	496HR	42/18
Tanners Creek Daybeacon 2	DAYMK MISSING	12245	496HR	42/18
Tanners Creek Daybeacon 3	DAYMK MISSING	12245	496HR	42/18
Tanners Creek Daybeacon 4	DAYMK MISSING	12245	496HR	42/18
Tanners Creek Junction Daybeacon AB	DAYMK MISSING	12245	496HR	42/18
Taylor Creek Daybeacon 3	STRUCT DEST/TRUB		228HR	11/18
Taylor Crk Dbn 3	STRUCT DEST/HAZ NAV	12226	204HR	09/18
VIMS Clay Bank Lighted Data Buoy A	MISSING	12243	NONEHR	14/14
VIMS Clay Bank Lighted Data Buoy B	MISSING	12243	NONEHR	14/14
VIMS Clay Bank Lighted Data Buoy C	MISSING	12241	NONEHR	14/14
VIMS Outfall Pipe Warning Buoy A	MISSING	12241	114HR	17/17
Vims Water Qual Monitor Device (3)	MISSING		NONEHR	14/14
Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05
Waterview Seafood Warning Daybeacon A	DAYMK MISSING	12221	300HR	39/17

DISCREPANCIES (PRIVATE AIDS) CORRECTED

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

None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

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

TEMPORARY CHANGES

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

14835	Queens Creek Channel Buoy 3	DISCONTINUED FOR DREDGING	12235	005D5	02/19
14845	Queens Creek Channel Buoy 6	DISCONTINUED FOR DREDGING	12235	005D5	02/19
14850	Queens Creek Channel Buoy 8	DISCONTINUED FOR DREDGING	12235	005D5	02/19
21664	Nassawadox Creek Warning Daybeacon G	DISCONTINUED	12226	570D5	52/18
21665	Nassawadox Creek Warning Buoy H	DISCONTINUED	12226	570D5	52/18
21666	Nassawadox Creek Warning Buoy I	DISCONTINUED	12226	570D5	52/18
23510	Lower Thorofare Channel Light 6	TRDBN	12231	096D5	11/16
28300	Old House Channel Light 16OH	DISCONTINUED FOR DREDGING	12204	479D5	43/18
28765	Hatteras Inlet Channel Light 19	TRLB	11555	481D5	49/18
28765.1	Hatteras Inlet Channel Buoy 19A	DISCONTINUED FOR DREDGING	11555	164D5	14/18
28775	Hatteras Inlet Channel Daybeacon 23	DISCONTINUED FOR DREDGING	11555	481D5	43/18
28787	Hatteras Inlet Channel Buoy 24A	DISCONTINUED FOR DREDGING	11555	481D5	43/18
28800	Hatteras Inlet Channel Daybeacon 27	DISCONTINUED FOR DREDGING	11555	481D5	43/18
28807	Hatteras Harbor Daybeacon 2	DISCONTINUED FOR DREDGING	11555	481D5	43/18
28815	Rollinson Channel Light 30	DISCONTINUED FOR DREDGING	11555	480D5	43/18
28817	Rollinson Channel Daybeacon 31	TRUB	11555	075D5	07/18
29245	Barden Inlet Light 26	TRDBN	11545	503D5	32/17
29247	Barden Inlet Buoy 27	DISCONTINUED	11545	503D5	32/17
29250	Barden Inlet Buoy 28	DISCONTINUED	11545	503D5	32/17
29253	Barden Inlet Buoy 30	DISCONTINUED	11545	503D5	32/17
29257	Barden Inlet Buoy 31	DISCONTINUED	11545	503D5	32/17
29260	Barden Inlet Light 32	TRDBN	11545	503D5	32/17
29263	Barden Inlet Buoy 33	DISCONTINUED	11545	503D5	32/17
29270	Barden Inlet Light 35	TRDBN	11545	503D5	32/17
29387	Beaufort Inlet Channel Lighted Buoy 16	RELOCATED FOR DREDGING	11547	028D5	05/19
29388	Beaufort Inlet Channel Lighted Buoy 16A	RELOCATED FOR DREDGING	11547	028D5	05/19
30035	New Topsail Inlet Buoy 10	DISCONTINUED	11541	502D5	45/18
30037	New Topsail Inlet Buoy 11	DISCONTINUED	11541	502D5	45/18
30040	New Topsail Inlet Buoy 12	DISCONTINUED	11541	502D5	45/18
30047	New Topsail Inlet Buoy 14	DISCONTINUED	11541	502D5	45/18
30048.02	Banks Slough Channel Buoy 3	DISCONTINUED	11541	502D5	45/18
30048.04	Banks Slough Channel Buoy 4	DISCONTINUED	11541	502D5	45/18
30048.08	Banks Slough Channel Buoy 7	DISCONTINUED	11541	502D5	45/18
30140.02	Old Topsail Creek Buoy 2	DISCONTINUED	11541	497D5	44/18
30140.04	Old Topsail Creek Buoy 4	DISCONTINUED	11541	497D5	44/18
30140.05	Old Topsail Creek Buoy 5	DISCONTINUED	11541	497D5	44/18
30140.06	Old Topsail Creek Buoy 6	DISCONTINUED	11541	497D5	44/18
30140.07	Old Topsail Creek Buoy 6A	DISCONTINUED	11541	497D5	44/18
30140.08	Old Topsail Creek Buoy 7	DISCONTINUED	11541	497D5	44/18

30140.09	Old Topsail Creek Buoy 8	DISCONTINUED	11541	497D5	44/18
30140.1	Old Topsail Creek Buoy 10	DISCONTINUED	11541	497D5	44/18
30140.11	Old Topsail Creek Buoy 11	DISCONTINUED	11541	497D5	44/18
30140.12	Old Topsail Creek Buoy 12	DISCONTINUED	11541	497D5	44/18
30140.13	Old Topsail Creek Buoy 13	DISCONTINUED	11541	497D5	44/18
30140.14	Old Topsail Creek Buoy 14	DISCONTINUED	11541	497D5	44/18
30140.15	Old Topsail Creek Buoy 15	DISCONTINUED	11541	497D5	44/18
30140.16	Old Topsail Creek Buoy 16	DISCONTINUED	11541	497D5	44/18
30140.17	Old Topsail Creek Buoy 17	DISCONTINUED	11541	497D5	44/18
30140.25	Old Topsail Creek Buoy 12A	DISCONTINUED	11541	497D5	44/18
30175	Masonboro Inlet Lighted Buoy 6	DISCONTINUED FOR DREDGING	11541	081D5	08/18
30180	Masonboro Inlet Buoy 7	RELOCATED FOR DREDGING	11541	081D5	08/18
30355	Cape Fear River Entrance Channel Lighted Buoy 9	RELOCATED FOR DREDGING	11534	267D5	21/18
30360	Cape Fear River Entrance Channel Lighted Buoy 10	RELOCATED FOR DREDGING	11534	267D5	21/18
31020	Lockwoods Folly Inlet Buoy 3	DISCONTINUED	11534	304D5	18/17
31025	Lockwoods Folly Inlet Buoy 4	DISCONTINUED	11534	240D5	17/17
31027	Lockwoods Folly Inlet Buoy 5	DISCONTINUED	11534	313D5	19/17
31040	Lockwoods Folly Inlet Buoy 8	DISCONTINUED	11534	304D5	18/17
31045	Lockwoods Folly Inlet Buoy 10	DISCONTINUED	11534	304D5	18/17
31047	Lockwoods Folly Inlet Buoy 12	DISCONTINUED	11534	121D5	09/17
38820	Peletier Creek Entrance Channel Daybeacon 1	Other	11541	556D5	51/18
38825	Peletier Creek Entrance Channel Buoy 2	DISCONTINUED	11541	556D5	51/18
38830	Peletier Creek Entrance Channel Daybeacon 3	DISCONTINUED	11541	556D5	51/18
38833	Peletier Creek Entrance Channel Buoy 4	DISCONTINUED	11541	556D5	51/18
38835	Peletier Creek Entrance Channel Daybeacon 5	Other	11541	556D5	51/18
	Hoskins Creek Range Rear Light	ESTABLISHED	12237	NONED5	25/18
	Hoskins Creek Range Rear Passing Light	ESTABLISHED	12237	318D5	25/18
	Teaches Hole Channel Lighted Buoy 20	DISCONTINUED	11550	173D5	14/15

TEMPORARY CHANGES CORRECTED

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

None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
------	--------	----------	----------	--------	---------

None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

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

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
		Green can				
Corrective Action		Object of Corrective Action			Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

11534	39th Ed.	01-NOV-15	Last LNM: 34/18	NAD 83		06/19
<i>Chart Title: Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek</i>						
CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A						
RELOCATE	Cape Fear River - Little River Light 48A				CGD05 from 33-55-13.061N to 33-55-12.901N	078-14-33.679W 078-14-33.107W

12278	79th Ed.	01-MAY-14	Last LNM: 22/17	NAD 83		06/19
<i>Chart Title: Chesapeake Bay Approaches to Baltimore Harbor</i>						
CHART MD- CHESAPEAKE BAY APPROACHES TO BALTIMORE. Page/Side: N/A						
RELOCATE	Curtis Creek Buoy 14				CGD05 from 39-12-20.388N to 39-12-20.388N	076-34-52.874W 076-34-52.874W
RELOCATE	Marine Pier Channel Buoy 3				CGD05 from 39-12-49.989N to 39-12-50.259N	076-30-39.464W 076-30-39.450W

12281	57th Ed.	01-NOV-18	Last LNM: 49/18	NAD 83		06/19
<i>Chart Title: Baltimore Harbor</i>						
Main Panel 640 BALTIMORE HARBOR - -. Page/Side: -						
RELOCATE	Curtis Creek Buoy 14				CGD05 from 39-12-20.388N to 39-12-20.388N	076-34-52.874W 076-34-52.874W
RELOCATE	Marine Pier Channel Buoy 3				CGD05 from 39-12-49.989N to 39-12-50.259N	076-30-39.464W 076-30-39.450W

SECTION V - ADVANCE NOTICES

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

SUMMARY OF ADVANCED APPROVED PROJECTS

Approved Project(s)

None

Project Date

Ref. LNM

Advance Notice(s)

****NJ – INTRACOASTAL WATERWAY SANDY HOOK TO LITTLE EGG HARBOR – SEASONAL RELIEF SCHEDULE****

During the first week of March, the Coast Guard will modify the seasonal relief schedule for the following aids in the New Jersey Intracoastal Waterway. The following aids will be "Removed when endangered by ice." during winter months.

New Jersey Intracoastal Waterway Buoy 46 (LLNR 35167)

New Jersey Intracoastal Waterway Buoy 101 (LLNR 35395)

New Jersey Intracoastal Waterway Buoy 102 (LLNR 35400)

Charts: 12316 12324

LNM: 06/19

******MD – CHESAPEAKE BAY – KENT ISLAND NARROWS – AIDS TO NAVIGATION CHANGES******

Following dredging of Kent Island Narrows North Channel, on or about February 24, 2019, the Coast Guard will make the following changes to the aids to navigation in the area.

Discontinue – Kent Island Narrows North Approach Lighted Buoy 3 (LLNR 26417).

Change - Kent Island Narrows North Approach Light 4 (LLNR 26420) to Kent Island North Approach Light 3 with a flashing 4 second green light, 4NM range with SG dayboards.

Change - Kent Island Narrows North Approach Warning Daybeacon (LLNR 26425) to Kent Island Narrows North Approach Light 4 with a flashing 4 second red light, 4NM range with TR dayboards.

Discontinue Kent Island Narrows North Approach Buoy 6A (LL 26437).

Chart 12272

LNM: 06/19

******MD – APPROACHES TO BALTIMORE HARBOR – SPARROWS POINT CHANNEL – AIDS TO NAVIGATION CHANGES******

THIS PROJECT HAS BEEN DELAYED INDEFINITELY. AN ADVANCE NOTICE WILL RUN AGAIN WHEN THE PROJECT IS RESCHEDULED.

The Coast Guard will replace three unlighted buoys in Sparrows Point Channel and with lighted buoys.

Change Sparrows Point Channel Buoy 3 (LLNR 20565) to Sparrows Point Channel Lighted Buoy 3 (LLNR 20565) with a flashing 2.5 second Green Light with a 4nm nominal range.

Change Sparrows Point Channel Buoy 7 (LLNR 20585) to Sparrows Point Channel lighted Buoy 7 (LLNR 20585) with a flashing 2.5 second Green Light with a 4nm nominal range.

Change Sparrows Point Channel Buoy 10 (LLNR 20595) to Sparrows Point Channel Lighted Buoy 10 (LLNR 20595) with a flashing 4 second Red Light with 4nm nominal range.

Chart 12278

LNM: 04/19

******NC – NEUSE RIVER – TRENT RIVER – AID TO NAVIGATION CHANGE******

Due to significant shoaling near missing Trent River Daybeacon 20 (LLNR 34315), the Coast Guard will convert to Trent River Buoy 20 (LLNR 34595) during the first week of April.

Chart 11552

LNM: 06/19

******NC - BEAUFORT INLET AND SOUTHERN CORE SOUND – CORE SOUND – AID TO NAVIGATION CHANGE******

Due to significant shoaling near Oyster Creek Daybeacon 3 (LLNR 34595), the Coast Guard will convert to Oyster Creek Buoy 3 (LLNR 34595) during the first week of April 2019.

Charts: 11544 11548 11550

LNM: 06/19

SECTION VI - PROPOSED CHANGES

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

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

Proposed Project(s)

None

Closing

Docket No.

Ref. LNM

Proposed Change Notice(s)

COAST GUARD POLICY ON NOTIFICATION OF PROPOSED CHANGES

Periodically, the Coast Guard, evaluates the system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aid is considered. In this regard, the Coast Guard is evaluating changes in aids to navigation as noted in the below articles. Users can provide feedback by filling out the District 5 Waterway Proposals data/feedback form, located at the NAVCEN D5 LNM website:

https://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf

This section also includes Public Notices for proposed changes to the bridges within the Fifth Coast Guard with a request for comments as indicated.

LNM: 41/11

VA – OCEAN CITY INLET TO CAPE HATTERAS – RUDEE INLET – PROPOSED CHANGE

The Coast Guard is proposing reducing the nominal from 6nm to 5nm for Rudee Inlet Jetty Light 4 (LL 505). This change will allow for consistent nominal ranges with the two-lighted buoys marking Rudee Inlet. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at

http://www.navcen.uscg.gov/pdf/Inms/D05%20LNM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf .

All comments will be carefully considered and are requested prior to February 11, 2019 to be considered in the analysis. Refer to project number 05-19-014(D)

Send comments to albert.l.grimes@uscg.mil or CGD5Waterways@uscg.mil, or

U.S. Coast Guard Fifth District

Waterways Management (dpw)

Attn: Mr. Albert Grimes
431 Crawford Street
Portsmouth, VA 23704

Charts: 12205 12207 12208 12221

LNLM: 51/18

******NC – CORE SOUND – WAINWRIGHT SLOUGH – DISCONTINUANCE OF AIDS TO NAVIGATION******

Due to significant shoaling in Wainwright Slough, the Coast Guard is proposing to permanently discontinue the following aids to navigation. The Coast Guard will continue to monitor waterway and review USACE surveys, with possible remarking if water depths provide safe accessibility throughout the waterway.

Core Sound Warning Light CS (LLNR 34325)

Core Sound Warning Light AA (LLNR 34330)

Core Sound Buoy 3A (LLNR 34335)

Core Sound Buoy 4 (LLNR 34340)

Core Sound Buoy 4A (34343)

Core Sound Warning Light BB (LLNR 34345)

Core Sound Buoy 5A (LLNR 34349)

Core Sound Warning Daybeacon CC (LLNR 34350)

Core Sound Warning Daybeacon DD (LLNR 34355)

Core Sound Lighted Buoy 7 (LLNR 34360)

Core Sound Warning Light EE (LLNR 34365)

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at http://www.navcen.uscg.gov/pdf/Inms/D05%20LNLM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to April 1, 2019 to be considered in the analysis. Refer to project number 05-19-013(D)

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

U.S. Coast Guard Fifth District

Waterways Management (dpw)

431 Crawford Street, Room 100

Portsmouth, VA 23704

Attn: Ethan Coble

Portsmouth, VA 23704

Chart 11545

LNLM: 06/19

******NC – CAPE FEAR RIVER – SUNNY POINT TERMINAL SOUTH ENTRANCE – AID TO NAVIGATION CHANGE******

The Coast Guard is proposing replacing Sunny Point Terminal South Entrance Lighted Buoy 1S (LLNR 30565) and Sunny Point Terminal South Entrance Lighted Buoy 2S (LLNR 30570) with a preferred channel buoy Sunny Point Terminal Lighted Junction Buoy SP (LLNR 30570).

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at http://www.navcen.uscg.gov/pdf/Inms/D05%20LNLM%202015%20Special%20Notice_Waterway_Proposal%20Feedback%20Form.pdf.

All comments will be carefully considered and are requested prior to 1 April 2019 to be considered in the analysis. Refer to project number 05-19-016(D)

Send comments to ethan.j.coble@uscg.mil or CGD5Waterways@uscg.mil, or

U.S. Coast Guard Fifth District

Waterways Management (dpw)

Attn: Mr. Ethan Coble

431 Crawford Street

Portsmouth, VA 23704

Charts: 11534 11537

LNLM: 06/19

SECTION VII - GENERAL

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

VA - ATLANTIC OCEAN - WALLOPS ISLAND ROCKET LAUNCHES

Rocket launches are regularly scheduled in the vicinity of Wallops Island, VA, Danger Zone 334.130. Prior to these launches, visual signals will be displayed consisting of either a large orange-colored, "blimp-shaped" balloon by day or a rotating alternately red and white beacon by night. The balloon will be flown from a position at 37-50-38N, 75-28-47W and the beacon will be displayed approximately 200 feet above mean high water in position 37-50-16N, 75-29-07W. While the warning signal is displayed, all persons and vessels in the Danger Zone, except vessels entering or departing Chincoteague Inlet, shall leave the zone promptly by the shortest possible route and remain outside the zone until allowed by a patrol boat to enter or the danger signal has been discontinued. Vessels entering or departing Chincoteague Inlet must take the shortest route possible upon display of the danger signal. The Danger Zone is depicted on navigational charts 12210 and 12211 with corner points starting in the vicinity of Assawoman Inlet and proceeding southerly to position 37-43-20N, 075-29-41W; thence northeasterly to a point in the vicinity of Chincoteague Shoals; thence westerly back to Wallops Island shoreline.

Charts: 12210 12211

LNLM: 04/17

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

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

Charts: 12222 12254

LNLM: 19/16

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

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

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

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

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

Charts: 12200 12205 12221 12222 12245 12254

LNLM: 01/16

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

The U.S. Navy has established four permanent mine warfare training fields within the Virginia Capes Operating Areas. The bounding coordinates for each field are as follow:

AREA A: 37-09.0N 075-31.0W, 37-09.0N 075-34.7W, 37-12.0N 075-31.0W, 37-12.0N 075-34.7W.

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

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

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

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

Chart 12200

LNLM: 01/16

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

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

Charts: 12205 12207 12221

LNLM: 13/16

DREDGING AND MARINE CONSTRUCTION CAUTIONS

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

LNLM: 01/16

NOAA ELECTRONIC NAVIGATIONAL CHART (ENC) FOR NAVIGATION IN U.S. WATERS

NOAA recommends that mariners take advantage of the most recent chart updates by using the NOAA Electronic Navigational Chart (ENC) for navigation in U.S. waters. ENCs provide the most up to date information, whereas paper and raster nautical chart updates may be up to one month behind the corresponding ENC coverage. Over the next few years, mariners will see continued improvement in the extent and detail of ENC

NOAA ELECTRONIC NAVIGATIONAL CHART (ENC) FOR NAVIGATION IN U.S. WATERS

coverage, while there will be a reduction in RNC and paper chart coverage and service. ENC's will include routine changes between editions that are not published through notices to mariners. One significant change to the RNC and paper charts will be the removal of controlling (minimum) depth information from many maintained channels. Controlling channel depths will still be provided on ENC's. Comments or concerns can be addressed through ASSIST, NOAA's Nautical Inquiry and Comment System. <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

LNM: 50/18

PA – NJ – DELAWARE RIVER – THOMPSON POINT - SEDIMENT CORING

Ramboll Company will be conducting sediment coring in the Delaware River near Thompson's Point (former Dupont Repauno Site) Gibbstown, NJ from 7 Jan to 28 Feb 2019. The vessel SHERWATER and a barge mounted drill rig will be on the site and may be contacted on VHF-FM 68 and 72. Contact Laura George at 215-523-5603 for more information.

Chart 12312

LNM: 02/19

******PA -NJ – DELAWARE RIVER – MARCUS HOOK - TINICUM RANGES – ROCK BLASTING – DREDGING******

Great Lakes Dredge & Dock Company will be conducting drilling, rock blasting, and dredging operations in the Delaware River within the Marcus Hook and Tinicum Ranges. Operations will be conducted from February 10, 2019 through March 15, 2019. A safety zone will be in effect for all navigable waters of the Delaware River within 500 yards of vessels and machinery performing rock blasting, rock removal, and dredging operations. The operator of any vessel requesting to transit through the safety zone shall proceed as directed by the drill boat APACHE, the dredges TEXAS and NEW YORK, or the designated representative of the Captain of the Port and must operate at the minimum safe speed necessary to maintain steerage and reduce wake.

No vessel may transit through the safety zone during times of explosive detonation. The drill boat APACHE will make broadcasts via VHF-FM Channel 13 and 16, at 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation on VHF-FM Channel 16. After every explosive detonation, a survey will be conducted to ensure the navigational channel is clear for vessels to transit. APACHE will broadcast, via VHF-FM 13 and 16, when survey is complete and the channel is clear to traffic. For safe passing arrangements, contact drill boat APACHE on VHF-FM channel 13. If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Situation Unit Controller at (215) 271-4807.

Chart 12312

LNM: 06/19

PA – DELAWARE RIVER – SCHUYLKILL RIVER – SCIENTIFIC BUOYS

Veolia Energy North America is deploying 9 scientific buoys in the Schuylkill River, Philadelphia, PA for a thermal modelling study until 30 April 2019. All the buoys will be yellow barrel-type buoys, 60" in length and 12" in diameter with yellow lights flashing 30 times per minute. 8 buoys are located in the following approximate positions between the University Avenue Bridge and the South Street Bridge.

39.946901, 75.186842

39.944551, 75.190677

39.94435, 75.190349

39.944149, 75.190021

39.942757, 75.193016

39.942514, 75.192811

39.94227, 75.192605

39.942557, 75.196720

One additional buoy is near the mouth of the Schuylkill, south of the channel in approximate position 39.893066, 75.200191. For questions or more information, contact Brian Sullivan, 484-374-8310 or Richard Kling, 484-363-1082.

Chart 12313

LNM: 42/18

MD – CHESAPEAKE BAY – OFFSHORE – CHESAPEAKE BEACH

The Naval Research Laboratory (NRL) will be running exercises in the Chesapeake Bay off shore of NRL's Chesapeake Bay Detachment (CBD) during daylight hours in Jan and Feb 2019. The research vessel SEA FIGHTER will be in the area. Contact Duane Burchick at 202-404-7674 for more information or questions.

Chart 12266

LNM: 03/19

MD – CHESAPEAKE BAY – TRED AVON RIVER – HARRIS CREEK - OYSTER REEFS

The U.S. Army Corps of Engineers and Maryland Department of Natural Resources have placed rock and shell on the bottom at sites to restore Oyster Reef Habitat in the Tred Avon River in Talbot County, MD. In those areas, water depths are between 1 ft to 2 ft shallower than what is currently shown on NOAA nautical charts. More information including maps and site coordinates may be obtained from <http://www.nab.usace.army.mil/Missions/Environmental/Oyster-Restoration/> or the USACE Project Manager at 410-962-7440. Please also see Enclosure 5.

Chart 12266

LNM: 42/18

******MD – CHESAPEAKE BAY – LOVE POINT – ARTIFICIAL REEF DEPLOYMENT******

The Maryland Artificial Reef Initiative will be deploying concrete material at the Love Point artificial reef site for one day on or after 4 Feb, 2019, weather permitting. The material will be deployed via crane at or near 39 03.980' N, 76 17.415' W, approximately two miles NNE of Love Point near the mouth of the Chester River. On the day of deployment, a tugboat and barges carrying a crane and concrete will be spudded down at the site from 07:00 to 18:00. The Maryland DNR Artificial Reef Coordinator will be on site monitoring the deployment, and can be reached at Michael.Malpezzi@maryland.gov for questions.

Chart 12266

LNM: 06/19

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – BEAR CREEK – OVERHEAD**

******MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – PATAPSCO RIVER – BEAR CREEK – OVERHEAD TRANSMISSION LINE OPERATIONS******

Utility line construction operations continue on Bear Creek in the vicinity of the I-695 (Baltimore Beltway) Bridges until March 30, 2019. The work will be conducted as weather permits, 7 days a week, during daylight hours. Marine equipment on site includes the spud barge "502" (120' x 30' with 50' long spuds), the tugs "MISS DEE" or "JUNIOR", and the crewboats "SMOKEY" or "BRUISER". The spud barge will remain outside the navigation channel and may remain on site. All equipment will be marked and lighted in accordance with USCG regulations. The support boats will be dispatched from Smith's Yard and Anchor Bay East Marina for the project duration. Interested mariners can contact the vessels on site via VHF-FM channels 16 & 13.

Charts: 12278 12281

LNM: 05/19

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

The Dredges ATLANTIC and VIRGINIAN continue to have on-going dredging operations in the Federal Channels serving Baltimore Harbor primarily in Craighill Angle, Craighill Upper Range, and Cutoff Angle. Dredge Scow Barges continue to be transported via tugs to the Poplar Island Confined Disposal Facility. Between February 7-12, 2019, Dredging Pipeline will be placed outside the Masonville Confined Disposal Facility north east of Fairfield Marine Terminal Pier 3 in preparation of discharging dredge Material from Curtis Bay Channel inside the Masonville Dike at the end of February 2019. This pipeline will be submerged outside the Federal Channel. Approximately 600 feet of pipeline will be staged outside the Ferry Bar Channel near Green #3 and moved into place at the NE end of the Masonville Dike during the period Feb 7-12, 2019. The Curtis Bay Channel Dredging will last for approximately one month. Both the Dredge ATLANTIC and VIRGINIAN Dredging will perform the dredging at Curtis Bay Channel after finishing excavating areas inside Cutoff Angle on or about March 15, 2019. The overall dredging project is expected to continue until approximately April 30, 2019. The Dredge Operators will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For more information or questions, contact Norfolk Dredging Company at 757-547-9391

Charts: 12278 12281

LNM: 06/19

******MD – VA – UPPER POTOMAC RIVER – SEASONAL AIDS TO NAVIGATION******

The following aids to navigation in the Upper Potomac River will not be replaced with a Lighted Ice Buoy (LIB) of reduced intensity this winter.

Upper Potomac River Channel Lighted Buoy 2 (LLNR 17755)
Upper Potomac River Channel Lighted Buoy 11 (LLNR 17865)
Upper Potomac River Channel Lighted Buoy 13 (LLNR 17870)
Upper Potomac River Channel Lighted Buoy 18 (LLNR 17890)
Upper Potomac River Channel Lighted Buoy 21 (LLNR 17905)
Upper Potomac River Channel Lighted Buoy 47 (LLNR 18235)
Upper Potomac River Channel Lighted Buoy 51 (LLNR 18255)
Upper Potomac River Channel Lighted Buoy 55 (LLNR18325)
Upper Potomac River Channel Lighted Buoy 59 (LLNR18345)
Upper Potomac River Channel Lighted Buoy 60 (LLNR 18350)
Upper Potomac River Channel Lighted Buoy 62 (LLNR 18365)
Upper Potomac River Channel Lighted Buoy 64 (LLNR 18370)
Upper Potomac River Channel Lighted Buoy 67 (LLNR 18385)
Upper Potomac River Channel Lighted Buoy 71 (LLNR 18395)
Upper Potomac River Channel Lighted Buoy 77 (LLNR 18510)
Upper Potomac River Channel Lighted Buoy 84 (LLNR 18580)
Upper Potomac River Channel Lighted Buoy 90 (LLNR 18660)
Alexandria Channel Lighted Buoy 6 (LLNR 18620)
Alexandria Channel Lighted Buoy 7A (LLNR 18660)
Hains Point Junction Lighted Buoy HP (LLNR 18705)

Chart 12288

LNM: 06/19

******VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS******

Chesapeake Tunnel Joint Venture will commence Tug, Crane and Barge operations along with the Tug Robert T (or other similar vessel) around the existing Chesapeake Bay Bridge Tunnel protection berms for Island 1 and Island 2 on or about February 11, 2019. Work is expected to last 2020. This work will not impede the navigational channel. Operators of vessels of all types should be aware that at different times, the crane barge and material barges may be held in place by way of spuds and at other times, it may be held in place by a single, or up to a six point anchoring system. Buoys are attached to the anchors so that the anchors may be moved as the crane barge advances along the project. All Mariners are cautioned to strictly comply with the Rules of the Road when in the vicinity of the job site and approaching or leaving the area of operations, and remain a safe distance away from any and all buoys, cables, barges, workboats, and tugs working at the job site. The anchor buoys will be illuminated at night by flashing white lights and the barges will be illuminated by steady white lights on all corners. The Tug Robert T (or other similar vessel) will standby by on VHF-FM channels 13 and 16.

Chart 12222

LNM: 06/19

******VA – LYNNHAVEN INLET – CRAB CREEK - LONG CREEK – DREDGING******

Salmons, Inc. will be conducting dredging operation for the City of Virginia Beach from January 28 through May 9, 2019 during daylight hours Monday through Friday in Crab Creek and Long Creek Channel. For more information or question, contact Jerry Strohkorb at 757-426-6824.

Chart 12254

LNM: 05/19

VA – CHESAPEAKE BAY – TEMPORARY RESEARCH BUOYS – ESTABLISHED

The following temporary buoys have been established in the Chesapeake Bay approximately 2.5 NM WSW of the town of Cape Charles.

Cape Charles Temporary Wave Buoy A in approximate position 37-14-57.80N, 76-04-35.07W, Yellow 3 meter diameter disk research buoy showing a Fl (5) 20 sec yellow light.

Cape Charles Temporary Wave Buoy B in approximate position 37-14-50.18N, 76-04-30.16W, Yellow 3 meter diameter disk research buoy showing

VA – CHESAPEAKE BAY – TEMPORARY RESEARCH BUOYS – ESTABLISHED

a Fl (5) 20 sec yellow light.

For more information contact William Douglas at 410-507-8587.

Chart 12224

LNM: 52/18

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

Joint Expeditionary Base Little Creek Fort Story (JEBLCFS) Military Operations will be conducted in the following areas during the dates and times listed. Operations may consist of swimmers in the water, small boat operations, parachute drops, helicopter airdrops and recovery, blank firing, UAV ops:

Naval Anchorage A and Fort Story Restricted Zone 04 Feb 9:00 am to 3:00 pm

For questions or concerns about these operations, you may contact Range Operations and Training Area, Mr. Assaf or Ms. Lawrence at 757-422-7103/7101.

Charts: 12222 12254

LNM: 01/17

******VA – HAMPTON ROADS – HAMPTON ROADS BRIDGE TUNNEL – REPAIRS******

Ryan Marine and Warwick Industrial will be conducting repairs to the underside of the Hampton Roads Bridges Tunnel (HRBT) Bridge 2 Feb to 28 Feb 2019. Work will be conducted 7 days a week from 7:00 am to 5:00 pm and a barge will be in the vicinity and under the bridge during this period. For questions or more information contact Harrison Nelms at 757-879-0854 or Tyler Burnette at 757-879-2442.

Chart 12245

LNM: 06/19

******VA - NORFOLK HARBOR ENTRANCE REACH – CORE SAMPLING******

Aqua Survey Inc. will be conducting underwater Vibratory Core Sampling in the Norfolk Harbor Entrance Reach from Channel Lighted Buoy 1ER (LLNR 9445) to Channel Lighted Bell Buoy 3 (LLNR 9465) from February 20, 2019 to March 15, 2019. Work hours will be 8am to 3pm (Daylight only) Equipment on site will be a 34' Pontoon Barge "EDISON", and work skiff. Crew will monitor VHF channels 13 & 16. Vessel Phone is (908) 892-1191.

Chart 12245

LNM: 06/19

******VA – NORFOLK HARBOR AND ELIZABETH RIVER – BERKLEY BRIDGE – CLOSED TO NAVIGATION******

The U.S. 460/S.R. 337 (Berkley) Bridge, across the Elizabeth River-Eastern Branch, at mile 0.4, in Norfolk, VA, will be maintained in the closed-to-navigation position to facilitate public safety from 11 a.m. to 12:30 p.m. and from 2 p.m. to 4 p.m. on Wednesday, February 6, 2019. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed position of 48 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so, after receiving authorization from on scene law enforcement vessels. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 12253

LNM: 06/19

******VA - SOUTHERN BRANCH OF ELIZABETH RIVER - MILITARY EXERCISE******

A harbor security exercise for Norfolk Naval Shipyard Harbor Patrol Unit utilizing blank ammunition fire will be conducted on the Elizabeth River in approximate position 36-826, 76-292W on 5 February 2019, during the hours of 11:00 am to 1:00 pm. Vessels from Norfolk Naval Shipyard Harbor

Patrol Unit will take part in the exercise. Non-involved vessels are urged to stay clear of the exercise area. VHF-FM channels 78 will be monitored on scene and you may contact Erik Wagner at 757-407-4528 for questions or concerns.

Chart 12253

LNM: 06/19

VA – ELIZABETH RIVER – I-64 WIDENING AND HIGH RISE BRIDGE EXPANSION

As part of the I-64 Widening and High Rise Expansion project, work in the Elizabeth River will include changes in channel layout, and removal and replacement of the existing fender system. Additional work will include barge and crane mobilization, pile driving, pile cap construction, column construction, and cap construction. Superstructure work includes beam erection. You may view the Maritime Work Plan for High-Rise Bridge Construction here:

<http://files.constantcontact.com/ca304120701/398c7d31-9f11-44f8-a222-b0ad99fba0cf.pdf>

Chart 12253

LNM: 50/18

******VA – RUDEE INLET – SHOALING******

Survey dated January 23, 2019 indicates shoaling across the entire channel from the east ends of the jetties eastward for approximately 270'; least depth 5.9' MLLW. Additional shoaling in the south channel; least depth 9.1', from the East end of the South jetty and continuing West for approximately 190'.

Chart 12200

LNM: 05/19

******VA – RUDEE INLET – DREDGING******

The USACE Dredge CURRITUCK will be conducting dredging operations in Rudee Inlet from 29 Jan to 8 Feb 2019.

Chart 12200

LNM: 04/19

NC - OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE CONSTRUCTION & REPLACEMENT

Construction activities for the replacement bridge are ongoing and are expected to finish on August 30, 2019. Work will be conducted 24-hours per day, seven days a week. 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

NC - OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE CONSTRUCTION & REPLACEMENT

boats will be operating or stationed in the vicinity of the existing and new bridge. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Mariners should be aware that anchor wires may be at or just above/below the water surface between the barges and crown buoys; therefore vessels should stay on the outboard side of the crown buoys. In addition, construction activities for the replacement bridge immediately adjacent to the current navigation channel are scheduled to begin on July 24, 2017 and continue until December 31, 2017. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>.

Chart 12205

LNM: 18/16

******NC - CORE SOUND - ATLANTIC HARBOR - DREDGING******

Cottrell Contracting Corporation of Chesapeake, VA dredge MARION and associated dredge equipment will be conducting dredging operations in the vicinity of Atlantic Harbor, NC. Operations will take place in the Atlantic Harbor Channel from Atlantic Channel Daybeacon 1 (LLNR 34495) to Atlantic Channel Light 2 (LLNR 34500) and from Core Sound Light 22 (LLNR 34475) to the intersection of Atlantic Harbor Channel. Dredging operations will take place on or about 8 Feb until 1 Mar 2019.

Chart 11545

LNM: 06/19

******NC - BEAUFORT INLET - CORE SOUND - THE STRAITS OF HARKERS ISLAND******

The North Carolina Department of Transportation, who owns and operates the Harkers Island Road Bridge (SR 1332) across the Straits of Harkers Island, mile 0.6, at Carteret County, NC, has requested a temporary deviation from the current operating regulation to facilitate bridge repair due to damage during Hurricane Florence. Under this temporary deviation, the bridge will remain in the closed-to-navigation position from 8 a.m. on October 30, 2018, until 6 p.m. on April 30, 2019, to facilitate bridge repair due to damage during Hurricane Florence. This deviation allows the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area.

Chart 11545

LNM: 06/19

NC - NEUSE RIVER - NEUSE RIVER RAILROAD BRIDGE - BLOCKED CHANNEL

Construction crews will be making repairs on the Neuse River Railroad Bridge in New Bern, NC from Jan through May 2019. Work will take place Monday through Friday from 7 a.m. through 5 p.m. Construction barges and equipment will block the east navigation channel during work times. The west navigation channel will not be blocked during repairs.

Chart 11552

LNM: 04/19

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

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

Live fire operations being conducted which effect/impact these areas. Hancock Creek adjacent to MCAS Cherry Point (waters in Hancock Creek north of Cahoogue Creek into the Neuse River located at the Mouth of Hancock Creek), Piney Island (BT-11), and Brandt Island (BT-9):

1.A.1 SUNUP - SUNSET: 16 JAN 19 - 31 JAN 19 MONDAY THROUGH FRIDAY, RIFLE RANGE TRAINING.

1.A.2 0800 - 2359: 16 JAN 19 - 31 JAN 19 AVIATION RANGE TRAINING.

Commanding Officer, MCAS Cherry Point will not restrict public access to Public Trust Waters outside of the Danger Zones. This Notice serves to identify the possible hazards associated when

Boating in this area. This area will not be patrolled by Military Personnel or vessels.

In addition, to normal unit level training the following special event will be taking place: from 11 - 31 Jan 19, there will be Special Boat Teams operating out of MCAS Cherry Point utilizing the waterways in and around Cherry Point And Pamlico Sound. These teams will also be conducting surface direct live fire training at BT-9 and 11 between 22 - 31 Jan 19 until as late as 10:00 pm.

Contact the MCAS Cherry Point Range Management Department at (252) 466-4040/2939 for questions or further information.

Charts: 11548 11552

LNM: 51/17

NC - INTRACOASTAL WATERWAY - BROWNS INLET CROSSING - DREDGING

Southwind Construction Corp will be conducting dredging operations in the Intracoastal Waterway at Browns Inlet Crossing from 21 Jan until approximately 11 Feb 2019. Dredged material will be placed on Onslow Beach near Camp Lejeune. Work vessels may be contacted on VHF-FM channels 13 and 16. 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. Pipeline and vessels will be visibly lighted and marked pursuant to Coast Guard regulations. Submerged pipeline will be positioned parallel and adjacent to the shoreline of the federal channel thence traversing upland and southeast to the beach fill placement area on Onslow Beach. For more information or question contact Darrell Stewart at 812-867-7220.

Chart 11541

LNM: 04/19

******NC - INTRACOASTAL WATERWAY - COAST GUARD BASE FORT MACON - DREDGING******

Southwind Construction Corp will be conducting dredging operations at the Coast Guard Base in Fort Macon starting 4 Feb and continuing until approximately 25 Feb. Dredged material will be pumped through a pipeline to the Brant Island Disposal Area. Work vessels may be contacted on VHF-FM channels 13 and 16. Submerged and floating pipelines are associated with dredging operations; 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. For more information or question contact Darrell Stewart at 812-867-7220.

Chart 11541

LNM: 06/19

******NC - EMERALD ISLE AND INDIAN BEACH - POST FLORENCE BEACH RENOURISHMENT PROJECT******

From 14 Feb to 30 Apr 2019 Great Lakes Dredge & Dock Company will use the area between Radio Island and Goat Island outside of the Morehead

******NC – EMERALD ISLE AND INDIAN BEACH – POST FLORENCE BEACH RENOURISHMENT PROJECT******

City Channel as a staging area for pipeline and waterside equipment for the duration of this project including mob and demobilization. Boaters should note that inside the coordinates of this waterside staging area, there could be pipeline on the bottom that could cause hazards to navigation, all vessels should avoid the area defined by the coordinates listed below. This contract will involve dredges, tugs, barges, derricks, and crew boats to complete beach fill operations. Three submerged pipeline setups will be place on the bottom; one in Emerald Isle and two in Indian Beach with each pipeline composed of approximately 3,200ft of subline. The dredges LIBERTY ISLAND, DOUG MACKIE and ELLIS ISLAND will be on scene. All material will be dredged and pumped from the ODMDS site just south of the Beaufort Inlet Channel.

Waterside staging area for floating and submerged pipelines and equipment:

Northwest Limit: Lat. 34° 42' 30.956" N Lon. 076° 41' 30.489" W

Southwest Limit1: Lat. 34° 42' 29.125" N Lon. 076° 41' 32.640" W

Southwest Limit2: Lat. 34° 42' 22.299" N Lon. 076° 41' 27.959" W

Southeast Limit: Lat. 34° 42' 12.961" N Lon. 076° 41' 13.902" W

Northeast Limit: Lat. 34° 42' 16.903" N Lon. 076° 41' 09.616" W

Sublines to be placed in close proximity to the following:

Subline 1 – Emerald Isle:

Landward End Lat. 34° 40' 37.425" N Lon. 076° 56' 40.754" W

Seaward End Lat. 34° 40' 06.297" N Lon. 076° 56' 33.795" W

Subline 2 – Emerald Isle:

Landward End Lat. 34° 40' 57.749" N Lon. 076° 54' 28.056" W

Seaward End Lat. 34° 40' 26.619" N Lon. 076° 54' 21.111" W

Subline 3 – Indian Beach:

Landward End Lat. 34° 41' 15.317" N Lon. 076° 52' 22.810" W

Seaward End Lat. 34° 40' 44.063" N Lon. 076° 52' 16.915" W

Dredges digging in ODMDS Borrow Site:

Northwest Limit: Lat. 34° 38' 57.294" N Lon. 076° 42' 21.483" W

Southwest Limit: Lat. 34° 38' 12.815" N Lon. 076° 42' 22.892" W

Southeast Limit 1: Lat. 34° 38' 11.062" N Lon. 076° 40' 57.160" W

Southeast Limit 2: Lat. 34° 38' 14.862" N Lon. 076° 40' 53.067" W

Northeast Limit: Lat. 34° 38' 55.527" N Lon. 076° 40' 51.871" W

Charts: 11541 11547

LNM: 06/19

******NC - NEW RIVER - FIRING EXERCISES******

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

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

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

The restricted areas in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart 11543, will be closed to navigation up to 15 NM seaward because of firing exercises during the following periods: NONE SCHEDULED.

The Restricted Areas in the New River, as shown on National Ocean Service Chart 11542, that will be closed to navigation because of Stone Bay Rifle Range firing exercises during the following periods: 24 HOURS DAILY

STONE CREEK SECTOR

STONE BAY SECTOR

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

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

TRAPS BAY SECTOR

COURTHOUSE BAY SECTOR

STONE BAY SECTOR

GREY POINT SECTOR

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

FARNELL BAY SECTOR SUNRISE TO SUNSET - DAILY

MORGANS BAY SECTOR SUNRISE TO SUNSET - DAILY

JACKSONVILLE SECTOR SUNRISE TO SUNSET - DAILY

The Target Bombing Area N1/BT-3 Impact Area in the Atlantic Ocean east of the New River Inlet as shown on National Ocean Service Chart

11543, may be closed to navigation because of firing exercises during the following periods: NONE SCHEDULED

Atlantic Intracoastal Waterway, Inland Waters in the Browns Island Inlet area between Bear Creek and Onslow Beach, may be closed for firing exercises during the following periods:

NONE SCHEDULED

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

Due to unexploded ordnance on Browns Island and in the adjacent waterways and marsh areas, Browns Island is off limits to all unauthorized personnel. Vessels may transit the surrounding waters, however no vessel shall bottom fish or anchor. Range Control Boats, MCIE-MCB Camp Lejeune NC monitor VHF-FM channels 16 and 82. Range Control can be reached at 910-451-3064 or 4449.

Charts: 11541 11542 11543

LNM: 01/16

******NC - NEW TOPSAIL INLET – SHOALING******

Significant shoaling has been reported throughout New Topsail Inlet. Multiple aids to navigation are unreliable and not marking good water.

Mariners should use extreme caution while navigating this area. NC BNM 013-19.

Chart 11541

LNM: 04/19

******NC – CAPE FEAR ENTRANCE CHANNEL – AIS******

****NC – CAPE FEAR ENTRANCE CHANNEL – AIS****

AIS has been added to the original assigned positions of the following aids to navigation until the physical aids can be relocated back to their original assigned positions.

Cape Fear River Entrance Channel Lighted Buoy 3 (LLNR 30319), MMSI: 993672625.

Cape Fear River Entrance Channel Lighted Buoy 9 (LLNR 30355), MMSI: 993672626.

Cape Fear River Entrance Channel Lighted Buoy 10 (LLNR 30360), MMSI: 993672627.

Chart 11536

LNM: 04/19

NC – APPROACHES TO CAPE FEAR RIVER – ARTIFICIAL REEF AR - 460

North Carolina Division of Marine Fisheries is notifying mariners of Artificial Reef AR-460 which is currently uncharted. It is located approximately 3 nautical miles south of Shallotte Inlet Lighted Whistle Buoy SH (LLNR 31050), centered at 33 50 05N, 78 22 01W and extends 500 yards in all directions. The reef maintains a 15-foot minimum depth. Division of Marine Fisheries is working to get the AR-460 charted, at which time this notice will expire. For more information, contact Jason Peters with the division's Artificial Reef Program at 252-808-8063 or Jason.Peters@ncdenr.gov.

Chart 11536

LNM: 03/19

****NC – CAPE FEAR RIVER – HILTON AND NEVASSA R/R BRIDGE – THREE HOUR NOTICE TO OPEN****

The Hilton R/R Bridge on the Cape Fear River in Wilmington, NC is not in normal operation due to electrical issues. The bridge will require a three hour notice in order to open for vessels. To request the bridge be opened, mariners should contact the bridge tender at 910-371-9612. While the Hilton R/R Bridge is being opened, the Nevassa R/R Bridge will remain closed and untended for up to three hours.

Chart 11537

LNM: 02/19

SECTION VIII - LIGHT LIST CORRECTIONS

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

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
20645	Marine Pier Channel Buoy 3	39-12-50.259N 076-30-39.450W				Green can.	06/19
		*					
30675 39890	UPPER MIDNIGHT CHANNEL NORTH RANGE FRONT LIGHT	34-03-22.878N 077-56-25.370W	Q W (NIGHT) Q W (DAY)	17 19		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY : Visible 1.5° either side of rangeline. NIGHT : Visible all around; higher intensity 1.5° either side of rangeline.
							*
30680 39895	UPPER MIDNIGHT CHANNEL NORTH RANGE REAR LIGHT	34-03-48.913N 077-56-25.636W	Iso W 6s (NIGHT) Iso W 6s (DAY)	51 49		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY : Visible 1.5° either side of rangeline. NIGHT : Visible 1.5° either side of rangeline.
	877 yards, 358.6° from front light.						
39890 30675	UPPER MIDNIGHT CHANNEL NORTH RANGE FRONT LIGHT	34-03-22.878N 077-56-25.370W	Q W (NIGHT) Q W (DAY)	17 19		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY : Visible 1.5° either side of rangeline. NIGHT : Visible 1.5° either side of rangeline.
							*
39895 30680	UPPER MIDNIGHT CHANNEL NORTH RANGE REAR LIGHT	34-03-48.913N 077-56-25.636W	Iso W 6s (NIGHT) Iso W 6s (DAY)	51 49		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY : Visible 1.5° either side of rangeline. NIGHT : Visible 1.5° either side of rangeline.
	877 yards, 358.6° from front light.						
							*

SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
40240	CAPE FEAR RIVER - LITTLE RIVER LIGHT 48A	33-55-12.901N 078-14-33.107W	FIR 4s	15	4	TR-TY on pile.	06/19

*

ENCLOSURES

Enclosures

1. Summary of Shoaling.
 2. Summary of Bridge Regulations/Construction/Permits.
 3. Summary of Dredging and Construction.
 4. Summary of Marine Events.
 5. Tred Avon River Oyster Restoration.
-
-

SUMMARY OF SHOALING REPORTED IN THE FIFTH COAST GUARD DISTRICT

NEW JERSEY SHOALING

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

Shoaling has been located in the vicinity of New Jersey Intracoastal Waterway Light 262 (LLNR 36005). Shoaling has encroached into the channel, depths are currently between 5 - 6ft at MLW.
Chart 12316

NJ – INTRACOASTAL WATERWAY – MANASQUAN INLET TO CAPE MAY INLET - SHOALING

Shoaling has been reported in the New Jersey Intracoastal Waterway (NJICWW) between Manasquan Inlet and Cape May Inlet. Mariners are advised to use extreme caution when transiting the NJICWW due to shoaling. The following are some of the locations where the shoaling has been reported.
NJICWW Light 4 (LLNR 34995).
NJICWW Light 38 (LLNR 35115).
NJICWW Daybeacon 45 (LLNR 35165) & Daybeacon 46 (LLNR 35167).
NJICWW Daybeacon 49 (LLNR 35108).
NJICWW Junction Light LB (LLNR 35420) to Light 109 (LLNR 35430).
North side of Tow Island at NJICWW Daybeacon 129 (LLNR 35530).
NJICWW Light 145 (LLNR 35590) to Light 163 (LLNR 35655) Black Point on the red side.
Between NJICWW Daybeacon 206 (LLNR 35825) and Daybeacon 209 (LLNR 35835) IVO Bader Field.
IVO NJICWW Daybeacon 221 (LLNR 35867).
Between NJICWW Light 233 (LLNR 35905) and Daybeacon 243 (LLNR 3535945) Broad Thorofare.
IVO NJICWW Buoy 263 (LLNR 36007) and Buoy 263A (LLNR 36009) Shooting Island on the green side.
Between NJICWW Daybeacon 272 (LLNR 36035) and Daybeacon 282 (LLNR 36070) in Peck Bay.
Between NJICWW Light 383 (LLNR 36420) Daybeacon 399 (LLNR 36470).
Between NJICWW Buoy 417 (LLNR 36517) and Buoy 424 (LLNR 36535) Great Channel.
Between NJICWW Light 449 (LLNR 36625) and Light 453 (LLNR 36639) Grassy Sound. Ref LNM 24/17
Chart 12316, 12324

NJ – SALEM RIVER – SHOALING

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

PENNSYLVANIA SHOALING

PA – DE – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – SHOALING

Shoaling has occurred in the Delaware River in approximate position 39-48.18791, 075-25.354427w, 50 feet off the green channel toe, in the vicinity of Marcus Hook Intake Light (LLNR 3170). Shallowest depth 38.5 feet. All mariners are requested to transit the area with caution. Ref LNM 09/18
Chart 12312

PA – NJ – CHESTER RANGE – SHOALING

The Coast Guard has received a report of shoaling 40ft within the PA side of the channel in approx position 39-49'33.80"N, 075-22'39.81"W. The rock mound has been reported to have a minimum depth of 39.1ft. Mariners are urged to use caution when transiting the area.
CHART 12312

DELAWARE SHOALING

DE- INDIAN RIVER BAY – SHOALING

There has been a report of shoaling in Indian River Bay between Indian River Inlet Buoy 19 (LLNR 4435) and Middle Island West Channel Junction Lighted Buoy MI (LLNR 4436). Depths of 0.0 ft at times, during low tide, were reported.
Chart 12216

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

The 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. Mariners are advised to transit that area with caution. Ref LNM 26/17
Chart 12216

MARYLAND SHOALING

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

A Maryland Department of Natural Resources Bathymetric Survey conducted in Nov 2017 has identified shoaling midway between Ocean City Inlet Lighted Buoy 8 (LLNR 4745) and Lighted Buoy 10 (LLNR 4750) to a depth of less than five feet at MLLW and extending approximately 150 feet into the channel. A second area of severe shoaling has been identified between Ocean City Lighted 11 (LLNR 4755) and Lighted Buoy 12 (LLNR 4757) to a depth of less than seven feet at MLLW.
Chart 12211

MD - FENWICK ISLAND TO CHINCOTEAGUE INLET - SINEPUXENT BAY – SHOALING

Shoaling exist between Sinepuxent Bay Channel Lighted Buoy 11 (LLNR 5042) to Sinepuxent Bay Channel Light 13 (LLNR 5055), water depth of three feet. Shoaling between Sinepuxent Bay Channel Buoy 6 (LLNR 5015) to Sinepuxent Bay Channel Buoy (LLNR 5017), water depth of four and one half feet. Sinepuxent Bay Channel Daybeacon 11B (LLNR 5050), shoaling encroaches approximately 20 yds into the channel in a southwesterly direction. Water depths have been found as low as 2.5 ft during low tide. Between Sinepuxent Bay Channel Light 8 (LLNR 5020) and Sinepuxent Bay Channel Daybeacon 10 (LLNR 5035), shoaling encroaches approximately 15 yds into the channel in an easterly direction. Water depths have been found as low as 2 ft during low tide. Between Sinepuxent Bay Channel Buoy 33 (LLNR 5130) and Sinepuxent Bay Channel Daybeacon 35 (LLNR 5135) on the eastern side of the channel. Water depths have been found as low as 3 ft during low tide.

Chart 12211

MD – POTOMAC RIVER – ST. GEORGE CREEK – SHOALING

The Army Corps of Engineers, Baltimore District, Survey of St. George Creek Channel dated April 2018, indicates shoaling across the entire channel. The shoaling is from 850 feet up the channel of St. George Creek West Channel Light 1 (LL 16760) to 500 feet up the channel of St. George Creek West Channel Daybeacon 3 (LL 16765), with a least depth of 3.1 feet MLLW.

Chart 12233

MD - POTOMAC RIVER – ST. PATRICK CREEK – SHOALING

There has been a report of severe shoaling within the channel boundaries of St. Patrick Creek. Shoaling has been reported in the vicinity of St. Patrick Creek Channel Daybeacon 3 (LLNR 17120) extending to St. Patrick Creek Channel Daybeacon 5 (LLNR 17135) with depths of 2-4' at MLW. Shoaling to 1' MLW has been observed in the channel in the vicinity of St. Patrick Creek Channel Buoy 3A (LLNR 17125).

Chart 12286

MD – UPPER POTOMAC RIVER – NEABSCO CREEK – SHOALING

Severe shoaling is reported inside the channel boundaries of Neabsco Creek. Shoaling extends 50 yards into the channel from Neabsco Creek Daybeacon 1 (LLNR 18231) and Neabsco Creek Light 2 (LLNR 18232) depths of 3 to 4 ft at MLW. Additional shoaling between Neabsco Creek Buoy 3 (LLNR 18233) and Neabsco Creek Buoy 4 (LLNR 18234) positions has been observed to a depth less than 3 ft at MLW. LNM 11/18, MD BNM 231-18

Chart 12289

MD - CHESAPEAKE BAY - TANGIER SOUND - NORTHERN PART - RHODES POINT GUT CHANNEL

A report of shoaling in Rhodes Point gut channel between Rhodes Point Gut Channel Buoy 3 (LLNR 23000) and Rhodes Point Gut Channel Buoy 5 (LLNR 23005), to a depth of less than six feet at mean low water. Depth is reading approx one and a half feet. Ref MD BNM 278-16

Chart 12228

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

Maryland DNR survey of the mouth of St. Jerome Creek indicates shoaling, to at least depth of 3.1 feet MLLW, in the channel between St. Jerome Creek Light 4 (LLNR 18810), St. Jerome Creek Daybeacon 4A (LLNR 18812) and St. Jerome Creek Daybeacon 6 (LLNR 18815). The channel width in the area of St. Jerome Daybeacon 4A (LLNR 18812) and Deep Point is reduced to approx 20 ft. MD-NCR BNM 415-16, Ref LNM 52/16

Chart 12233

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

Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel ward between position 38-14-17.586N, 076-47-15.562W and position 38-14-32.841N, 076-47-14.761W, and (2) in the vicinity of St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGD5 BNM 524-16

Chart 12286

MD - CHESAPEAKE BAY – LITTLE CHOPTANK RIVER - SLAUGHTER CREEK - SHOALING

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

Chart 12264, 12266

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

A USACE survey conducted in Apr 2016 has identified shoaling to a depth of less than one foot at mean low water between Tar Bay Channel Daybeacon 4 (LLNR 24595) and Tar Bay Channel Daybeacon 8 (LLNR 24615). The channel width has been significantly reduced. Observed depths are between 2-4' at high tide. Sec MD-NCR BNM 044-17

Chart 12261

MD – FISHING BAY – FARM CREEK – SHOALING

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

MD – CHESAPEAKE BAY – ROCKHOLD CREEK – SHOALING

The Coast Guard has identified shoaling in the Rockhold Creek Channel boundaries near position 38-46.0N, 076-33.25W, approximately 70 yards east of Rockhold Creek Jetty Light 2 (LLNR 19400) to a depth of less than three feet at MLLW. Shoaling extends from the north to beyond mid-channel.

Chart 12270

MD – CHESAPEAKE BAY - ROCK HALL HARBOR – SHOALING

The MD DNR Survey of Rock Hall Harbor Entrance, dated April 21, 2017 indicates shoaling across the marked channel from Rock Hall Harbor Entrance Buoy 1 (LLNR 26890) to Rock Hall Harbor Light 5 (LLNR 26900). Least depths range to 6.9 feet to 4.8 feet MLLW.

Chart 12272, 12278

MD – UPPER CHESAPEAKE CHANNEL – SHOALING

A USACE Survey conducted on 11 May 2017 has identified shoaling to a depth of less than 34 feet at MLLW within the eastern one-quarter of the navigation channel extending northeast of Upper Chesapeake Channel Lighted Buoy 37 (LLNR 8635). MD BNM 175-17, Ref LNM 25/17 Chart 12273

VA – MD – POTOMAC RIVER – BONUM CREEK – SHOALING

U. S. Army Corps of Engineers Survey of Bonum Creek indicates shoaling, to less than 4 feet MLLW, in the channel between Bonum Creek Light 2B (LLNR 16880), Bonum Creek Channel Daybeacon 3 (LLNR 16885) and Bonum Creek Buoy 3A (LLNR 16887). MD-NCR BNM 149-17. Chart 12286

VIRGINIA SHOALING

VA – NANDUA CREEK

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

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

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

VA – VIRGINIA INSIDE PASSAGE (VIP)

VIP Day beacon 184 (LLNR 6220) to VIP Day beacon 265 (LLNR 6580), Shoaling to less than 6ft MLW. HR BNM 106-16
Quinby Creek Day beacon 7 (LLNR 6770) to Quinby Creek Light 13 (LLNR 6785), Shoaling to less than 6 ft MLW. HR BNM 104-16
VIP Day beacon 244 (LLNR 6485), Shoaling to 1 foot. HR BNM 272-14, Sand Shoal Channel Light 1 (LLNR 6990) to Sand Shoal Light 10 (LLNR 6996)
LNM 24-13, Oyster Creek Channel Junction Lighted Buoy OC (LLNR 7002/6447) to Oyster Creek Light 10 (LLNR 7025), Shoaling to less than 6ft MLW.
HR BNM 107-16, Chart 12210, 12224

VA – CAPE HENRY TO THIMBLE SHOAL LIGHT – LYNNHAVEN INLET – SHOALING

Shoaling has been observed in Lynnhaven Basin and connected tributaries, south of Lesner Bridge. Depths of 0-3 feet have been reported from Pleasure House Creek eastbound to Long Creek Daybeacon 10 (LLNR 10170), in Crab Creek, Lynnhaven Inlet, Long Creek and at Great Neck Point. Depths of 3-5.9 feet have been reported east of Long Creek Daybeacon 10 to the entrance of Broad Bay. Navigation of the area requires extreme caution due to shoaling and the shifting nature of these shoals because of weather and tidal currents. HR BNM 407-18 Chart 12254

VA – NEWPORT NEWS TO JAMESTOWN ISLAND – BENNETT CREEK – SHOALING

Significant shoaling has been located in Bennett Creek on the red side of channel between Bennett Creek Daybeacon 2 (LLNR 11047) and Bennett Creek Daybeacon 4 (LLNR 11050) in position 36 53.043N, 076 28.873W. Observed depth was .7 feet at (MLW). HR BNM 215-17, LNM 28/17 Chart 12248

VA – CHESAPEAKE BAY – RAPPAHANNOCK RIVER ENTRANCE - MILFORD HAVEN EAST

Shoaling to a depth of 2 Feet at low tide has been identified from 400 yards northeast of Milford Haven East Buoy 7 (LLNR 14593.5) extending to the south 600 yards. Shoaling extends to the west 250 yard and impedes the width of the channel both inbound and out bound. Shoaling to a depth of 3 feet has been identified in various locations west of Buoy 7 (LLNR 14593.5) To Buoy 18 (LLNR 14625). Chart 12235

VA – RAPPAHANNOCK RIVER ENTRANCE – QUEENS CREEK – SHOALING

The Army Corps of Engineers, Norfolk District, Survey of Queens Creek Channel; dated June 21, 2017 indicates shoaling across the channel from Queens Creek Channel Buoy 2 (LLNR 14820) to Queens Creek Channel Lighted Buoy 5(LLNR 14840) Least depths range from 5.8 feet MLLW to 1.8 feet MLLW. LNM 29/17 Chart 12235

VA – CHESAPEAKE BAY - MATTAWOMAN CREEK – SHOALING

Shoaling has been Reported to a depth of 2-3ft at mean low water in the channel of Mattawoman Creek between Mattawoman Creek Light 1MC (LLNR 21580) and Mattawoman Creek Light 2 (LLNR 21585). Mariners are advised to transit the area with caution. Chart 12226

VA – HAMPTON ROADS - WILLOUGHBY BAY

The USACE has reported shoaling in Willoughby Channel to 2.6 feet MLLW in the vicinity of Willoughby Channel Buoy 3 (LLNR 10583). Chart 12245

VA – CHESAPEAKE BAY – LYNNHAVEN INLET – LONG CREEK CHANNEL

Shoaling to 2.4 feet has been reported in Long Creek Channel east of Long Creek Channel Day beacon 7 (LLNR 10167) in the vicinity of Pleasure House Point. HR BNM 293-14 Chart 12254

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE – DAVIS CREEK – SHOALING

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

VA – CHESAPEAKE BAY – MOBJACK BAY AND YORK RIVER ENTRANCE - HORN HARBOR

Shoaling has been reported to 1-2 feet extending 50 yards channel ward from Horn Harbor Lighted Buoy 8 (LLNR 14487). HR BNM 182-15 Chart 12238

VA – CHESAPEAKE BAY – BACK RIVER – SHOALING

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

VA – CHESAPEAKE BAY – YORKTOWN TO WEST POINT - QUEEN CREEK

Shoaling to less than 3 feet has been reported in Queen Creek from Queen Creek Entrance Light 2QC (LLNR 13785) to Queen Creek Day beacon 10 (LLNR 13820). HR BNM 170-14
Chart 12243

VA – GREAT WICOMICO RIVER – SHOALING

Shoaling has been identified in the vicinity of Great Wicomico River Light 9 (LLNR 16300) extending 30 yards north and north northeast of structure to a depth of less than 2 feet.

VA – RAPPAHANNOCK RIVER – SHOALING

Rappahannock River mile 60 to 63, Devils Elbow. Shoaling has been reported to a depth of less than 04 ft at mean low water along the eastern side of the channel from Horse Head Point to south of Tobys Point extending along the eastern side of Tobys Point to North Bend. HR BNM 051-17, LNM 08/17
Chart 12237

VA - RAPPAHANNOCK RIVER - CORROTOMAN RIVER TO FREDERICKSBURG – GREENVALE CREEK SHOALING

An Army Corps of Engineers Survey of Greenvale Creek Channel indicates shoaling, to a least depth of 1.7 feet MLLW, across the channel from approximately 250 feet North-Northeast of Greenvale Channel Warning Daybeacon A (LLNR 15305) continuing inbound for approximately 880 feet. Ref LNM 50/16
Charts 12237

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

Shoaling exists in St. Catherine Sound Lower Entrance at the following locations: (1) off the northeastern tip of St. Catherine Island extending channel ward between position 38-14-17.586N, 076-47-15.562W and position 38-14-32.841N, 076-47-14.761W, and (2) in the vicinity of St. Catherine Sound Lower Entrance 4L (LLNR 17230). Ref LNM 44/16, CCGD5 BNM 524-16
Chart 12286

VA - POTOMAC RIVER - YEOCOMICO RIVER - SHOALING

There has been a report of shoaling in the Yeocomico River within channel boundaries, located SE of South Yeocomico River Daybeacon 2 (LLNR 16830) to a depth of less than ten feet at mean low water. MD-NCR BNM 408-16, Ref LNM 50/16
Chart 12233

VA - POTOMAC RIVER - PINEY POINT TO LOWER CEDAR POINT - BONUM CREEK - SHOALING

Soundings in Bonum Creek indicates shoaling in the channel between Bonum Creek Warning Daybeacon C (LLNR 16885), Bonum Creek Warning Daybeacon D (LLNR 16890), and Bonum Creek Warning Daybeacon E (LLNR 16895). Due to extensive shoaling off Sandy Point Neck, the channel width has been reduced to approx 20ft between Bonum Creek Warning Daybeacons C and D. Mariners are urged to use caution when transiting the area.
Chart 12286

VA – UPPER POTOMAC RIVER – POTOMAC CREEK – SHOALING

Severe shoaling has been reported within the channel boundaries of Potomac Creek. Shoaling extends 15 yards channel ward of Potomac Creek Buoy 3 (LLNR 17920) with depths of 3 to 4 feet at MLW. Additional shoaling further in has been observed to a depth less than 3 feet at MLW. Ref LNM 14/18
Chart 12288

******VA – RUDEE INLET – SHOALING******

Survey dated 4 Feb 2019 indicates shoaling; least depth 4.6' MLLW, south of the centerline of the channel from the East end of the South Jetty eastward for approximately 300'.
Chart 12200

NORTH CAROLINA SHOALING

NC – OREGON INLET – SHOALING

Shoaling to a depth of 2 feet MLW has been observed in Oregon Inlet within the Bonner Bridge Navigation Span extending several hundred feet to the west. Mariners are advised to use extreme caution while navigating this area. NC BNM 492-18
Chart 12205

NC – CAPE HATTERAS – HATTERAS INLET

Shoaling has been found encroaching 40 yards into the channel, depths of 2-3 at MLW. Shoaling to 2-3 MLW has been observed on the red side of the channel between Hatteras Inlet Channel Lighted Buoy 12 (LLNR 28732) and Buoy 12A (LLNR 28732.1). NC BNM 321-18
Chart 11555

NC – CAPE HATTERS – BARNEY SLOUGH

Shoaling has been found along north side of channel between Barney Slough Channel Buoy 4 (LLNR 28721.7) and Barney Slough Channel Lighted Buoy 6 (LLNR 28722.3). Observed depths of 4 feet MLW.
Chart 11555

NC – BEAUFORT HARBOR – SHOALING

U.S. Army Corp of Engineers Survey on 4 Oct 2018 revealed significant shoaling between Beaufort Harbor Channel Lighted Buoy 2 (LLNR 34805) and Beaufort Harbor Buoy 2A (LLNR 34807) in Beaufort Harbor Channel. Depths as low as 6 feet at mean low water were reported along the right hand side of the channel when returning from sea. Mariners are advised to navigate with extreme caution when transiting this area. NC BNM 427-18, LNM 42/18
Chart 11545

NC – BOGUE SOUND – SHOALING

Shoaling has been reported between Bogue Sound Daybeacon 10 (LLNR 38875) and Bogue Sound Daybeacon 14 (LLNR 38895), 10 yards into the channel to a depth of 1-2 feet MLW. Mariners are advised to use extreme caution while navigating this area. NC BNM 228-18
Chart 11541

NC – BOUGE SOUND – PELETIER CREEK – SHOALING

Severe shoaling has been reported in Peletier Creek near Bogue Sound to a depth of 3 feet MLW. Multiple aids to navigation have been removed from Peletier Creek and Peletier Creek Entrance Daybeacon 1 (LLNR 38820) and Peletier Creek Entrance Daybeacon 5 (LLNR 38835) have been converted into a non-lateral warning aids. NC BNM 545-18
Chart 11541

NC – LENOXVILLE POINT – TAYLOR CREEK – SHOALING

Shoaling exists in the channel in vicinity of Lenoxville Point Buoy 1L (LLNR 34757) through Lenoxville Point Buoy 3 (LLNR 34760). NC BNM 294-18.
Chart 11545

CORE SOUND - WAINWRIGHT SLOUGH - SHOALING

Significant shoaling exists between Core Sound Light 5 (LLNR 34345) and Core Sound Daybeacon 5B (LLNR 34350) in Wainwright Slough. Depth less than 3 feet may be present within the channel. Mariners are advised to navigate with extreme caution when transiting this area. NC BNM 384-18
Chart 11550

NC – WESTERN PART OF PAMLICO SOUND – PAMLICO RIVER – WRIGHT CREEK – SHOALING

Mariners are advised of shoaling in vicinity of Wright Creek Daybeacon 4 (LLNR 32870) off the Pungo River. NC BNM 141-18
Chart 11553

******NC – CAROLINA BEACH INLET – SHOALING******

Shoaling has been reported from Carolina Beach Inlet Buoy 1 (LLNR 30265) through buoy 6 (LLNR 30290) across the entire channel to a depth of 5 feet MLW. Mariners are advised to use caution while navigating this area.
Chart 11541

NC - NEUSE RIVER TO MYRTLE GROVE SOUND – AICWW - NEW RIVER TO CAPE FEAR RIVER – BROWNS INLET

Shoaling has been reported in the AICWW near the intersection of Browns Inlet and the AICWW in the vicinity of New River – Cape Fear River Buoy 61A (LLNR 39223).

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

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

NC - NEW TOPSAIL INLET – SHOALING

Significant shoaling has been reported throughout New Topsail Inlet. Multiple aids to navigation are unreliable and not marking good water. Mariners should use extreme caution while navigating this area.
Chart 11541

NC – LOCKWOODS FOLLY INLET – SHOALING

Shoaling is reported across Lockwoods Folly Inlet, depths of 4 - 5 Feet MLW from Lockwoods Folly Inlet Lighted Buoy 1 (LLNR 31010) and Lockwoods Folly Inlet Lighted Buoy 2 (LLNR 31055) to Lockwoods Folly Inlet Buoy 6 (LLNR 31030) and Lockwoods Inlet Buoy 7 (LLNR 31035). NC BNM 394-18
Chart 11534

NC – INTRACOASTAL WATERWAY - MYRTLE GROVE SOUND TO LITTLE RIVER

Shoaling was found between Cape Fear River - Little River Buoy 80A (LLNR 40337) and Cape Fear River - Little River Buoy 82 (LLNR 40345). Depths as low as 3ft were observed in the ICW channel at MLW. Position 33-54'25.55"N, 078-23'4.41"W. Shoaling is across the entire channel.

SUMMARY OF BRIDGE PERMITS, REGULATIONS AND CONSTRUCTION IN THE FIFTH COAST GUARD DISTRICT

(Yellow indicates new item)

CURRENT PROJECTS

Permits:

SECTOR DELAWARE BAY

- **Delaware**
Christina River – Christina River Bridge – Permit (1-17-5) signed April 7, 2017, for a fixed bridge across the Christina River, mile 3.8, City of Wilmington, New Castle County, DE. The bridge will provide a minimum vertical clearance of 14 feet above mean high water and a horizontal clearance of 150 feet centered on the axis of the navigable channel. (KB)
- **New Jersey (Central & Southern)**
Oldmans Creek – US Route 130 Bridge - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 15, 2018; vertical clearance of 5 feet above mean high water and a horizontal clearance of 75 feet. (HP)
Raccoon Creek – US 130 (fixed) Bridge - new fixed bridge structure to replace (lift) bridge. Permit (2-15-5) signed December 9, 2015. (KB)
- **Pennsylvania**
Schuylkill River – Grays Ferry Pedestrian Bridge – Permit (3-17-5) signed November 27, 2017, for a swing drawbridge replacement with a vertical clearance of 26 feet above mean high water (closed position), unlimited vertical clearance in the open position, and a horizontal clearance of 75 feet in both navigation spans. (MT)
Darby Creek – S.R. 420 (Wanamaker Avenue) - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on December 13, 2018; vertical clearance of 11 feet above mean high water and a horizontal clearance of 78 feet. (MT)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland** –
Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)
Neale Sound – MD-254 (Cobb Island Road) Bridge – Permit (1-18-5) signed May 2, 2018, for a fixed replacement bridge with a vertical clearance of 20 feet above mean high water and a horizontal clearance of 55 feet. (HP)
- **Washington DC** –
Anacostia River – Frederick Douglass Memorial Bridge - Permit (2-17-5) signed December 4, 2017, for a fixed bridge replacement with a vertical clearance of 42 feet above mean high water and a horizontal clearance of 150 feet. (MB)
- **Virginia (Northern)**
Potomac River – Governor Harry Nice Memorial Bridge – Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 2, 2018; vertical clearance of 135 feet above mean high water and a horizontal clearance of 250 feet. The center of the main navigation span of the bridge may be shifted up to 585 feet to the west of the current navigation span. (KB)

SECTOR HAMPTON ROADS

- **Virginia (Southern)** – None

SECTOR NORTH CAROLINA

- **North Carolina**
Atlantic Intracoastal Waterway – NC 210/50 Bridge, Surf City, NC - proposed new fixed bridge structure to replace (swing) bridge. Permit (2-16-5) signed September 27, 2016. (KB)
The Straits – Harkers Island Bridge – Bridge Replacement - Fixed replacement bridge Preliminary Navigation Clearance Determination (PNCD) issued on March 24, 2017; vertical clearance of 45 feet above mean high water and a horizontal clearance of 125 feet. (HP)
Perquimans River – US 17 Business Bridge (Hertford, NC) – Replacement swing drawbridge Preliminary Navigation Clearance Determination (PNCD) issued on November 1, 2017; vertical clearance of 33 feet above mean high water and a horizontal clearance of 55 feet. NCDOT preferred alternative would provide a vertical clearance of 12 feet above mean high water in the closed position, unlimited vertical clearance in the open position and a horizontal clearance of 55 feet. (HP)
Pamlico Sound –
All interested parties are notified that an application dated September 27, 2018, has been received from the North Carolina Department of Transportation by the Commander, Fifth Coast Guard District, for approval of the location and plans for construction of a new highway fixed bridge over a navigable waterway of the United States.
WATERWAY AND LOCATION: Pamlico Sound, northeastern shore, from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge to a position north of the emergency ferry terminal in Rodanthe, Dare County, NC.
CHARACTER OF WORK: The proposed project is to build a new bridge, Bridge No. 71 (Rodanthe Bridge) (approximately 2.46 miles/12,986.8 feet in length) that will carry North Carolina Route 12 along the northeastern shore of Pamlico Sound on the mainland side of the outer bank of North Carolina. The new bridge will lie from a position approximately 1.8 miles north of the southern boundary of the Pea Island National Wildlife Refuge near the southern end of Hatteras Island to a position north of the Chicamacomico Channel and emergency ferry terminal in Rodanthe, Dare County, NC. The purpose of the project is to: (1) provide a new means of access from Bodie Island to Hatteras Island for its residents, businesses,

services and tourists; (2) provide a replacement crossing that takes into account natural channel migration expected through year 2050 and provides the flexibility to let the channel move; (3) provide a replacement crossing that will not be endangered by shoreline movement through year 2050; and (4) provide a long-term solution to the future challenges of shoreline erosion and over wash, as well as the potential presence of breaches and inlets in the project area. The new bridge has no designated navigation span (s) given it does not cross a defined navigation channel, river or creek. The minimum vertical clearance provided by the bridge owner for the safety of the bridge is 16 feet above mean high water and the horizontal clearance between bridge piers is 90, 130 and 129 feet, throughout the portions of the bridge over water. A copy of **Public Notice D05PN-08-2018**, which describes the proposal in detail, can be obtained by calling (757) 398-6222 or by viewing at <https://www.navcen.uscg.gov/?pageName=pnBridges>. Comments on this proposal should be forwarded to the address in the notice no later than November 16, 2018. (HP)

Regulations:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

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

SECTOR HAMPTON ROADS

- **Virginia (Southern)**

Elizabeth River – Eastern Branch - U.S. 460/S.R. 337 (Berkley) Bridge – The bridge will be maintained in the closed-to-navigation position to facilitate public safety from 11 a.m. to 12:30 p.m. and from 2 p.m. to 4 p.m. on Wednesday, February 6, 2019. The drawbridge has two spans, each with double-leaf bascule draws, and both spans have a vertical clearance in the closed position of 48 feet above mean high water. Vessels able to pass through the bridges in the closed position may do so, after receiving authorization from on scene law enforcement vessels. The bridge spans will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. Mariners should use caution when transiting the area. (HP)

SECTOR NORTH CAROLINA

- **North Carolina** – None

Construction, et al:

SECTOR DELAWARE BAY

- **Delaware**

Chesapeake and Delaware Canal - St Georges Bridge – Bridge maintenance will be conducted between Tuesday, September 04, 2018, and Monday, February 15, 2019; Mon-Fri; from 7 a.m. to 5 p.m. Repair and rehabilitation of the bridge will require a vertical restriction of 4 feet from the center of the main span to the northern pier. The southern half of the bridge, including the south half of the main span, will remain unrestricted. A small safety skiff will be operating in and around the main channel and can relocate, if required. Marine Traffic Controllers will help direct traffic under the northern half of the bridge to avoid any concerns. The skiff may be reached on VHF-FM channel 13. The project superintendent can be reached at (703) 731-4460. Mariners should use caution when transiting the area. (MB)

- **New Jersey (Central & Southern)**

Delaware River – Commodore Barry (fixed) Bridge – To facilitate painting, work will continue until 2019. Work platforms will be installed 3 feet beneath the bridge in various locations reducing the vertical clearance to 178 ft. above mean high water at the edge of the navigable channel (187 ft. center of channel). Phase 1 – NJ approach girder and deck truss spans due completion in September 2016. Phase 2 – PA approach girder and deck truss spans, scheduled to commence fall of 2016. Phase 3 – Cantilever truss span, scheduled to commence in 2017 and conclude in 2019. Mariners should exercise caution. (MS)

Great Egg Harbor Bay - Garden State Parkway (Northbound) Bridge - Maintenance will be performed from November 1, 2016, until February 28, 2019, between 7 a.m. and 4 p.m., Monday through Saturday. A second work shift and 24-hour operations may be scheduled via separate notice and broadcast notice to mariners. Bridge work will include superstructure removal and replacement, deck repair and resurfacing, parapet replacement, substructure repairs, and fender replacement. A work platform extending approximately 2 feet below low steel of the bridge will be installed over the middle portion of the bridge, reducing the vertical clearance of the navigation span to approximately 48 feet. Vessels and barges will be operating and working in the area and necessary waterway closures will be scheduled via separate notice and broadcast notice to mariners. Mariners should use extreme caution when transiting the area. (HP)

Delaware River - Interstate 276/Delaware River Turnpike Bridge - Repainting and miscellaneous improvements will be performed from mid-November 2015 through December 31, 2018. All work on the bridge superstructure will continue to be performed from 7 a.m. to 7 p.m.; M-F; and from 6 a.m. to 6 p.m. on the weekends. The repainting and miscellaneous improvements ongoing since mid-November, 2015, will be extended through to December 31, 2018. A work platform occupying approximately half of the navigation span, will continue to reduce the vertical clearance by approximately 5 feet to approximately 130 feet above mean high water. The project foreman can be contacted at 267-767-2550. Mariners should use extreme caution when transiting the area. (MT)

Manahawkin Bay (NJICW) - Route 72 Bridges – Bridge construction continues until May 2019.

The new Route 72 Manahawkin Bridge has a vertical clearance of 55 feet above mean high water and a horizontal clearance of 100 feet between fender systems. In addition to bridge construction, marine construction operations include installation and removal of work trestles, caissons and cofferdams, bridge scaffolding and false work, as well as demolition of portions of the existing bridge not utilized in the new bridges. Vessels and barges used during marine construction and will monitor VHF-FM channel 13. 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. Mariners should use caution when transiting the area. (HP)

Delaware River - Betsy Ross Bridge - Painting will be conducted from May 15, 2018, to October 1, 2019; Monday - Saturday, from 7 a.m. to 5 p.m. A work platform will be installed and will extend 3 feet below low steel. The vertical clearance of the bridge will be reduced by 3 feet, to approximately 110 feet above mean high water. There will be no maintenance personnel or equipment in the waterway. A small safety boat will be in vicinity of the bridge when work is conducted over the navigational spans. Mariners are urged to use caution when transiting the area. (MS)

New Jersey Intracoastal Waterway (NJICW), Inside Thorofare - US40-322 (N Albany Ave) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from September 24, 2018, through January 24, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 25 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (215) 394-7997. Mariners should use extreme caution when transiting the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Beach Thorofare - US 30 (Absecon Boulevard) Bridge – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Friday; from September 24, 2018, through January 24, 2020. Work will consist of repair and rehabilitation of the bridge fender system. A crane barge, a material barge, a 25-foot work vessel, and several work floats will be located in and around the vicinity of the bridge. During the work hours, the horizontal clearance of the bridge will be reduced to approximately 30 feet due to work floats located inside the navigational channel throughout for the duration of the maintenance period. Vessels that can safely transit through the bridge during periods with a reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge during periods with a reduced horizontal clearance may transit through the bridge between 11:30 a.m. and 12:30 p.m., if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work vessels and barges may be reached on VHF-FM channel 13. The project foreman may be reached at (215) 394-7997. Mariners should use extreme caution when transiting the area. (MT)

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from September 17, 2018, to February 28, 2019, Monday through Friday, from 7 a.m. to 3:30 p.m. A crane barge will be located south of pier F, outside of the navigation channel. The Project Foreman can be reached at (215) 421-2880 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

Townsend Inlet - CR619 (Ocean Drive) Bridge – Bridge maintenance will be conducted from Monday through Saturday, 6 a.m. to 3 p.m., from September 21, 2018, to May 22, 2019. The construction personnel will not be operating in the navigable channel. The Project Foreman can be reached at (609) 624-9090. Mariners should use caution when transiting the area. (MS)

NJICW (Cape May Canal) - SR 109 Bridge – Bridge maintenance to the bridge fender system, which began in September, 2017, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 70 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (267) 907-6501. Mariners should use extreme caution when transiting the area. (MT)

NJICW (Cape May Canal) - SR 162 (CR 626/Seashore Road) Bridge – Bridge maintenance to the bridge fender system, which began in October, 2017, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 75 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (267) 907-6501. Mariners should use extreme caution when transiting the area. (MT)

NJICW (Grassy Sound Channel) - SR 147 (North Wildwood Boulevard) Bridge – Bridge maintenance to the bridge fender system, which began in December, 2017, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 90 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (267) 907-6501. Mariners should use extreme caution when transiting the area. (MT)

Fortescue Creek - SR 637 (Downe Avenue/ Fortescue Road) Bridge – Bridge maintenance will be conducted from 7 a.m. to 5 p.m.; Monday-Friday; on November 1, 2018, through September 30, 2019. A crane vehicle will be on and around the vicinity of the bridge. Maintenance personnel, equipment and vehicle will relocate from the navigable channel, upon request. The onsite-foreman may be reached on VHF-FM channels 13 and 16, and can also be reached at (856) 297-2794. Mariners should notify the work foreman no less than thirty minutes prior to transiting the bridge. Mariners should use caution navigating through the area. (MT)

Beach Creek - SR 147 (Beach Creek) Bridge – Bridge maintenance to the bridge fender system, which began in September, 2018, will continue to be conducted from 7 a.m. to 5 p.m.; M-Th; through December 31, 2018. During the

maintenance period a work vessel, several work barges and work floats will be in the vicinity of the bridge during work hours, which will reduce the horizontal clearance of the bridge to approximately 30 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Vessels who can safely transit through the reduced horizontal clearances, may do so at any time. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. The work vessel and work barges may be reached on VHF-FM channel 13. The project foreman can be reached at (267) 907-5087 or (215) 786-1562. Mariners should use extreme caution when transiting the area. (MT)

New Jersey Intracoastal Waterway (NJICW), Ingram Thorofare - CR 601 (Avalon Boulevard) Bridge – Bridge maintenance which began in September, 2018, will continue to be conducted from 7 a.m. to 3 p.m.; Monday-Saturday; through February 22, 2019. A 40 foot crane barge, several work floats, and a team of divers will be in and around the vicinity of the bridge. During the maintenance period, the horizontal clearance of the bridge will be reduced to approximately 40 feet. Vessels that can safely transit through the bridge with the reduced horizontal clearance may do so at any time. Vessels that cannot safely transit through the bridge with a reduced horizontal clearance may transit through the bridge, if at least a 24-hour prior notice is given to the project foreman. Maintenance personnel, equipment and vessels will relocate from the navigable channel to facilitate the safe transit through the bridge of vessels that cannot safely transit the bridge with a reduced horizontal clearance. Work barge and work platforms may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (267) 249-0866. Mariners should use extreme caution navigating through the area and while transiting the bridge. (MT)

- **Pennsylvania –**

Schuylkill River - Grays Ferry Pedestrian Bridge - Modification of existing railroad bridge will begin on June 18, 2018, and is expected to finish on June 1, 2019. Work will be performed from 6 a.m. through 5 p.m.; Monday through Friday. During this bridge modification project, one navigable channel will be occupied; the other channel will be free for navigation with an available navigational clearance of approximately 75 feet horizontal clearance. Mariners should navigate the waterway with extreme caution and due regard for prevailing conditions on the waterway. The new bridge will have a vertical clearance of 26 feet above mean high water and a horizontal clearance of 75 feet in both navigational spans. Detailed project information and information concerning the waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing bridge. A.P. Construction Inc.'s vessels are monitoring VHF-FM channel 13 and 16 when work is in progress or vessels are operating in the area. The City of Philadelphia construction manager may be contacted at (215) 275-8066 and A.P. Construction, Inc.'s project foreman may be contacted at (215) 651-6278. Mariners should use extreme caution when transiting the area. (MT)

Delaware River - SR 73 (Tacony-Palmyra) Bridge – Bridge maintenance will be conducted from September 17, 2018, to February 28, 2019, Monday through Friday, from 7 a.m. to 3:30 p.m. A crane barge will be located south of pier F, outside of the navigation channel. The Project Foreman can be reached at (215) 421-2880 or VHF/FM Ch. 13. Mariners are urged to use caution when transiting the area. (MS)

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- **Maryland**

Chesapeake Bay - US 50/US 301 (William P. Lane Jr. Memorial) (Eastern Channel) Westbound Bridge - Maintenance will be conducted from July 10, 2017, through June 20, 2019; 24 hours a day; 7 days a week. The work will involve bridge spans 44-49, broken into two phases. The first phase will commence on July 10, 2017, with spans 47-49, and the second phase for spans 44-46 (span 45 is the navigational span) will commence on a later date to be published via an updated LNM. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. A barge and work vessels will be in and around the vicinity of the bridge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 228-9164. Mariners should use caution when transiting the area. (MT)

Curtis Creek - I-695 Bridge –Maintenance will be performed from January 8, 2018, through February 15, 2019, 24 hours a day. During the maintenance period, barges will be placed in the navigable channel, reducing the horizontal clearance to between 128 feet and 160 feet. The bascule spans will be placed in the open-to-navigation position or opened on signal, if at least a one-hour notice is given, as provided in 33 CFR 117.557. Barges will relocate outside of the navigable channel, if at least a one-hour notice is given. Vessels may contact the project engineer at (410) 330-7332 or project manager at (410) 377-9655 concerning bridge openings and navigation safety. Vessels engaged in bridge maintenance may be contacted via VHF-FM channels 13 or 16. Mariners should use caution when transiting the area during the scheduled maintenance period. (HP)

Neale Sound - Bridge No. 0803800 (MD-254) Bridge - Construction activities will begin on May 21, 2018, and are expected to conclude on August 31, 2020. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the Tug Rising Sun; whirley crane Hampton Road on a 46-foot by 108-foot barge; pedestal crane Patapsco on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot car float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579.

Mariners should navigate with extreme caution in the vicinity of the bridge and construction equipment. (HP)

Chesapeake Bay - US 50 (William Preston Lane Jr.) Memorial Bridge - To facilitate the work, the top navigation light on the north and south sides of the west bound suspension bridge at mid span will be temporarily removed from July 17, 2018 to May 14, 2019. Mariners should use caution when transiting the area. (MS)

Chesapeake Bay - US 50/301 (William Preston Lane Jr. Memorial) Bridge - Underwater inspections will be conducted from October 8, 2018, to March 1, 2019, from 7 a.m. to 4 p.m. A 25ft dive boat will be utilized during the inspections and will be moored to the bridge pier and fender system during dive operations. Mariners should use extreme caution when transiting the areas. (MS)

Potomac River - US 301 (Harry W Nice Memorial) Bridge - Underwater inspections will be conducted from October 8, 2018, to March 1, 2019, from 7 a.m. to 4 p.m. A 25ft dive boat will be utilized during the inspections and will be moored to the bridge pier and fender system during dive operations. Mariners should use extreme caution when transiting the areas. (MS)

St. George Creek - SR 249 (Piney Point Road/St. George Island Bridge) Bridge – Bridge maintenance will be conducted from 8 a.m. to 5 p.m.; Monday-Friday, from January 8, 2019, through April 15, 2019. Two 10-foot barges and a diver will be in and around the vicinity of the bridge during work hours, which will reduce the horizontal clearance to approximately 10 feet. The clearances of the bridge navigation channel will be unrestricted, at all other times. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (443) 417-8850 or (443) 569-2353. Mariners should notify the work foreman no less than 2 hours prior to transiting through the bridge. Mariners should use extreme caution navigating through the area. (MT)

- **Washington DC**

Potomac River - Arlington Memorial Bridge - On or about June 11, 2018 the Arlington Memorial Bridge Rehabilitation Project will commence. To establish safe access for workers from the crew boats to the bridge structure during, platforms will be installed to the existing bridge and a floating platform (small barge) will be on site, located between Abutments 2 and 3 near the middle of the river. The 5-foot to 6-foot wide access platforms will take 3 weeks to install, during daylight hours, and the access will be installed for the duration of the project, which will continue until late 2020 or early 2021. Though located within the center arch, the work is outside of the 80-foot wide federal navigation channel. Marine equipment on site will include a small crew boat (with marine radio) and a 10-foot wide by 40-foot long floating platform (barge). All marine equipment will be lighted in accordance with USCG regulations. More substantial bridge rehabilitation work is scheduled to start in July 2018. Mariners are urged to use caution when transiting the area, remain alert for on-water activity at the bridge and access area, and reduce speed to minimize wake near the work site. Interested mariners can contact the bridge project's tender boat via marine band radio VHF-FM channel 16 during the work period. For any questions or concerns, contact Coast Guard Sector Maryland-National Capital Region, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693. (MS)

Anacostia River - Frederick Douglass Memorial (South Capitol Street) Bridge – Bridge construction commenced in the Anacostia River in Washington, DC on April 19, 2018, and will continue into 2021. The current work consists of building the temporary West Trestle from the western shoreline out to the center of the Federal Channel. A work barge will be stationed in the western/down bound side of the Federal channel during trestle construction and properly lit. The existing western and center fender piers will also be partially demolished, south of the existing bridge. The western half of the Federal channel is currently closed as demarcated by the white exclusion buoys upstream and downstream of the bridge. The East Trestle is also being constructed, which will extend from the eastern shoreline to the east side of the Federal channel. Multiple barges and push vessels are supporting this activity. The eastern half of the Federal channel, east of the center fender pier, will be open for navigation at all times. Construction work will be conducted Mondays through Saturday, between 7 a.m. and 7 p.m., with no pile driving work on Saturday. Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use caution when transiting the area, control wake, and operate at minimum speed necessary to maintain safe course near the work site. Interested mariners can contact the vessels "Ms. Becky" or "Claire Marie" via marine band radio VHF-FM channels 16 and 13 when actively working on the river. (MB)(RH)

- **Virginia (Northern)** - None

SECTOR HAMPTON ROADS

- **Virginia (Southern)**

Lynnhaven Inlet – US 60/John A. Lesner (fixed) Bridge – Work is in progress through August 30, 2019 for a new replacement bridge at essentially the same location. The new bridge will have a vertical clearance of 45 feet above MHW, along with a horizontal clearance of 150 feet between face of the fenders. A dredge material placement site will be located southwest of the existing bridge, adjacent to the boat ramp facility and used as a staging area. The contractor will access the lay down and staging area via the waterway through a proposed temporary bulkhead. (HP)

James River - I-295, Varina-Enon Bridge - Maintenance will be conducted between Monday, July 9, 2018, and Tuesday, May 14, 2019; M-F; from 7 a.m. to 3:30 p.m. All work will be conducted outside the navigable channel and should not interfere with vessels within the navigable channel. No vertical or horizontal restrictions are anticipated. Mariners should remain vigilant and use caution when transiting the area. (MB)

Queens Creek - I-64 Bridges - Bridge construction will be conducted from December 3, 2018, to September 24, 2021, Monday-Friday from 7 a.m. to 6 p.m. To facilitate the work, a temporary work trestle and a work barge will be in the vicinity of the navigational channel. A minimum 15-foot wide navigational opening will be maintained in the main navigational channel at all times. The Project Foreman may be reached on VHF/FM Channel 13. Mariners should use caution when transiting the area. (MS)

SECTOR NORTH CAROLINA

- **North Carolina**

Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Work is in progress through 2018 (TBD), for construction of a high-level fixed bridge relocated between Radio Island and Michael J Field in Carteret County, and demolition of the existing bridge. The new high-level fixed bridge has a vertical clearance of 65 feet above mean high water and a horizontal clearance of 100 feet between pile bents. Tugboats and barges will be used and will monitor VHF channel 13 in the event that mariners need to contact the contractor. Waterway closures are being planned. (HP)

Gallants (Beaufort) Channel – US 70/Grayden Paul (fixed) Bridge – Bridge demolition activities will be conducted in the vicinity of the US-70/ Grayden Paul (basculer drawbridge), at mile 0.1, over Beaufort (Gallants) Channel at Beaufort NC. Vessels, construction equipment and personnel will be working in the channel from 7 a.m. to 6 p.m., daily, from mid-November 2018, through February 28, 2019. Construction vessels will monitor VHF-FM channels 13 and 86. Mariners should exercise caution when transiting area. (HP)

Oregon Inlet - Herbert C. Bonner Bridge – Construction activities for the replacement bridge will begin on March 7, 2016 and are expected to finish on August 30, 2019. Work will be on-going 24-hours per day, seven days a week. 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. A work trestle/loading dock will be constructed approximately 200 yards south of the southeastern end of the existing Bonner Bridge, on the southwest side of South Point in Pamlico Sound, extending 150 feet southwesterly from the shoreline and terminate at approximately 35.766 N, 75.526 W. Running parallel to the dock will be a 245-foot breast-line comprised of eight 36-inch hollow pipe piles spaced fifty feet apart, to be used for mooring purposes. The breast-line will begin near shore and terminate at approximately 35.765N, 75.527 W. Each pile will be lit by a flashing white light. PCL Civil Constructors tugs and vessels will monitor VHF-FM channels 13 and 16 when work is in progress or vessels are operating in the area. The NCDOT Resident Engineer may be contacted at (252) 473-3637 and PCL Civil Constructors may be contacted at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>. (HP)

Currituck Sound - US 158 (Wright Memorial) Bridge - Maintenance will be conducted from 7 a.m. to 7 p.m.; 7 days a week; from October 03, 2017, through November 1, 2019. A 40 ft. barge, several work boats, several work platforms and a team of divers will be in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channels 13 and 16. The project foreman can be reached at (252) 340-2471 or (936) 404-9514. Mariners should notify the work foreman no less than one hour prior to transiting through the bridge and should use caution when navigating the area. (MT)

Atlantic Intracoastal Waterway (Bogue Sound) - SR 1184 (Atlantic Beach Bridge) – Bridge maintenance will be conducted from 7 a.m. to 7 p.m.; Monday-Saturday; October 8, 2018, through March 15, 2019. A crane barge, a material barge, several tugs, several work vessels and work platforms will be located in and around the vicinity of the bridge. Maintenance personnel, equipment and vessels will relocate from the navigable channel, upon request. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (571) 287-9269 or (910) 859-9403. Mariners should notify the work foreman no less than thirty minutes prior to transiting through the bridge. Mariners should use extreme caution navigating through the area. (MT)

The Straits - Harkers Island Bridge (SR 1332) - Bridge will remain in the closed-to-navigation position from 8 a.m. on October 30, 2018, until 6 p.m. on April 30, 2019, to facilitate bridge repair due to damage during Hurricane Florence. This deviation allows the bridge to remain in the closed-to-navigation position. The bridge is a swing bridge with a vertical clearance in the closed-to-navigation position of 14 feet above mean high water. Vessels able to pass through the bridge in the closed position may do so at any time. The bridge will not be able to open in case of an emergency and there is an alternate route for vessels to pass. Mariners should use caution when transiting the area (MB)

Cape Fear River - US 17 Cape Fear Memorial Bridge – Bridge maintenance will be performed from 7 a.m. on December 18, 2018, to 11 p.m. on April 17, 2019. A work platform will be attached underneath the movable span, which will reduce the vertical clearance to 57 feet above mean high water in the closed position and 127 feet above mean high water in the open position. Vessels should provide the bridge tender 15 minutes advance notice before transiting the bridge to ensure worker safety. The bridge tender may be contacted on VHF-FM channel 13. Mariners should use caution when transiting the area. (MS)

FUTURE PROJECTS:

Permits/Construction:

SECTOR DELAWARE BAY

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

SECTOR MARYLAND-NATIONAL CAPITAL REGION

- *Maryland*
Potomac River - Theodore Roosevelt (fixed) Bridge - DDOT is conducting an investigation and assessment of the bridge. They'll assess structural condition, needs for extended life cycle, and safety compliance improvements. Then will do a design analysis of alternatives with construction in the future (no date given).
- *Washington, DC* –
Anacostia River – 11th Street Bridge Park – Proposed fixed pedestrian bridge park to be built on retained substructure of old 11th Street Bridge. (HP)
- *Virginia (Northern)* – None

SECTOR HAMPTON ROADS

- *Virginia (Southern)* – None

SECTOR NORTH CAROLINA

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

SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS

CURRENTLY IN PROGRESS

******DREDGING AND MARINE CONSTRUCTION CAUTIONS******

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

******NJ – MANASQUAN INLET TO BARNEGAT INLET – BEACHFILL OPERATIONS******

UPDATED DATES AND UNITS ON SCENE. Continuing until approximately **30 Jun 2019** the Dredges R.N.WEEKS and MAGDALEN will be operating 3 miles offshore of Tom's River South and Seaside Heights Beach, Ocean County, NJ. The dredged material will be transported through a combination of floating and submerged pipeline to the beach fill placement areas. For questions and/or additional information contact macruz@weeksmarine.com or contact Project Manager(s) on-site: Matt Henry (985) 237-5050, mthenry@weeksmarine.com, Site Manager, Ted Tarvin - (856) 217-4509, trtarvin@weeksmarine.com. Ref LNM 34/17
Chart 12324

NJ – LITTLE EGG HARBOR – HORIZONTAL DRILLING

New Jersey Natural Gas Company (NJNG) and CDM Smith Inc. will be installing an underground utility distribution main beneath Little Egg Harbor via horizontal directional drilling (HDD). Construction activities will continue until the **summer 2019**. The work includes the installation of a 12-inch steel utility distribution main below the Little Egg Harbor via HDD "intersect drill method". The HDD will be supported by a temporary cofferdam and jack-up barge surrounded by a turbidity curtain situated in the middle of Little Egg Harbor. Floating pipe will extend from the cofferdam on the western side toward Dock Road in Eagleswood Township, Ocean County, NJ. Work vessels may be contacted on channel 16 VHF-FM. For more information or questions, contact Scott Murray at 973-579-4100. LNM 47/18
Chart 12324

NJ – SHOOTING ISLAND – OCEAN CITY – SHORELINE RESTORATION

From December 5, 2018 through **May 28, 2019**, Charter Contracting Company will be conducting shoreline restoration of Shooting Island in Great Egg Harbor Bay, Ocean City, NJ. The project includes construction of living shoreline sill on the northern and western sides of the island. The project will involve tugs and barges operating in the surrounding shallow waters and narrow channels. Mariners are advised to use caution when transiting the area.
Chart 12316

NJ – OCEAN CITY - PECK BAY - BETWEEN CARNIVAL BAYOU CHANNEL AND WATERVIEW – DREDGING

Southwind Construction Corp dredge KRISTI JOE, tenders DANNY JOE and LOW MAN will be conducting dredging operations within Back and Peck Bays, more specifically in Ocean City Lagoon Channel, Clubhouse and Bluefish Lagoons, Carnival Bayou Channel, Venetian Bayou and Waterview near Ocean City, NJ. Operations will be conducted from 27 Aug 2018 to **28 Feb 2019**, Monday through Saturday, from 8:00 am to 8:00 pm. Floating rubber and polyethylene pipeline associated with dredging operation will traverse north to south from the Channels, Lagoons and Bayous through the shallow waters of Peck and Back Bays to the Upland Fill Placement Area Site 83. Pipeline will be lighted and marked with floating buoys in accordance with Coast Guard regulations. Contact Mike Will at 812-483-1528 or Chris Barton at 812-454-7114 LNM 34/18
Chart 12316

******PA -NJ – DELAWARE RIVER – MARCUS HOOK - TINICUM RANGES – ROCK BLASTING – DREDGING******

Great Lakes Dredge & Dock Company will be conducting drilling, rock blasting, and dredging operations in the Delaware River within the Marcus Hook and Tinicum Ranges. Operations will be conducted from February 10, 2019 through March 15, 2019. A safety zone will be in effect for all navigable waters of the Delaware River within 500 yards of vessels and machinery performing rock blasting, rock removal, and dredging operations. The operator of any vessel requesting to transit through the safety zone shall proceed as directed by the drill boat APACHE, the dredges TEXAS and NEW YORK, or the designated representative of the Captain of the Port and must operate at the minimum safe speed necessary to maintain steerage and reduce wake. No vessel may transit through the safety zone during times of explosive detonation. The drill boat APACHE will make broadcasts via VHF-FM Channel 13 and 16, at 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation on VHF-FM Channel 16. After every explosive detonation, a survey will be conducted to ensure the navigational channel is clear for vessels to transit. APACHE will broadcast, via VHF-FM 13 and 16, when survey is complete and the channel is clear to traffic. For safe passing arrangements, contact drill boat APACHE on VHF-FM channel 13. If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Situation Unit Controller at (215) 271-4807.
Chart 12312

PA – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – DREDGING

The Dredge ESSEX will commence dredging operations in the Marcus Hook Channel and Anchorage of the Delaware River on or about January 10, 2019. The project will continue until approximately **February 28, 2019**. A submerged pipeline will be placed from the dredging area to the Pedricktown Disposal area on the New Jersey side of the river.
Chart 12312

PA – NJ – DELAWARE RIVER – MARCUS HOOK RANGE – NEW RANGE CONSTRUCTION

Atlantic Subsea Inc. will be constructing new Marcus Hook Range Structures. Work will be outside the channel on the Marcus Hook Range line. Once the new structures are complete, the old Front Range will be demolished. The crane barge TIOGA will be on scene and work will take place 7 days a week during daylight hours. The TIOGA may be contacted on VHF-FM channel 16 and 13 or 609-820-8056. For question or more information, contact Ajay A. Talwar at 856-241-3544 ext 14. LNM 42/18
Chart 12312

PA – NJ – MIFFLIN RANGE – FORT MIFFLIN TERMINAL DOCK – MARINE CONSTRUCTION

Commerce Construction Corporation will be performing marine construction for Energy Transfer Partners at their Fort Mifflin Terminal Dock, located along the Del River in Tinicum Township, PA. All Work will occur outside of the channel in the immediate vicinity of the Energy Transfer Partners Marine Terminal docks. Crews will be on the water from 6:00 AM to 6:00 PM Monday thru Sunday, thru **Dec 2020**. Multiple barge mounted cranes, support barges and small craft will be near the dock supporting construction activities. Mariners are cautioned to stay clear of the crane barges, operating wires, anchors, buoys, small boats, tenders, and divers. Operators of vessels of all types should be aware that men will be working on floating equipment and within the water around the crane barge and docks. A NO WAKE transit is requested of all vessels passing near the work area. LNM 40/18 Chart 12312

PA - NJ – DELAWARE RIVER – PORT OF PAULSBORO – MARINE CONSTRUCTION

The Paulsboro Marine Terminal will be conducting construction activities along the existing marine wharf. The multi-phase project will involve creation of a new berth on the downriver side of the existing pier. The project will continue through **Oct 2021**. During construction, there will be multiple tugs, work vessels, material and crane barges in the vicinity of the pier and Mantua Creek. Mariners are urged to use caution when transiting near the area, stay clear of all equipment, and maintain a minimal wake. For questions or concerns contact United States Coast Guard Sector Delaware Bay Waterways. Chart 12312

PA – NJ- DELAWARE RIVER – PACKER AVE TERMINALS – DREDGING

Dredge 54 will perform maintenance dredging at various berths at the Packer Ave facility starting on 13 September 2018. Hopper barges will be loaded and towed from the facility to Ft. Mifflin where an unloader barge will be stationed. The barges will be spudded down, outside of the channel, down river of Schuylkill River Entrance Buoy 1 (LLNR 3410) at the mouth of the Schuylkill River. Chart 12313

MD – CHESAPEAKE BAY - BROADWATER CREEK - PASTURE CREEK - CARRS CREEK CHANNELS – DREDGING

Lindstrom Excavating Contractors will be conducting dredging operations in Broadwater, Pasture and Carrs Creeks from 16 Oct 2018 to **15 Feb 2019**. A barge with an excavator and hopper barges will be in the area. For more information, contact Mike Branham, at 410-708-3528. LNM 40/18 Chart 12270

MD – CHESAPEAKE BAY – POPLAR ISLAND - DREDGING

Cottrell Contracting Corporation of Chesapeake VA dredge LEXINGTON will be conducting dredging operations on the Poplar Island Sand Stockpile Project, Poplar Island, Maryland. Operations will be conducted between Poplar Island Narrows Daybeacon 6 (LLNR 25975), Eastern Bay Entrance Buoy 2 (LLNR 26005) and the North Point of Poplar Island. Operations are expected to be completed on or around **28 February 2019**. LNM 002-19 Chart 12270

MD – CHESAPEAKE BAY – POPLAR ISLAND - EXPANSION PROJECT

Construction continues of several breakwater and dikes on the northern part of Polar Island. The project work will extend 1NM north of the island and will be approximately one-half nautical mile in width running east & west. Until **1 Jul 2019** multiple tugs, work vessels, and barges will be on scene conducting construction of the breakwaters and dikes. The area is marked with lighted and unlighted buoys. Mariners are urged to remain outside of the warning buoys, clear of all equipment, and maintain a minimal wake. Mariners approaching, passing and leaving the area are urged to use caution and can contact the vessels on site via VHF-FM channels 13 and 16 or the on-site project manager, Mike Delaney, at (518) 332-8430. Ref LNM 47-17 Chart 12266

MD - CHESAPEAKE BAY - COVE POINT TO SANDY POINT - BRIDGE REHABILITATION CONTINUES AT THE WILLIAM P. LANE JR

An engineering firm, on behalf of Maryland Transportation Authority, will be performing maintenance at US 50/US 301 (William P. Lane Jr. Memorial) (eastern channel) westbound bridge, over Chesapeake Bay, mile 138.1, near Stevensville, MD. The maintenance will continue through **June 20, 2019**; 24 hours a day; 7 days a week. A work platform will be attached to the underside of bridge which will reduce the vertical clearance of the bridge spans by approximately 2 feet. To facilitate the work, a 265 ft wide by 48 ft wide barge is anchored along the north bridge (westbound) at span 46, between bridge piers 45 and 46, outside the eastern channel in approx posit lat 38-59-17.16 n, lon 076-21-20.88 w. The anchored barge has a 4-point mooring system held in place with a cable at each of the four corners of the barge leading to a lighted buoy attached to and marking each anchor. The barge and buoys are marked and lighted IAW USCG regulations. A hanging staircase ladder is installed at this location to provide bridge workers access from the barge. Work vessels may be reached on VHF-FM channel 13. The project foreman can be reached at (910) 228-9164. Ref LNM 39/17 Chart 12270

MD – BALTIMORE HARBOR – SPARROWS POINT – DREDGING

Tradeport Atlantic will be conducting maintenance dredging of the privately owned access channel and turning basin in the southern portion of the Tradeport Atlantic facility, Sparrows Point. Dredging will be conducted until approximately **15 Feb 2019**. Contact Peter Haid at 443-649-5055 with any questions or for more information. LNM 46/18 Chart 12281

MD – DC – UPPER POTOMAC RIVER - ANACOSTIA RIVER – MARINE CONSTRUCTION OPERATIONS

Construction of the new Frederick Douglass Memorial (South Capitol Street) Bridge across the Anacostia River in Washington, DC continues into **2021**. The work is being conducted Mondays through Saturdays, between 7 am and 7 pm., and currently consists of building two structures:

1. The temporary West Trestle, which extends from the western shoreline eastward to the center of the federal navigation channel and includes new Bridge Pier 1. A work barge will be stationed in the western side of the federal navigation channel during trestle construction. Starting in Nov, the existing center fender pier, south of the existing bridge will be partially demolished. To support active demolition of the center fender, a 28-foot vessel will be positioned in the navigable channel. Mariners transiting this area are urged to contact the vessel MS. BECKY for passing arrangements. The western half of the federal navigation channel, approximately 150 feet, is currently restricted to navigation. This area is marked with two orange and white marker buoys labeled "Danger" that are placed approximately 85 yards (250 feet) upstream of the bridge.
2. The temporary East Trestle, which extends from the eastern shoreline westward to the eastern limit of the federal navigation channel and includes new Bridge Pier 2. This area is marked with two orange and white information and regulatory marker buoys labeled "Danger" with the standard 'Exclusion' diamond symbol that are placed approximately 85 yards (250 feet) upstream of the bridge. The federal navigation channel east of the center fender pier (eastern half), approximately 150 feet wide, remains available for navigation.

Marine equipment on site includes a crew boat, a push boat, and multiple deck barges. All equipment will be marked and lighted as required by U. S. Coast Guard regulations. Mariners are urged to use extreme caution when transiting the area, and to operate at minimum speed necessary to maintain safe course that minimizes wake. Interested mariners can contact the MS. BECKY or CLAIRE MARIE via VHF-FM channels 16 and 13.

Chart 12289

MD – CHESAPEAKE BAY – SEVERN AND MAGOTHY RIVERS – MILL CREEK – DREDGING

Maintenance dredging operations are scheduled to occur in the headwaters of Mill Creek, in Anne Arundel County, MD from 15 October 2018 until **February 15, 2019**. The work is located within Mill Creek, in approximate position 39° 3'34.38"N, 76°30'29.34"W. Equipment includes the tug boat BIG C TOO, at least 2 scour barges, and 1 digging barges dredging in Mill Creek and mooring of rigs along sections of Mill Creek. The channel width of Mill Creek in this area will be restricted during the dredging operation. Mariners are urged to use caution when transiting the area, provide at least 6 hours advance notice for passage in Mill Creek, and reduce to a no-wake speed in the vicinity of the equipment. The EDWIN A., JOHN O. CRANDELL and BIG C TOO can be contacted on VHF-FM channels 13 and 16. LNM 41/18
Charts 12282

MD – CHESAPEAKE BAY – APPROACHES TO BALTIMORE HARBOR – DREDGING

Maintenance dredging operations are scheduled to occur within the Baltimore Harbor and approaches federal navigation projects until approximately **March 1, 2019**. Mechanical dredging will start at the south end of the project in Craighill Entrance Channel and Craighill Channel with both dredges, ATLANTIC and VIRGINIAN, and work towards the north to the Cutoff Angle. The VIRGINIAN will start in Craighill Entrance Channel working outbound at Craighill Channel Lighted Buoy 5 (LLNR 8025). The ATLANTIC will start in Craighill Channel working outbound at Craighill Channel Lighted Buoy 12 (LLNR 8075). Dredged material will be transported in scows to Poplar Island for placement at the Paul S. Sarbanes Ecosystem Restoration Project in Talbot County, MD. All equipment will be marked and lighted in accordance with U.S. Coast Guard Regulations. All mariners are requested to stay clear of the dredges, barges, derricks and operating wires about the dredges. Operators of vessels of all types should be aware that the barges are held in place by cables, attached to anchors some distance away from the equipment. Buoys are attached to the anchors so that the anchors can be picked up and moved as needed. Mariners can contact the Norfolk Dredging Co. dredges "VIRGINIAN" and "ATLANTIC" on VHF-FM channels 16 and 13, and are requested to call the dredge 30 minutes prior to expected time of passage.
Charts 12278, 12273

MD – CHESAPEAKE BAY – ROCK CREEK – DREDGING OPERATIONS

Aeration pipeline replacement operations are scheduled to occur in the waters of Rock Creek, in Anne Arundel County, MD on and off until **1 May 2019**. The work is located within Rock Creek, in approximate position 39° 8'36.48"N, 76°31'12.69"W. Equipment includes the tug boat BIG C TOO, at least 2 deck barges, and 1 crane barges in Rock Creek. The channel width of Rock Creek in this area will be restricted during the operation. Mariners are urged to use caution when transiting the area, dive operations may be occurring during the construction. Please provide at least 6 hours advance notice for passage in Rock Creek, and reduce to a no-wake speed near of the equipment. The EDWIN A., JOHN O. CRANDELL and BIG C TOO can be contacted on VHF-FM channels 13 and 16. LNM 41/18
Charts 12278, 12273, 12280, 13003.

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

The Dredges ATLANTIC and VIRGINIAN continue to have on-going dredging operations in the Federal Channels serving Baltimore Harbor primarily in Craighill Angle, Craighill Upper Range, and Cutoff Angle. Dredge Scow Barges continue to be transported via tugs to the Poplar Island Confined Disposal Facility. Between February 7-12, 2019, Dredging Pipeline will be placed outside the Masonville Confined Disposal Facility north east of Fairfield Marine Terminal Pier 3 in preparation of discharging dredge Material from Curtis Bay Channel inside the Masonville Dike at the end of February 2019. This pipeline will be submerged outside the Federal Channel. Approximately 600 feet of pipeline will be staged outside the Ferry Bar Channel near Green #3 and moved into place at the NE end of the Masonville Dike during the period Feb 7-12, 2019. The Curtis Bay Channel Dredging will last for approximately one month. Both the Dredge ATLANTIC and VIRGINIAN Dredging will perform the dredging at Curtis Bay Channel after finishing excavating areas inside Cutoff Angle on or about March 15, 2019. The overall dredging project is expected to continue until approximately April 30, 2019. The Dredge Operators will standby on channels #13 and #16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage. For more information or questions, contact Norfolk Dredging Company at 757-547-9391
Charts 12281, 12278

MD – BALTIMORE HARBOR – SPARROWS POINT AND FERRY BAR CHANNEL- DREDGING

McLean Contracting Company will be conducting dredging operation in Sparrows Point Channel and turning basin from 17 Dec 2018 to **15 Feb 2019**. The dredge and other barges and vessels will be operating in the area and may be contacted on VHF-FM channels 13, 16, 22A. The dredge material will be placed in barges and then transported to Masonville Dredged Material Containment Facility in Ferry Bar Channel to be pumped off. Contact Mr. John Hackmann, Superintendent, 443-623-8412, or Mr. Jay Musser, Area Construction Manager, 443-392-8089 for questions or more information.
Chart 12281

MD – CHESAPEAKE BAY – BALTIMORE HARBOR – MARINE SEDIMENT TEST BORING OPERATIONS

Marine sediment test boring operations in Baltimore Harbor will continue until approximately **30 Mar 2019**. Work will be conducted from 7 am to 5 pm, Mondays through Fridays. Borings will be conducted by the Soil and Land Use Technologies Inc. at various locations near the Dundalk and Seagirt Marine Terminals in Baltimore, MD. Work will be performed from the derrick "149" (110 feet L x 50 feet W) with an assist tug, either the RISING SUN, CAPT. STEVE, MISS DEE, or JUNIOR. The derrick will remain outside the navigation channel and may remain on site. If necessary, the rig equipment may be temporarily relocated to either Colgate Creek or Smith Shipyard. Interested mariners can contact the onsite boat on VHF-FM channels 16 & 13.
Chart 12281

MD – GUNPOWDER RIVER – MARINER POINT PARK – DREDGING

Maintenance dredging operations will occur in the Upper Gunpowder River in Harford County, MD, from Oct 31, 2018 until **Feb 28, 2019**. The mechanical dredging work is located within the main channels of Taylor and Foster Creeks, in approximate position 39°23'43.08 N, 76°20'57.31 W. The dredged material will be placed at the dredged material placement site located at Mariner Point Park in Joppa, MD. The Cianelli Construction, Inc. equipment on scene includes a pushboat, sectional and hopper barges, which will be spudded in place, anchored, or moored to piers. LNM 43/18
Chart 12247

MD – HEAD OF CHESAPEAKE BAY – HAVRE DE GRACE – DREDGING

Dredging operations will be conducted in the Harve de Grace Yacht Basin and Entrance Channel from sunrise to sunset until **15 Feb 2019**. A pipeline will run from the marina to Swan Harbor Farms along the inner channel. The dredge will monitor VHF-FM channels 13 and 16.
Chart 12274

MD – UPPER CHESAPEAKE BAY – BOHEMIA RIVER TO PEARCE NECK – DREDGING

Great Lakes Dredge and Dock Company will be conducting dredging operations in the Upper Chesapeake Bay between Bohemia River and Pearce Neck from 10 Dec 2018 to **31 Jan 2019**. Equipment and vessels in the area will monitor VHF-FM channels 5, 13 and 16. For more information or questions contact J. J. Nelson at 319-850-2284. LNM 50/18
Chart 12274

MD – VA - DC – POTOMAC RIVER – COBB ISLAND - ENTRANCE TO THE WICOMICO RIVER – BRIDGE CONSTRUCTION

A construction firm, on behalf of the Maryland DOT, State Highway Administration, is constructing a new bridge to replace Bridge No. 0803800 (MD-254) Bridge across the Neale Sound, at mile 0.6, Cobb Island, Charles County, MD. Construction activities are expected to continue until **Aug 2020**. Work hours are from 6 a.m. to 6 p.m., Monday through Friday. Detailed project information and information concerning waterway closures will be provided via updated local notice to mariners, broadcast notice to mariners and marine safety information bulletins. Marine equipment engaged in bridge construction will include the tug RISING SUN; crane HAMPTON ROAD on a 46-foot by 108-foot barge; pedestal crane PATAPSCO on a 40-foot by 100-foot barge; WS4 a 40-foot by 98-foot crane barge; SC149 a 52-foot by 115-foot deck barge; SC77 a 34-foot by 240-foot car float barge and work boats, jack boats and crew boats. Marine equipment will moor via spuds in Neale Sound during bridge construction and for heavy weather. Mariners may contact vessels and construction personnel via VHF-FM channel 13 and 16. The project superintendent may be contacted at (443) 980-7633 and the project area construction manager may be contacted at (410) 215-3579. LNM 50/18
Chart 12285

DC - UPPER POTOMAC RIVER - GEORGETOWN CHANNEL – BRIDGE REHABILITATION PROJECT

Major rehabilitation of the Arlington Memorial Bridge over the Potomac River in Washington, DC will continue until **Nov 2020**. Initial work consists of the placement of a pier barge with a steel ramp connecting the barge to the shore on the western shoreline south of the bridge and outside of the federal navigation channel. A barge mooring area will exist near the eastern shore of the river south side of the bridge that includes multiple mooring piles. Work will generally be conducted Mon through Sat, between 7 am and 7 pm., though nighttime work is possible. Marine equipment on site includes a crew boat, a push boat, and up to 10 barges at various locations along the length of the bridge with work focused on the center span. On or about July 16, 2018, the project will require the temporary relocation of the federal navigation channel, which currently is located under the center span of the bridge (Arch 5). The temporary channel will be located under the adjacent span to the east (Arch 4), and will be established until the fall of 2020. Navigation channel lighting at the bridge will be in accordance with Coast Guard requirements. Once the temporary channel is established, work will begin to assemble a large work platform, which will completely obstruct the federal navigation channel. Upstream of this large work platform, a protection system will be deployed, which will be comprised of a floating pipe boom on the water surface attached to concrete anchors. All elements will be marked and lighted in accordance with USCG requirements. Mariners should use caution when transiting the area, and operate at the minimum speed necessary to maintain safe course. Mariners can contact the vessels "Blair B Casey II" and "Charlotte C" via VHF-FM channels 16 and 13 when actively working on the river, or the bridge construction contractor, Kiewit, at 402-708-9345 or 813-323-4611. For any questions or concerns, contact CG Sector MD-NCR, Waterways Management Division, at telephone (410) 576-2674 or (410) 576-2693.
Chart 12289

******VA – CHESAPEAKE BAY ENTRANCE – CHESAPEAKE BAY BRIDGE TUNNEL – MARINE OPERATIONS******

Chesapeake Tunnel Joint Venture will commence Tug, Crane and Barge operations along with the Tug Robert T (or other similar vessel) around the existing Chesapeake Bay Bridge Tunnel protection berms for Island 1 and Island 2 on or about February 11, 2019. Work is expected to last 2020. This work will not impede the navigational channel. Operators of vessels of all types should be aware that at different times, the crane barge and material barges may be held in place by way of spuds and at other times, it may be held in place by a single, or up to a six point anchoring system. Buoys are attached to the anchors so that the anchors may be moved as the crane barge advances along the project. All Mariners are cautioned to strictly comply with the Rules of the Road when in the vicinity of the job site and approaching or leaving the area of operations, and remain a safe distance away from any and all buoys, cables, barges, workboats, and tugs working at the job site. The anchor buoys will be illuminated at night by flashing white lights and the barges will be illuminated by steady white lights on all corners. The Tug Robert T (or other similar vessel) will standby by on VHF-FM channels 13 and 16.
Charts 12222

VA – CHESAPEAKE BAY - CAPE HENRY TO THIMBLE SHOAL LIGHT - BRIDGE CONSTRUCTION

Construction continues on a new bridge to replace the John A. Lesner (US 60) Bridge across the Lynnhaven Inlet in Virginia Beach, VA until **Aug 30, 2019**. At times, small portions of the channel will be blocked to prevent anyone from passing underneath the portion of the bridge being worked on. Work will be on-going 24-hours per day, seven days a week. Temporary work platforms and other hazards, such as portions of the old bridge, will be lighted with fixed white lights until they are removed from the waterway. The new bridge will have a vertical clearance of 45 ft above MHW and a horizontal clearance of 150 ft between the fenders. Ref LNM 14/17
Chart: 12254

******VA – LYNNHAVEN INLET – CRAB CREEK - LONG CREEK – DREDGING******

Salmons, Inc. will be conducting dredging operation for the City of Virginia Beach from January 28 through May 9, 2019 during daylight hours Monday through Friday in Crab Creek and Long Creek Channel. For more information or question, contact Jerry Strohkorb at 757-426-6824.
Charts 12254

VA - CHESAPEAKE BAY - ELIZABETH RIVER

Crofton Construction Services Inc. will begin a 2-year construction project at Norfolk Naval Shipyard in the vicinity of berths 18 & 19 beginning Monday Dec 3, 2018 and continue until **Feb, 2020**. Work will consist of pier replacement and repair of existing structures requiring multiple surface assets to including a crane barge, material barges, tugs and assist vessels. All equipment will be provided with navigational devices indicating to any potential traffic to stay clear of the barges. Equipment will be spudded down on-site with nighttime navigational lights present. Mariners are advised to maintain a minimal wake zone while transiting within 500 feet of the work site. On-scene vessels can be contacted via VHF-FM channels 13 and 16.
Chart 12253

VA – ELIZABETH RIVER – WESTERN BRANCH – I-164 – WEST NORFOLK BRIDGE – REDUCED HORIZONTAL CLEARANCE

Ryan Construction Company will be replacing the fender system on the I-164/West Norfolk Bridge between Piers 25 and 26. The horizontal clearance of the Navigable Channel will be reduce to approximately 50 feet. Work will continue until **Mar 2019**, the Tug CATHERINE and at least two barge will be on site and may be contacted on VHF-FM channel 13. For additional information contact the Onsite Forman at 757-328-6537 or the Project Manager at 757-879-0854.
Chart 12253

VA – JAMES RIVER – SURRY – SKIFFES CREEK – CONSTRUCTION PROJECT

Dominion Energy Virginia will be installing the foundation structures for a new overhead electric transmission line crossing the James River eastward of the Surry Nuclear Power Station until **Feb 2019** multiple tugs, work vessels, and barges will be on scene. Barges will be moored in the James River outside of the navigational channels. For more info, contact Ted Locascio at (757) 651-7288 or Adam Shager at (757) 672-7497. Ref LNM 44/17
Chart 12248

******VA – RUDEE INLET – DREDGING******

The USACE Dredge CURRITUCK will be conducting dredging operations in Rudee Inlet from 29 Jan to 8 Feb 2019.
Chart 12200

NC - OREGON INLET CHANNEL - HERBERT C. BONNER BRIDGE - CONSTRUCTION & REPLACEMENT

Construction is ongoing until **Aug 30, 2019**. Detailed project information and waterway closures will be provided via updated LNM, BNMs and MSIBs. Tugs, crane barges, material barges, support vessels and crew boats will be operating or stationed in the vicinity of the existing and new bridge. Crane barges will be secured in place with four anchors connected by anchor wires to the corners of the barge. The anchor locations will be marked with yellow crown buoys within an approximate 500-ft radius of the crane barge. Contact the NCDOT Resident Engineer at (252) 473-3637 and contact PCL Civil Constructors at (252) 423-3093. Project information may be found at <http://www.ncdot.gov/projects/bonnerbridgereplace/>.
Chart 12205

NC – CAPE HATTERAS AND ROLLINSON CHANNEL – DREDGING

UPDATED COMPLETION DATE. Cottrell Contracting Corporation of Chesapeake, VA dredge ROCKBRIDGE and associated dredge equipment will be conducting dredging operations in the vicinity of South Hatteras Island and the Hatteras to Oeracoke Ferry. Operations will take place in the areas from the Rollinson Channel Light 30 (LLNR 28815) to include the Hatteras to Hatteras Connecting Channel and Hatteras Ferry Channel Ranges 3 through 5 to Hatteras Inlet Channel Light 19 (LLNR 28765). Dredge operations will take place until approximately **8 Feb 2019**.
Chart 11555

******NC – CORE SOUND – ATLANTIC HARBOR – DREDGING******

Cottrell Contracting Corporation of Chesapeake, VA dredge MARION and associated dredge equipment will be conducting dredging operations in the vicinity of Atlantic Harbor, NC. Operations will take place in the Atlantic Harbor Channel from Atlantic Channel Daybeacon 1 (LLNR 34495) to Atlantic Channel Light 2 (LLNR 34500) and from Core Sound Light 22 (LLNR 34475) to the intersection of Atlantic Harbor Channel. Dredging operations will take place on or about 8 Feb until 1 Mar 2019.
Chart 11545

NC – BEAUFORT INLET CHANNEL – MOREHEAD CITY HARBOR - DREDGING

Great Lakes Dock and Dredge Company will be conducting maintenance dredging of Beaufort Inlet Channel and Morehead City Harbor until **15 Apr 2019**. The dredges DODGE ISLAND and PADRE ISLAND will be working 24 hours a day, seven days a week and may be contacted on VHF-FM channels 13 and 16. Dredge spoils will be disposed in the Near Shore Placement Area off Beaufort Inlet. For further information contact Nicholas Williams (630) 247-2256, Project Manager or Kile Alford, QC Manager at (630) 220-1252.
Chart 11537

******NC – INTRACOASTAL WATERWAY – COAST GUARD BASE FORT MACON – DREDGING******

Southwind Construction Corp will be conducting dredging operations at the Coast Guard Base in Fort Macon starting 4 Feb and continuing until approximately 25 Feb. Dredged material will be pumped through a pipeline to the Brant Island Disposal Area. Work vessels may be contacted on VHF-FM channels 13 and 16. Submerged and floating pipelines are associated with dredging operations; 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. For more information or question contact Darrell Stewart at 812-867-7220.
Chart 11541

******NC – EMERALD ISLE AND INDIAN BEACH – POST FLORENCE BEACH RENOURISHMENT PROJECT******

From 14 Feb to 30 Apr 2019 Great Lakes Dredge & Dock Company will use the area between Radio Island and Goat Island outside of the Morehead City Channel as a staging area for pipeline and waterside equipment for the duration of this project including mob and demobilization. Boaters should note that inside the coordinates of this waterside staging area, there could be pipeline on the bottom that could cause hazards to navigation, all vessels should avoid the area defined by the coordinates listed below. This contract will involve dredges, tugs, barges, derricks, and crew boats to complete beach fill operations. Three submerged pipeline setups will be placed on the bottom; one in Emerald Isle and two in Indian Beach with each pipeline composed of approximately 3,200ft of subline. The dredges LIBERTY ISLAND, DOUG MACKIE and ELLIS ISLAND will be on scene. All material will be dredged and pumped from the ODMDS site just south of the Beaufort Inlet Channel.

Waterside staging area for floating and submerged pipelines and equipment:

Northwest Limit: Lat. 34° 42' 30.956" N Lon. 076° 41' 30.489" W
Southwest Limit1: Lat. 34° 42' 29.125" N Lon. 076° 41' 32.640" W
Southwest Limit2: Lat. 34° 42' 22.299" N Lon. 076° 41' 27.959" W
Southeast Limit: Lat. 34° 42' 12.961" N Lon. 076° 41' 13.902" W
Northeast Limit: Lat. 34° 42' 16.903" N Lon. 076° 41' 09.616" W

Sublines to be placed in close proximity to the following:

Subline 1 – Emerald Isle:

Landward End Lat. 34° 40' 37.425" N Lon. 076° 56' 40.754" W
Seaward End Lat. 34° 40' 06.297" N Lon. 076° 56' 33.795" W

Subline 2 – Emerald Isle:

Chart 11547, 11541

Landward End Lat. 34° 40' 57.749" N Lon. 076° 54' 28.056" W
Seaward End Lat. 34° 40' 26.619" N Lon. 076° 54' 21.111" W

Subline 3 – Indian Beach:

Landward End Lat. 34° 41' 15.317" N Lon. 076° 52' 22.810" W
Seaward End Lat. 34° 40' 44.063" N Lon. 076° 52' 16.915" W

Dredges digging in ODMDS Borrow Site:

Northwest Limit: Lat. 34° 38' 57.294" N Lon. 076° 42' 21.483" W
Southwest Limit: Lat. 34° 38' 12.815" N Lon. 076° 42' 22.892" W
Southeast Limit 1: Lat. 34° 38' 11.062" N Lon. 076° 40' 57.160" W
Southeast Limit 2: Lat. 34° 38' 14.862" N Lon. 076° 40' 53.067" W
Northeast Limit: Lat. 34° 38' 55.527" N Lon. 076° 40' 51.871" W

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

Construction will take place on the new US-12 Bypass Bridge (also known as Jug Handle) from January 2019 through May 2021 on the Outer Banks of North Carolina. This bridge extends approximately 2.5 from the southern end of the Pea Island National Wildlife Refuge over the Pamlico Sound into Rodanthe. The air draft along the new bridge during construction will be restricted to 14 feet. For more information, please see the NCDOT website at <https://www.ncdot.gov/projects/nc-12-rodanthe/Pages/default.aspx>
Chart 12204

NC – CAROLINA BEACH INLET – DREDGING

Starting approximately 20 January 2019 and continuing until approximately 31 January 2019 Weeks Marine Inc. will be mobilizing pipeline and equipment in the vicinity of Carolina Beach Inlet. Initial Staging Area will be confined to the Carolina Beach Inlet.

Starting approximately 1 February 2019 and continuing until approximately 25 February

2019 Weeks Marine Inc. hydraulic dredge E.W. Ellefsen will perform maintenance dredging in the vicinity of Carolina Beach Inlet, NC.

Dredging limits for borrow area at Carolina Beach Inlet will be bound by the following approximate positions:

34° 4'37.43"N, 77°53'2.03"W

34° 4'47.92"N, 77°52'59.09"W

34° 4'52.27"N, 77°52'28.44"W

34° 4'40.42"N, 77°52'27.02"W

Starting approximately 25 February 2019 and continuing until approximately 31 March 2019 Weeks Marine Inc. hydraulic dredge E.W. Ellefsen will perform maintenance dredging 3 nautical miles offshore of Carolina Beach, NC.

Dredging limits for borrow area will be bound

by the following approximate positions:

34° 2'25.11"N, 77°52'47.08"W

34° 2'50.87"N, 77°49'42.89"W

34° 1'37.21"N, 77°50'21.03"W

Placement Area/PL corridor will be bound

by the following approximate position:

33°57'54.52"N, 77°55'7.06"W

33°57'43.61"N, 77°54'23.68"W

34° 3'38.58"N, 77°51'56.49"W

34° 3'47.75"N, 77°52'43.71"W

Chart 11534

NC – WILMINGTON HARBOR ANCHORAGE BASIN - DREDGING

Southern Dredging Co dredge CHEROKEE will be conducting dredging operations in the Cape Fear River Channel between the Hwy 17 Cape Fear Memorial Bridge and the Between Channel adjacent to the State Port docks commencing on or about 15 November 2018. The Dredge will operate on a 24 hour per day, 7 day per week basis until approximately **31 January, 2019**. Dredged material will be transported by pipeline to the Eagle Island disposal site on the West side of the river. To ensure safe passage mariners should establish contact with the dredge on VHF-FM channels 13 and 16.

The points of contact for this project are Neil Rodgers at 843-729-1269 or Michael Kitchell at 843-830-1015. LNM 41/18

Chart 11537

NC – CAPE FEAR RIVER BALD HEAD SHOAL REACH 1 AND 2 – DREDGING

Marinex Construction, Inc. will commence dredging operations with the Dredge SAVANNAH on or about December 12, 2018 between Cape Fear River Entrance Channel Lighted Buoy 13 (LLNR 30373) and Cape Fear River Entrance Channel Lighted Buoy 7 (LLNR 30345) in Bald Head Shoal, Reaches 1 and 2, Brunswick County, NC. The dredge will continue on 24 hour per day, 7 days per week until approximately **April 1, 2019**. The dredge will monitor VHF radio channels 13 & 16. Should you have any questions, please contact Marinex Construction at 843-722-9083.

Chart 11537

NC – CAPE FEAR RIVER – BALD HEAD REACH 3 – SOUTHPORT CHANNEL - DREDGING

Great Lakes Dock and Dredge Company will be conducting maintenance dredging of Bald Head Reach 3 to Battery Island Channel and Southport Channel until **15 Apr 2019**. The dredges DODGE ISLAND and PADRE ISLAND will be working 24 hours a day, seven days a week and may be contacted on VHF-FM channels 13 and 16. Dredge spoils will be disposed in the ODMS off the entrance to the Cape Fear River Entrance Channel. For further information contact Nicholas Williams (630) 247-2256, Project Manager or Kile Alford, QC Manager at (630) 220-1252.

Chart 11537

SUMMARY OF MARINE EVENTS AND FIREWORKS DISPLAYS
IN THE FIFTH COAST GUARD DISTRICT

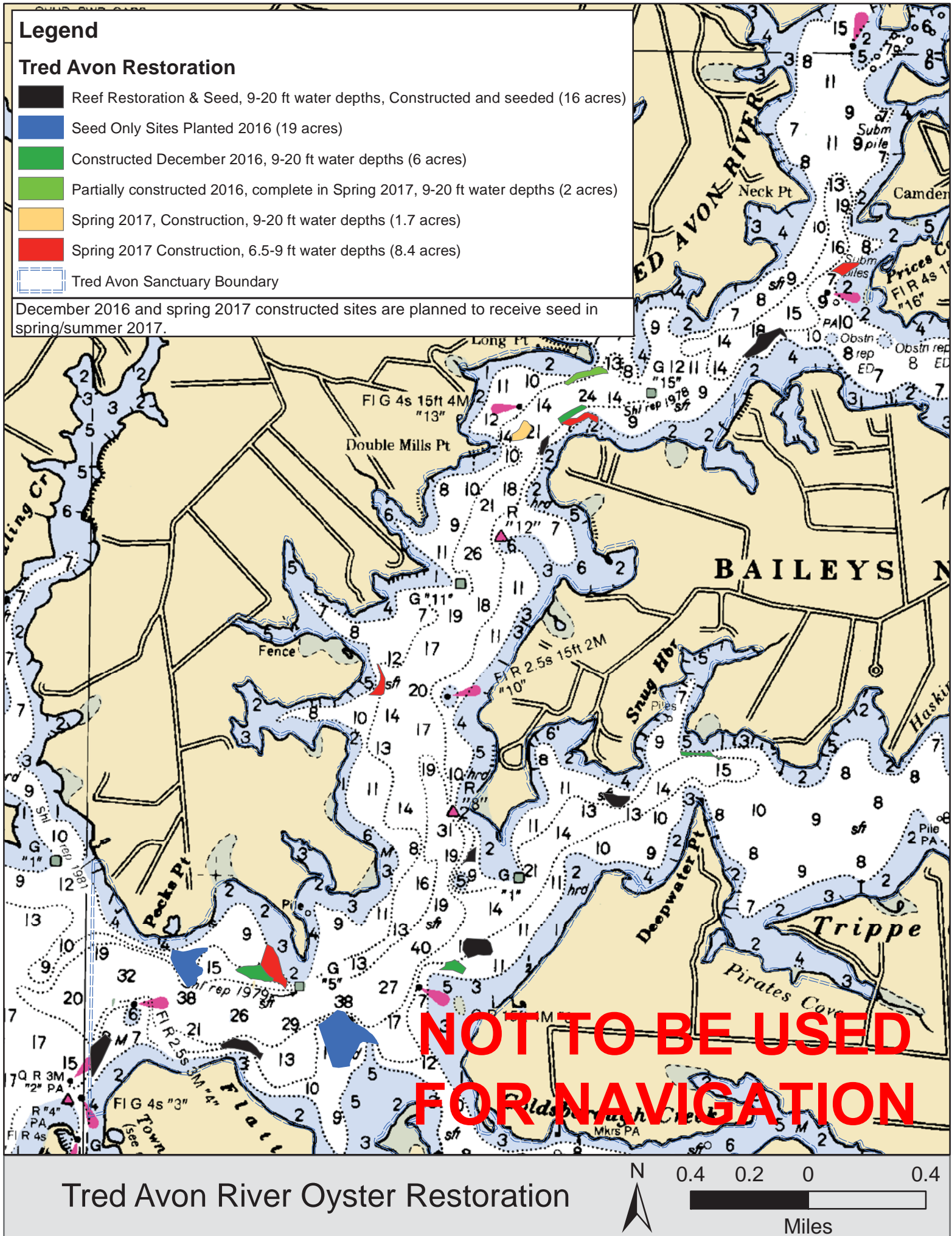
No scheduled marine events have been reported.

Legend

Tred Avon Restoration

- Reef Restoration & Seed, 9-20 ft water depths, Constructed and seeded (16 acres)
- Seed Only Sites Planted 2016 (19 acres)
- Constructed December 2016, 9-20 ft water depths (6 acres)
- Partially constructed 2016, complete in Spring 2017, 9-20 ft water depths (2 acres)
- Spring 2017, Construction, 9-20 ft water depths (1.7 acres)
- Spring 2017 Construction, 6.5-9 ft water depths (8.4 acres)
- Tred Avon Sanctuary Boundary

December 2016 and spring 2017 constructed sites are planned to receive seed in spring/summer 2017.



Tred Avon River Oyster Restoration



0.4 0.2 0 0.4

Miles



Marine Safety Information Bulletin

Commander
U.S. Coast Guard
Sector Delaware Bay
1 Washington Ave
Philadelphia, PA 19147

MSIB Number: 04-19
Date: February 14, 2018
Contact: Waterways Management Staff
Phone: (215) 271-4889
E-Mail: DelawareBayWWM@uscg.mil

MARCUS HOOK RANGE ROCK BLASTING OPERATIONS

The Coast Guard has established a safety zone within the waters of the Delaware River, from Eddystone, Pennsylvania south to Marcus Hook, Pennsylvania, beginning February 15, 2019 until March 15, 2019. The safety zone will cover all navigable waters in the Delaware River within 500 yards of vessels and machinery conducting rock blasting, dredging, and rock removal operations. This zone is intended to protect personnel, vessels, and the marine environment in these navigable waters while operations are being conducted. Entry into, transiting, or anchoring within the safety zone is prohibited unless authorized by the Captain of the Port (COTP), Delaware Bay, his designated representative, or the drill boat APACHE.

One side of the Delaware River main navigational channel will be closed in locations spanning from Eddystone, Pennsylvania to Marcus Hook, Pennsylvania, in the vicinity of the rock blasting, rock removal, and dredging operation, for the duration of the project. Vessels wishing to transit the safety zone in the main navigational channel may do so if they can make satisfactory passing arrangements with the drill boat APACHE or DREDGE 55, in accordance with the Navigational Rules in 33 Code of Federal Regulations Subchapter E via VHF-FM Channel 13 at least 1 hour prior to arrival. If vessels are unable to make satisfactory passing arrangements with the drill boat APACHE or DREDGE 55, they may request permission from the COTP or his designated representative on VHF-FM channel 16. All vessels must operate at the minimum safe speed necessary to maintain steerage and reduce wake.

During this project, rock blasting will be conducted via explosive detonations by the drill boat APACHE intermittently from sunrise through sunset, daily. No vessels may transit through the safety zone during times of explosives detonation. During rock blasting operations, vessels will be required to maintain a 500 yard distance from the drill boat APACHE. The drill boat APACHE will make broadcasts, via VHF-FM Channel 13 and 16, at 2 hours, 1 hour, 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation via VHF-FM 16. After every explosive detonation, a survey will be conducted to ensure the navigational channel is clear for vessels to transit. The drill boat APACHE will make broadcasts, via VHF-FM channel 13 and 16, confirming when the channel is clear to transit. Vessels requesting to transit through the safety zone shall proceed as directed by the designated representative of the Captain of the Port and shall contact the drill boat APACHE on VHF-FM channel 13 for safe passing information.

If you have any questions regarding the contents of this bulletin, please contact the Waterways Management staff at (215) 271-4814 or the Situation Unit Controller at (215) 271-4807.

K. A. CLARKE
Captain, U.S. Coast Guard
Acting Captain of the Port, Delaware Bay

end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

II. Public Participation and Request for Comments

Public participation is essential to effective rulemaking. The Coast Guard will consider all comments and material received during the comment period. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal eRulemaking Portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION**

CONTACT section of this document for alternate instructions. We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, you may review a Privacy Act notice regarding the Federal Docket Management System in the March 24, 2005, issue of the **Federal Register** (70 FR 15086).

Documents mentioned in this notification, and all public comments, are in our online docket at <http://www.regulations.gov> and can be viewed by following that website's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

Dated: January 31, 2019.

Douglas Allen Blakemore, Sr.,

Bridge Administrator, Eighth Coast Guard District.

[FR Doc. 2019-01549 Filed 2-7-19; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2019-0031]

RIN 1625-AA00

Safety Zone; Delaware River Rock Blasting, Marcus Hook, PA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone on the waters of the Delaware River between Marcus Hook Range and Tinicum Range. The safety zone will temporarily restrict vessel traffic from transiting or anchoring in portions of the Delaware River while rock blasting, dredging, and rock removal operations are being conducted to facilitate the Main Channel Deepening project for the Delaware River. The safety zone is needed to protect personnel, vessels, and the marine environment from hazards created by rock blasting, dredging, and rock removal operations. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the COTP or his designated representatives.

DATES: This rule is effective from February 10, 2019, through March 15, 2019.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2019-0031 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rule.

FOR FURTHER INFORMATION CONTACT: If you have questions about this rulemaking, call or email Petty Officer Edmund Ofalt, U.S. Coast Guard Sector Delaware Bay, Waterways Management Branch; telephone (215) 271-4889, email Edmund.J.Ofalt@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

The Coast Guard is issuing this temporary rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable and contrary to the public interest. There is insufficient time to

allow for a reasonable comment period prior to the start date for blasting operations. The rule must be in force by February 10, 2019, to serve its purpose of ensuring the safety of personnel, vessels, and the marine environment from hazards associated with rock blasting, dredging, and rock removal operations.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be impracticable and contrary to the public interest because immediate action is needed to mitigate the potential safety hazards associated with rock blasting, dredging and rock removal operations in this location.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 33 U.S.C. 1231. The COTP has determined that there are potential hazards associated with the rock blasting and dredging operations. This rule is needed to ensure the safety of personnel, vessels, and the marine environment within a 500-yard radius of rock blasting, dredging, and rock removal operations

IV. Discussion of the Rule

This rule establishes a safety zone from February 10, 2019, through March 15, 2019. The safety zone covers all navigable waters in the Delaware River within 500 yards of vessels and machinery being used to conduct rock blasting, dredging, and rock removal operations between Marcus Hook Range and Tinicum Range. The safety zone will be enforced in an area and in a manner that does not conflict with transiting commercial and recreational traffic, except for the short periods of time when explosive detonations are being conducted and shortly thereafter, when the channel is being surveyed to ensure the navigational channel is clear for vessels to transit. These detonations will not occur more than three times a day. At all other times, at least one side of the main navigational channel will be open for vessels to transit. This rule describes communications for notifying waterway users of upcoming detonations and provides means for waterway users to request entry into the safety zone.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and

Executive orders, and we discuss First Amendment rights of protestors.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB), and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

This regulatory action determination is based on the size, location, duration, and traffic management of the safety zone. The safety zone will be enforced in an area and in a manner that does not conflict with transiting commercial and recreational traffic, except for the short periods of time when explosive detonations are being conducted. The blasting detonations will not occur more than three times a day. At all other times, at least one side of the main navigational channel will be open for vessels to transit. Moreover, the Coast Guard will work in coordination with the pilots to ensure vessel traffic is limited during the times of detonation and Broadcast Notice to Mariners are made via VHF-FM marine channel 13 and 16 when blasting operations will occur.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the safety zone may be small entities, for the reasons stated in section V.A above, this rule will not have a significant economic impact on any vessel owner or operator.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121),

we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

C. Collection of Information

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section above.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires

Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

F. Environment

We have analyzed this rule under Department of Homeland Security Directive 023–01 and Commandant Instruction M16475.1D, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a safety zone to protect waterway users that would prohibit entry within 500 yards of rock blasting, dredging, and rock removal. It is categorically excluded from further review under paragraph L60(a) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 01. A Record of Environmental Consideration supporting this determination is available in the docket where indicated under **ADDRESSES**.

G. Protest Activities

The Coast Guard respects the First Amendment rights of protestors. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

List of Subjects 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

- 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C 1231; 50 U.S.C. 191; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 0170.1.

- 2. Add § 165.T05–0031 to read as follows:

§ 165.T05–0031 Safety Zone, Delaware River Rock Blasting; Marcus Hook, PA.

(a) *Location.* The following area is a safety zone: All the navigable waters of the Delaware River within 500 yards of vessels and machinery performing rock blasting, rock removal, and dredging operations, between Marcus Hook Range and Tinicum Range.

(b) *Definitions.* As used in this section, *designated representative* means any Coast Guard commissioned, warrant, or petty officer who has been authorized by the Captain of the Port to assist with enforcement of the safety zone described in paragraph (a) of this section.

(c) *Regulations.* (1) Vessels wishing to transit the safety zone in the main navigational channel may do so if they can make satisfactory passing arrangements with the drill boat APACHE or the dredges TEXAS and NEW YORK, as applicable, in accordance with the Navigational Rules in 33 CFR subchapter E via VHF–FM channel 13 at least 30 minutes prior to arrival. If vessels are unable to make satisfactory passing arrangements with the drill boat APACHE or the dredges TEXAS and NEW YORK, they may request permission from the Captain of the Port, or his designated representative, on VHF–FM channel 16.

(2) The operator of any vessel requesting to transit through the safety zone shall proceed as directed by the drill boat APACHE, the dredges TEXAS and NEW YORK, or the designated representative of the Captain of the Port and must operate at the minimum safe speed necessary to maintain steerage and reduce wake.

(3) No vessel may transit through the safety zone during times of explosive detonation. During explosive detonation, vessels must maintain a 500-yard distance from the drill boat APACHE. The drill boat APACHE will make broadcasts, via VHF–FM Channel 13 and 16, at 15 minutes, 5 minutes, and 1 minute prior to detonation, as well as a countdown to detonation on VHF–FM Channel 16.

(4) After every explosive detonation the dredging contractor will conduct a survey to ensure the navigational channel is clear for vessels to transit. The drill boat APACHE will broadcast, via VHF–FM channel 13 and 16, when the survey has been completed and the channel is clear to transit. Vessels requesting to transit through the safety zone shall proceed as directed by the Captain of the Port and contact the drill boat APACHE on VHF–FM channel 13 to make safe passing arrangements.

(d) *Enforcement.* The U.S. Coast Guard may be assisted by Federal, State

and local agencies in the patrol and enforcement of the zone.

(e) *Enforcement period.* This rule will be enforced from February 10, 2019, through March 15, 2019, unless cancelled earlier by the Captain of the Port.

Dated: February 4, 2019.

Scott E. Anderson,

Captain, U.S. Coast Guard, Captain of the Port, Delaware Bay.

[FR Doc. 2019–01602 Filed 2–7–19; 8:45 am]

BILLING CODE 9110–04–P

ENVIRONMENTAL PROTECTION AGENCY
40 CFR Part 52

[EPA–R10–OAR–2018–0796; FRL–9987–76–Region 10]

Air Plan Approval; WA; Updates to Materials Incorporated by Reference

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; administrative change.

SUMMARY: The Environmental Protection Agency (EPA) is updating the materials that are incorporated by reference (IBR) into the Washington State Implementation Plan (SIP). The regulations affected by this update have been previously submitted by the Washington State Department of Ecology (Ecology) and approved by the EPA. In this action, the EPA is also notifying the public of corrections to typographical errors and rearranging the contents for clarity. This update affects the SIP materials that are available for public inspection at the National Archives and Records Administration (NARA) and the EPA Regional Office.

DATES: This action is effective February 8, 2019.

ADDRESSES: SIP materials which are incorporated by reference into 40 CFR part 52 are available for inspection at the following locations: Environmental Protection Agency, Region 10, 1200 Sixth Avenue, Seattle, WA 98101, or the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741–6030, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: Jeff Hunt, EPA Region 10, (206) 553–0256, hunt.jeff@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The SIP is a living document which a state revises as necessary to address its unique air pollution problems. Therefore, the EPA from time to time, must take action on SIP revisions containing new and/or revised regulations as being part of the SIP. On May 22, 1997, the EPA revised the procedures for incorporating by reference Federally-approved SIPs, as a result of consultations between the EPA and the Office of the Federal Register (OFR) (62 FR 27968). The description of the revised SIP document, IBR procedures and “Identification of plan” format are discussed in further detail in the May 22, 1997 **Federal Register** document. On March 20, 2013, the EPA published a **Federal Register** beginning the new IBR procedure for Washington (78 FR 17108). The EPA subsequently published updates to the IBR material for Washington on December 8, 2014 (79 FR 72548) and April 12, 2016 (70 FR 21470). Since the publication of the last IBR update, the EPA approved and incorporated by reference the changes listed below.

A. Added Regulations

Table 2—Additional Regulations Approved for Washington Department of Ecology (Ecology) Direct Jurisdiction

- Washington Administrative Code, Chapter 173–400, General Regulations for Air Pollution Sources, section 173–400–025 (Adoption of Federal Rules). For more information, see 81 FR 69385 (October 6, 2016).

Table 4—Additional Regulations Approved for the Benton Clean Air Agency (BCAA) Jurisdiction

- Washington Administrative Code, Chapter 173–400, General Regulations for Air Pollution Sources, section 173–400–025 (Adoption of Federal Rules). For more information, see 81 FR 69385 (October 6, 2016).

Table 8—Additional Regulations Approved for the Southwest Clean Air Agency (SWCAA) Jurisdiction

- Southwest Clean Air Agency, SWCAA 400, General Regulations for Air Pollution Sources, sections 400–036 (Portable Sources from Other Washington Jurisdictions), 400–072 (Small Unit Notification for Selected Source Categories), 400–106 (Emission Testing and Monitoring at Air Contaminant Sources), 400–130 (Use of Emission Reduction Credits), 400–131 (Deposit of Emission Reduction Credits Into Bank), 400–136 (Maintenance of Emission Reduction Credits in Bank), 400–800 (Major Stationary Source and



December 1, 2014

Mary Colligan
Assistant Regional Administrator, Protected Resources
Northeast Regional Office
NOAA Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930-2276

Dear Ms. Colligan,

September 11, 2014 we wrote you expressing concern about the high level of Atlantic Sturgeon takes by the Salem Nuclear Generating Station and the Delaware River Main Channel Deepening Project. We expressed our understanding that these takes are beyond what was anticipated in the Biological Opinions for each project. As a result we urged:

- National Marine Fisheries Service to immediately issue a stop work order for the Delaware River Main Channel Deepening project and mandate the Army Corps reengage in consultation before the deepening project is allowed to continue.
- National Marine Fisheries Service immediately issue an order shutting down Salem until they have reengaged in consultation, a new biological opinion is issued, and the allowable continuing operation of Salem because of its impact on the Atlantic Sturgeon population of the Delaware River can be earnestly and honestly evaluated.

We have yet to receive a response.

In the meanwhile we have learned of yet another take by the Delaware River Main Channel Deepening Project. According to the Incidental Take Statement on the event, on October 24, 2014 the Dredge McFarland, in the Mifflin Range of the Delaware River, took a 13 inch juvenile Atlantic Sturgeon. While the Statement characterizes this as part of maintenance dredging we believe that is a mischaracterization given that this is part of the dredging work currently going on as part of the dredging from Philadelphia to the sea designed to take and maintain the channel at a 45 foot depth. The Atlantic Sturgeon taken was identified as being a healthy juvenile freshly dead.

DELAWARE RIVERKEEPER NETWORK
925 Canal Street, Suite 3701
Bristol, PA 19007
Office: (215) 369-1188
fax: (215) 369-1181
dmr@delawareriverkeeper.org
www.delawareriverkeeper.org

Once again, we ask for your immediate attention and action in order to ensure you are doing your utmost to protect this majestic species for present and future generations of people and children.

Respectfully,

A handwritten signature in blue ink that reads "Maya K. van Rossum". The signature is fluid and cursive, with a long horizontal line extending from the end.

Maya K. van Rossum
the Delaware Riverkeeper



September 11, 2014

Mary Colligan
Assistant Regional Administrator, Protected Resources
Northeast Regional Office
NOAA Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930-2276

Dear Ms. Colligan,

It is time for the National Marine Fisheries Service to stop being a rubber stamp for the take and kill of Atlantic Sturgeon from the Delaware River. The Delaware River population of Atlantic Sturgeon is genetically unique and is less than 300 adults according to the listing document which cited the 2007 Atlantic sturgeon status review (ASSRT 2007).¹ With numbers this precariously low, an unknown population trend, and mortality from vessel strikes (which is currently not accounted for in a biological opinion) the responsibility for vigilant protection by the National Marine Fisheries Service could not be greater.

**Immediate Action Needed With Regards to Delaware River Deepening
and Atlantic Sturgeon Takes.**

And so it is with shock and dismay that we learned about the 3 Atlantic Sturgeon killed by the Army Corps of Engineers' Dredge McFarland during its work in the Delaware River, one of those kills apparently being in May of 2014 when, according to original approvals, I believe the Army Corps should not even have been dredging because of biological windows prohibiting it.

- In May the MacFarland took a juvenile Atlantic Sturgeon about 16" long while dredging in the area of Tinicum Island.
- On August 31, 2014 an Atlantic Sturgeon 1.87 meters (6 feet) long was taken -- it was observed to have bruising over its body, a cracked gill plate and crushed pectoral fin spine.
- On September 1, 2014 a third Atlantic Sturgeon was taken by the MacFarland, this time the sturgeon was .47 meters along, again with bruising over its body.

¹ Status of Atlantic Sturgeon, Prepared for the National Marine Fisheries Service, Feb. 23, 2007, updated July 27, 2007. (ASSRT 2007.)

With regards to the main channel deepening project and the Biological Opinion issued in 2014, while the allowable take granted by NMFS provides a general take limit of 12 from the New York Bight DPS over 10 years, of which the Delaware River population is a part, there are several references in the Biological Opinion that make clear the take of adult on August 31, as well as the significant number of takes in such a short period of time, were not anticipated. As a result, NMFS should immediately issue a stop work order and mandate the Army Corps reengage in consultation before the deepening project is allowed to continue.

- Despite the Biological Opinion asserting that “...the proposed action is likely to result in the mortality of a total of six Atlantic Sturgeon from the Gulf of Maine, New York Bight, Chesapeake Bay and South Atlantic DPSs during the initial deepening, inclusive of the mortality of three Atlantic Sturgeon during blasting and subsequent debris removal with a mechanical dredge ...”,² in just 5 months (May-Sept 2014) the initial deepening has already killed 3 Atlantic Sturgeon.
- While the Biological Opinion states “We expect that there will be no more than one mortality per year, except during the winter when blasting occurs...”,³ in just 5 months this year we have had three.
- The Biological Opinion states as a basis for its findings that “We expect that the Atlantic sturgeon killed will be YOY, juveniles and subadults. No mortality of any adults is anticipated.”⁴ And yet the Atlantic Sturgeon killed on August 31 is clearly, by its size, an adult, thus already proving wrong your Biological Opinion assumptions/expectations/predictions and mandating reconsideration.
- Repeatedly the Biological Opinion minimizes the impacts of the deepening project on the Atlantic Sturgeon by asserting that the total take will be “no more than 12 individuals over a 14 year period”⁵ of the New York Bight DPS, and yet in just 5 months this year ¼ of that anticipated amount has already been taken.

Given that, according to recent scientific research, it has been suggested that there may be a fall spawn of Atlantic Sturgeon in the Delaware in addition to the spring spawn, it would not be an acceptable response for either the National Marine Fisheries Service or the Army Corps to minimize the most recent adult take by asserting they were not impacting spawning adults and therefore the most recent takes are not of significant concern. Genetics from this individual will be of interest in a determination of the degree of concern. However, since the genetic reference database for the Delaware is entirely made up of spring spawn YOY and adults, this potential fall spawn individual will likely assign to the next closest system geographically instead of its true origin, the Delaware. Just as recent James River spring spawn adult sturgeon assigned back to the Delaware River, instead of the James since the James reference database is made up of fall spawn James individuals. Thus, this individual will likely falsely assign as a Hudson sturgeon and a false assumption will likely be made in regards to severity of this take based on the strength of the Hudson population versus the weak Delaware population..

² National Marine Fisheries Service Endangered Species Act Biological Opinion, Deepening of the Delaware River Federal Navigation Channel, NER-2013-10520, Jan. 31, 2014, P. 187. (Deepening Biop)

³ Deepening Biop. P. 187

⁴ Deepening Biop. P. 187

⁵ Deepening Biop, P. 194.

Immediate Action Needed With Regards to Salem Nuclear Generating Station and Atlantic Sturgeon Takes

It is also with shock and dismay that we learned about the July 17, 2014 Biological Opinion issued for the Salem Nuclear Generating Station which totally disregarded the Atlantic Sturgeon takes found on the intakes of the Salem Nuclear Generating Station in the first four months of 2014.

From January through April of 2014 we have found reports on at least the following 15 takes of Atlantic Sturgeon at Salem:

Date: 4/18/2014
Size: 67.3 cm Length 1.20 kg Weight
Deceased presumed⁶ Juvenile
Expert reviewer concluded cause of death unknown

Date: 4/9/2014
Size: 69.3 cm Length 1.30 kg Weight
Deceased presumed Juvenile
Expert reviewer concluded cause of death impingement

Date: 4/7/2014
Size: 70.2 cm Length, 1.48 kg Weight
Deceased presumed Juvenile
Expert reviewer concluded cause of death unknown

Date: 4/7/2014
Size: 70.2 cm 1.69 kg Weight
Alive presumed Juvenile

Date: 4/7/2014
Size: 67.6 cm Length 1.37 kg Weight
Alive presumed Juvenile

Date: 4/3/2014
Size: 63.0 cm Length 1.14 kg Weight
Alive presumed Juvenile (Damaged)

⁶ According to the Atlantic States Marine Fisheries Commission an Atlantic Sturgeon's life cycle can be determined by using the length-at-age table cited from asmfc.org below.

Life Interval	Age Range (years)	Fork Length (mm)	Total Length (mm)
Larvae	<0.08 < 30		
Juvenile	0.08-11	~20-1340	~30-1490
Non-spawning adults	> 12	> 1350	> 1500
Female spawners	> 15	> 1800	> 2000
Male spawners	12-20	> 1350-1900	> 1500-2100

Table 8-1. Age and size range of Atlantic sturgeon throughout their life cycle

Date: 3/27/2014
Size: 67.2 cm Length 1.35 kg Weight
Alive presumed Juvenile

Date: 3/31/2014
Size: 77.0 cm Length
Alive presumed juvenile

Date: 2/19/2014
Size: 68.4 cm Length 1.37 kg Weight
Deceased presumed Juvenile
Expert reviewer concluded cause of death as impingement

Date: 2/20/2014
Size: 66.4 cm Length 1.31 kg Weight
Deceased presumed Juvenile
Expert reviewer concluded cause of death as impingement

Date: 2/12/2014
Size: 70.2 cm Length
Alive presumed Juvenile

Date: 1/27/2014
Size: 64.7 cm Length
Alive presumed Juvenile

Date: 1/27/2014
Size: 66.0 cm Length
Alive presumed Juvenile

Date: 1/8/2014
Size: 62.2 cm Length 1.2 kg Weight
Alive presumed Juvenile

Date: 1/6/2014
Size: 61.1 cm Length 0.927 kg Weight
Deceased presumed Juvenile
Expert review concluded cause of death by impingement

This high volume of takes was not given any consideration in the July 17, 2014 Endangered Species Act Section 7 Consultation Biological Opinion given to the Nuclear Regulatory Commission for Continued Operation of the Salem and Hope Creek Nuclear Generating Stations.

According to the July Biological Opinion, Salem units 1 and 2 are allowed to impinge or collect:

- a total of 192 juveniles from the NY Bight DPS (of which the Atlantic Sturgeon are a part) on their trash bars -- 59 of which can be dead, with 16 of those being dead due to impingement; as well as an additional 300 on the traveling screens with 26 killed or injured there.

- Of these figures, the Biological Opinion allows for a take of 6 subadult or adults from the New York Bight DPS with 2 allowed to be killed by impingement at Salem.⁷

While these figures are shockingly high for a population that is so very low, the discovery of 15 Atlantic sturgeon in only 4 months on the intakes of the Salem units is clearly exceptional and above expectations when compared with previous years. In response, the National Marine Fisheries Service should immediately issue an order shutting down Salem until they have reengaged in consultation, a new biological opinion is issued, and the allowable continuing operation of Salem because of its impact on the Atlantic Sturgeon population of the Delaware River, a population recently designated as endangered, can be earnestly and honestly evaluated. Renewed consultation should include considering potential changes to Salem operations resulting in this increased take, considering changes in the Delaware River system that could be contributing to increasing the level of take by Salem thereby making clear on a fundamental level that alternative technologies are needed to respond to the situation, considering other operations such as the deepening project that could be the reason for the increased take of Atlantic Sturgeon by Salem.

In addition, the Biological Opinion issued for Salem operates under the false premise that the Salem Facility cannot operate in a way that modifies their cooling water intake systems – this in fact is not the case, PSEG could install closed cycle cooling operations which, according to state technical experts, would reduce their overall fish kills by over 95%, most certainly benefitting Atlantic Sturgeon along with other species. And so a renewed Endangered Species Act Consultation should consider the benefits of installing closed cycle cooling technology in order to protect the species.

In the northeast multispecies biological opinion there is anticipated lethal take from gillnet gear of 79 adults and bottom trawl of 21 adults from the New York Bight DPS annually. A small portion of those NYB DPS fish are of Delaware origin. Genetic results from off-shore northeast fisheries typically assign around 10% of NYB DPS to Delaware. Thus indicating around 10 Delaware adults are anticipated to be lethal take in those fisheries. Now consider vessel strike adults, of which there is no biological opinion with an occurrence in the Delaware River of 12.3 annually (2011-2013). Annually 10 adults from the Northeast multispecies bi-op are anticipated while at least 12 adults from vessel strikes as it is unknown how many additionally go unreported are lethal takes. Include natural mortality and it's easy to see why the Delaware adult population is less than 300. The mortality is too high for the population to even be sustained let alone to recover.. There is no room for error here with additional unexpected mortalities from dredging operations or cooling water intake operations.

It is with a heavy heart I write this letter. I urge you to take immediate action in order to ensure you are doing your utmost to protect this majestic species for present and future generations of people and children.

Respectfully,

⁷ Endangered Species Act Section 7 Consultation Biological Opinion given to the Nuclear Regulatory Commission for Continued Operation of the Salem and Hope Creek Nuclear Generating Stations NER-2010-6581, July 17, 2014, p. 190

Maya K. van Rossum

Maya K. van Rossum
the Delaware Riverkeeper

cc:
Army Corps of Engineers
Nuclear Regulatory Commission