



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

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**LOCAL NOTICE TO MARINERS  
WEEKLY EDITION**

**District: 5**

**Week: 33/07**

Coastal Waters from Shrewsbury River, New Jersey to Little River, South Carolina

[HTTP://www.navcen.uscg.gov](http://www.navcen.uscg.gov)

The weekly edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. This edition should be retained as a reference for subsequently issued Weekly Supplements. The Local Notice to Mariners is updated each Tuesday on the U.S. Coast Guard Navigation Center website at [www.navcen.uscg.gov/lnm/d5](http://www.navcen.uscg.gov/lnm/d5). If you have questions about the LNM, please contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (dpw)  
431 Crawford Street, Portsmouth, Virginia 23704  
Telephone (Day) :1-757-398-6486/6552

Coast Guard Customer Infoline (8:00 a.m. - 4:00 p.m.): 1-800-368-5647.  
Hearing Impaired (TDD) 1-800-689-0816

REFERENCES

Light List: ATLANTIC COAST, VOLUME II, COMDTPUB P16502.2, 2006 EDITION  
U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA (40th) Edition  
U.S. Coast Pilot 4, Atlantic Coast: Cape Henry, VA to Key West, FL (38th) Edition  
All bearings are in degrees TRUE - All times are in Local Time inless otherwise noted.

NAVIGATIONAL INTERNET SITES

CHART CORRECTION

<http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>

2006 Light List/ Summary of Corrections

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

NOAA Chart Viewer (Posting of all up to date NOAA charts for viewing  
on Internet browser to be used for ready reference or planning)

<http://www.NauticalCharts.gov>

Coast Pilot Corrections

<http://nauticalcharts.noaa.gov/ncd/cpdownload.htm>

D5 LNM on Internet/Archived Back Issues for 2005/2006

<http://www.navcen.uscg.gov/lnm/d5>

Chesapeake Bay Weather Buoys

<http://www.cbos.org/client.cgi>

NOAA Weather Buoy Sites

<http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml>

Tides on Line

<http://www.tidesonline.nos.noaa.gov>

Tides, Currents, PORTS

<http://www.co-ops.nos.noaa.gov>

Weather

<http://www.intellicast.com/>

U.S. Army Corps of Engineers Willimington District Survey Maps  
<http://www.saw.usace.army.mil/nav>  
U.S. Army Corps of Engineers Norfolk District Survey Maps  
<http://www.nao.usace.army.mil/redesign/homepage>  
U.S. Army Corps of Engineers Baltimore District Survey Maps  
<http://www.nab.usace.army.mil/Surveys/BHC/bhc.htm>

#### BROADCAST NOTICES TO MARINERS

This section contains corrections to federal and private Aids to Navigation, as well as NOS Corrections. Navigation information having been of immediate concern to the Mariner and promulgated by the following Broadcast Notices to Mariners (BMNs) have been incorporated in this notice when still significant at the date of this publication.

CCGD5 (D5) - 390-07 thru 395-07, 397-07 thru 399-07.

Sector Delaware Bay (DB)- 303-07, 314-07.

Sector Field Office Atlantic City (AC)- 288-07, 303-07.

Sector Baltimore (BA)- 393-07, 407-07,412-07, 417-07, 423-07, 428-07, 429-07, 430-07, 431-07, 432-07, 433-07.

Sector Hampton Roads (HR)- 332-07, 335-07 thru 338-07, 340-07, 342-07, 344-07, 346-07, 351-07, 352-07, 354-07, 356-07, 359-07.

Sector North Carolina (NC)- 348-07, 352-07, 357-07, 360-07, 370-07, 373-07, 380-07, 383-07.

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### ABBREVIATIONS

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#### A through I

ACOE - Army Corps of Engineers  
ADRIFT - Buoy Adrift  
AICW - Atlantic Intracoastal Waterway  
B - Buoy  
BKW - Breakwater  
B - Refer to Light List  
BNM - Broadcast Notice to Mariner  
CG - Refer to Light List  
CHAN - Channel  
CGD - Coast Guard District  
CR - Refer to Light List  
C/O - Cut Off  
CONT - Contour  
CONSTR - Construction  
CRK - Creek  
CONST - Construction  
DBN - Daybeacon  
DBD/DAYBD - Dayboard  
DBN/DEST - Daybeacon Destroyed  
DBN IMCH - Daybeacon Improper Characteristic  
DISCON - Discontinued  
DMGD - Daybeacon Damaged  
EST - Established Aid  
EVAL - Evaluation  
EXT - Extinguished  
FL - Flashing  
FS - Fog Signal  
HAZ - Hazard to Navigation  
HBR - Harbor  
HOR - Horizontal Clearance  
HT - Height  
ICW - Intracoastal Waterway  
IMCH - Improper Characteristic  
INL - Inlet  
INOP - Not Operating  
ISL - Islet  
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#### K through M

KBG - Refer to Light List  
KBG-I - Refer to Light List  
KBR - Refer to Light List  
KBR-I - Refer to Light List  
KBW - Refer to Light List  
KGB - Refer to Light List  
KGB-I - Refer to Light List  
KGR - Refer to Light List  
KGR-I - Refer to Light List  
KGW - Refer to Light List  
KGW-I - Refer to Light List  
KRB - Refer to Light List  
KRB-I - Refer to Light List  
KRG - Refer to Light List  
KRG-I - Refer to Light List  
KRW - Refer to Light List  
KWB - Refer to Light List  
KWB-I - Refer to Light List  
KWG - Refer to Light List  
KWG-I - Refer to Light List  
KWR - Refer to Light List  
KWR-I - Refer to Light List  
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  
LWB - Lighted Whistle Buoy  
LWP - Left Watching Properly  
MISS - Missing  
MR - Refer to Light List  
MR-I - Refer to Light List

#### N through Z

NB - Refer to Light List  
N/C - Not Charted  
ND - Refer to Light List  
NG - Refer to Light List  
NGA - National Geospatial-Intelligence Agency  
NL - Refer to Light List  
NO - Number  
NOS - National Ocean Service  
NR - Refer to Light List  
NW - Refer to Light List  
NW - Notice Writer  
NY - Refer to Light List  
OBSCU - Obscured  
OBST - Obstruction  
OBSTR - Obstruction  
PRIV - Private Aid  
RBN - Radio Beacon  
REBUILT - Aid Rebuilt  
RECOVERED - Aid Recovered  
RED - Red Buoy  
REDINT - Reduced Intensity  
RRL - Range Rear Light  
RELIGHTED - Aid Relighted  
RELOC - Relocated  
RESET ON STATION - Aid Reset on Station  
RFL - Range Front Light  
RIV - River  
SEC - Section  
SG - Green Square  
SG-SY - Green Square with Yellow Square  
SHL - Shoaling  
SND - Sound  
TEMP - Temporary Aid Change  
St M - Statute Mile  
TR - Red Triangle  
TRLB - Temporarily Replaced by Lighted Buoy  
TRLT - Temporarily Replaced by Light  
TR-TY - Red Triangle with Yellow Triangle  
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition: None

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## SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

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### 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.

### CODE OF FEDERAL REGULATIONS -TITLE 33 PART 70 - INTERFERENCE WITH OR DAMAGE TO AIDS TO NAVIGATION

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.

Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard. Interference with or intentional damage to Aids to Navigation is a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.01).

### DATES OF LATEST EDITIONS OF NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated July 1, 2007, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the FAA/National Aeronautical Charting Office, Distribution Division AVN-530, 10201 Good Luck Road, Glenn Dale MD, 20769-9700, by telephone at 1-800-638-8972, or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and newly updated prices for most of the publications listed. Much of this information may also be obtained online at: <http://chartmaker.ncd.noaa.gov/mcd/dole.htm>

### CHESAPEAKE BAY-REGULATED NAVIGATION AREA (RNA) REQUIREMENTS FOR PORT ENTRY/TRANSIT/DEPARTURE.

Mariners have been advised that there has been an amendment to the Chesapeake Bay Regulated Navigation Area which requires all vessels 300 gross tons and over, including tug and barge combined, to obtain permission prior to entering, departing, and/or moving within the Regulated Navigation Area. To obtain permission, vessels shall contact the Joint Harbor Operations Center (JHOC) prior to entry or movement via VHF-FH CH 12, alternate 13/16 and relay vessel documentation number, IMO number or VIN for verification. This includes entries from offshore, James River, Chesapeake Bay or Intracoastal Waterway. Alternate JHOC phone numbers are (757) 444-5210/5209. If the JHOC cannot be reached, the Captain of the Port (COTP) Command Duty Officer may be reached at (757) 668-5555.

### FIELD TESTING OF LIGHT EMITTING DIODE (LED) LANTERNS

The Coast Guard will be conducting a one-year field test using self contained Light Emitting Diode (LED) Lanterns. The LED lanterns will replace standard lighting equipment on the following aids to navigation:

Chesapeake Channel Lighted Buoy 23 (LLNR 7150)

### **FIELD TESTING OF LIGHT EMITTING DIODE (LED) LANTERNS**

Chesapeake Channel Lighted Buoy 33 (LNRL 7200)  
Chesapeake Channel Lighted Buoy 34 (LLNR 7205)  
Chesapeake Channel Lighted Buoy 86 (LLNR 7755)  
Chesapeake Channel Lighted Wreck Buoy WR 87 (LLNR 7765)  
Fort McHenry Channel Lighted Buoy 18 (LLNR 8310)  
Thimble Shoal Channel Lighted Bell Buoy 9 (LLNR 9255)  
Thimble Shoal Channel Lighted Buoy 15 (LLNR 9285)  
Elizabeth River Channel Lighted Bell Buoy 3 (LLNR 9465)  
Norfolk International Terminal North Lighted Buoy 2N (LLNR 9551.5)  
Elizabeth River Channel Lighted Buoy 18 (LLNR 9600)  
Elizabeth River Channel Lighted Buoy 29 (LLNR 9715)  
Elizabeth River Channel Lighted Buoy 33 (LLNR 9850)  
Newport News Channel Lighted Buoy 2 (LLNR 10840)  
Newport News Channel Lighted Buoy 14 (LLNR 10890)  
York River Entrance Channel Lighted Gong Buoy 2 (LLNR 13400)  
York River Lighted Buoy 18 (LLNR 13495)  
Perrin River Junction Lighted Buoy PR (LLNR 13510)  
York River Lighted Buoy 21 (LLNR 13560)  
Curtis Bay Entrance Channel Lighted Buoy 1 CB (LLNR 20860)  
Curtis Bay Channel Lighted Buoy 2 (LLNR 20865)  
Curtis Bay Channel Lighted Buoy 9 (LLNR 20910)  
Curtis Bay Channel Lighted Buoy 13 (LLNR 20935)  
Dundalk Terminal East Channel Lighted Buoy 4 (LLNR 21025)  
Dundalk Terminal East Channel Lighted Buoy 7 (LLNR 21027)  
Ferry Bar Channel Lighted Buoy 2 (LLNR 21210)  
Hatteras Inlet Channel LT 11 (LLNR 28730)  
Hatteras Inlet Channel LT 24 (LLNR 28785), nominal range will increase to 4NM  
Oregon Inlet Channel LT 55 (LLNR 28195), nominal range will increase to 4NM  
Roanoke Sound Channel LT 4 (LLNR 28375), nominal range will increase to 4NM  
Roanoke Sound Channel LT 22 (LLNR 28485), nominal range will increase to 4NM  
Walter Slough Channel LT 5 (LLNR 28320)

Comments on the visibility of these new LED lanterns under all atmospheric and background lighting conditions are encouraged. Please send comments to: Commander (dpw)

5th Coast Guard District  
431 Crawford Street, Rm. 100  
Portsmouth, VA. 23704-5004  
Attn: Mr. Tom Flynn  
Or email to: Thomas.W.Flynn@uscg.mil

LNM: 08/07

### **RULES OF THE ROAD CONCERNING LOOKOUT REQUIREMENTS FOR ALL VESSELS AND RISK OF COLLISION.**

The U.S. Coast Guard is reminding mariners of the importance of maintaining a proper lookout. Rule 5 of the INLAND AND INTERNATIONAL NAVIGATION RULES requires that all vessels maintain a proper lookout at all times by sight and hearing, as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and of the risk of collision. Action taken to avoid a collision shall be positive, made in ample time and with due regard to the observance of good seamanship. When a risk of collision exists, all vessels, regardless of whether they are the stand-on vessel or the give-way vessel, must take prompt action to avoid a collision. When in doubt about whether a risk of collision exists, mariners should assume there is risk of collision and act accordingly.

### **NEW OIL RECORD BOOK EDITION AND SUPPLY SOURCE**

The U.S. Coast Guard has published a new edition of the Oil Record Book (Rev. 01-07). Masters or operators of all U.S. ships subject to the Oil Record Book requirements (33 CFR 151.25) may obtain hard copies free of charge from any USCG Sector Office or Marine Safety Unit (MSU). Contact information for any USCG Sector Office or MSU is available under the -Units- tab at [www.uscg.mil](http://www.uscg.mil). All previous editions of the Oil Record Book are obsolete. Use of previous editions should cease upon receipt of the new edition, as the previous editions do not conform to the current MARPOL requirements.

LNM: 31/07

### **PUBLIC COMMENT PERIOD ON CONTINUED NEED FOR HF RADIO BROADCAST OF WEATHER WARNINGS**

The US Coast Guard is seeking public comment on the need to continue providing high frequency (HF) radio broadcasts of weather forecasts and warnings. Public comment is necessary in order to assess the demand for the HF radio broadcasts in each of three forms: (1) radiofacsimile; (2) voice; and (3) simplex teletype over radio (SITOR), also known as narrow band direct printing (NBDP). The infrastructure necessary to provide these services has exceeded its useful life expectancy; the equipment is no longer manufactured, repairs are difficult to accomplish, and spare parts generally are not available. Comments should be submitted by August 24, 2007 and addressed to . Commander (dpw)

5th Coast Guard District  
431 Crawford Street, Rm. 100  
Portsmouth, VA. 23704-5004

LNM: 18/07

### **REQUIRED BALLASTWATER MANAGEMENT REPORTS FOR VESSELS OPERATING OUTSIDE THE EEZ**

Mariners are reminded that in accordance with 33 CFR 151.2040, all vessels which carry ballast water, including residual ballast water and sediments, are asked to submit a ballast water management report after operating outside the EEZ at their first port of call in U.S. waters. These reports may be transmitted electronically to <http://invasions.si.edu/ballast.htm>, e-mailed to [ballast@serc.si.edu](mailto:ballast@serc.si.edu), faxed to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319, or mailed to U.S. Coast Guard, c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD. 21037-0028.

### **ENDANGERED NORTH ATLANTIC RIGHT WHALE CAUTIONARY NOTICE**

DURING THE WINTER MONTHS, FIFTH COAST GUARD DISTRICT WATERS CONTAIN ENDANGERED NORTH ATLANTIC RIGHT WHALES. THESE WHALES OFTEN REMAIN WITHIN 20NM OF THE COASTLINE, MAKING THEM PRONE TO COLLISIONS WITH VESSELS. DURING THIS TIME OF THE YEAR, VARIOUS SPECIES OF WHALES, INCLUDING THE CRITICALLY ENDANGERED RIGHT WHALE, MAY BE ENCOUNTERED IN OFFSHORE AND COASTAL WATERS. RIGHT WHALES ARE SLOW MOVING ANIMALS THAT ARE PRONE TO COLLISIONS WITH VESSELS. VESSEL OPERATORS ARE REMINDED TO USE CAUTION AND PROCEED AT SAFE SPEEDS IN AREAS USED BY RIGHT WHALES. INTENTIONALLY APPROACHING WITHIN 500 YARDS OF RIGHT WHALES IS PROHIBITED AND IS A VIOLATION OF FEDERAL LAW. A MINIMUM DISTANCE OF 500 YARDS MUST BE MAINTAINED FROM A SIGHTED WHALE. NOAA RECOMMENDS THAT OPERATORS ASSUME THAT ANY WHALE SIGHTED WITHIN 30 NAUTICAL MILES OF THE COAST IS A RIGHT WHALE. NOAA ALSO RECOMMENDS SPEEDS BELOW 10 KNOTS IN AREAS USED BY RIGHT WHALES WHEN CONSISTENT WITH SAFETY OF NAVIGATION. PLEASE REPORT ALL RIGHT WHALE SIGHTINGS TO 978-585-8473 OR TO THE COAST GUARD.

LNM: 03/07

### **USCG NAVIGATIONAL INFORMATION SERVICE (NIS)/USCG NAVIGATION CENTER**

The United States Coast Guard Navigational Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information on GPS, DGPS, and LORAN-C. 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 (<http://www.navcen.uscg.gov/gps/status/default.htm>). In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN 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](mailto:webmaster@navcen.uscg.mil) or on the World Wide Web at <http://www.navcen.uscg.gov>.

### **NAUTICAL CHART UPDATES**

The National Ocean Service (NOS) has moved and expanded the function of its -critcorr- website. The new -Nautical Chart Updates- website allows the mariner to update their nautical charts from one database that includes information from NOS, and NGA Notice to Mariners, the Coast Guard Local Notice to Mariners and the Canadian Coast Guard Notice to Mariners. To access the website and for more information go to: <http://chartmaker.ncd.noaa.gov/> and click on -Chart Updates-.

### **NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS**

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - SALES AGENTS

**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.	LN M St	LN M End
125	Five Fathom Bank Traffic Lane Lighted Buoy FA	LT EXT	12214	290DB	31/07	
210	Fenwick Shoal Lighted Buoy 1FS	LT EXT	12211	340HR	32/07	
500	Rudee Inlet Lighted Whistle Buoy RI	LT EXT	12205	359HR	32/07	
503	Rudee Inlet Entrance Lighted Buoy 2	BUOY DMGD	12208	253HR	27/07	
690	Cape Lookout Shoals Lighted Buoy 4	OFF STA	11544	358NC	31/07	
1485	Delaware Bay Approach Lighted Whistle Buoy CH	LT EXT	12214	298DB	31/07	
2975	Cherry Island Range Front Light	REDUCED INT	12311	278DB	29/07	
4050	Landreth Range Rear Light	LT EXT	12314	643DB	50/06	
4780	Isle of Wight Bay Daybeacon 1	TRUB	12211	0095ES	27/05	
4845	Isle of Wight Bay Daybeacon 7A	TRUB/DBD DEST	12211	NONEHR	29/07	
5005	Sinepuxent Bay Daybeacon 3	MISSING/TRUB	12211	276HR	27/07	
5040	Sinepuxent Bay Channel Light 11	TRLB	12211	0093ES	26/05	
5135	Sinepuxent Bay Channel Light 35	LT EXT	12211	021ES	12/07	
5270	Chincoteague Inlet Lighted Whistle Buoy CI	TMK MISSING	12210	186HR	21/07	
5331	Chincoteague Channel Daybeacon 13A	MISSING/TRUB	12210	NONEHR	27/07	
5340	Chincoteague Channel Daybeacon 15	TRUB	12210	149ES	50/06	
5365	Chincoteague Channel Warning Daybeacon	TRUB	12210	0020ES	16/06	
5385	Chincoteague Channel Light 25	TRLB	12210	042ES	23/06	
5570	Wishart Point Channel Daybeacon 8	MISSING	12210	NONED5	41/06	
5870	Virginia Inside Passage Light 82	LT EXT	12210	NONEHR	29/07	
6139	Virginia Inside Passage Daybeacon 158A	TRUB	12210	049ES	15/07	
6155	Virginia Inside Passage Daybeacon 162	TRUB	12210	NONEHR	25/04	
6260	Virginia Inside Passage Daybeacon 194	TRUB	12210	0026ES	19/06	
6348	Virginia Inside Passage Daybeacon 213	TRLB	12224	076ES	31/06	
6660	Wachapreague Channel Light 6	TRLB	12210	005ES	03/07	
6930	Great Machipongo Channel Light 11	TRLB	12210	128ES	44/06	
6970	Sand Shoal Inlet Lighted Buoy 1	MISSING/TRLB	12210	344HR	24/07	
7325	Stingray Point Light	TRLB	12235	0120HR	14/06	
7480	Smith Point Light	REDUCED INT	12228	584HR	50/06	
7690	Sharps Island Light	LT EXT	12266	303BA	23/07	
9075	Elk River Channel Lighted Buoy 20	LT IMCH	12277	409BA	32/07	
9665	Craney Island Creek Light 2CI	REDUCED INT	12245	338HR	31/07	
9840	Elizabeth River Channel Lighted Buoy 32	OFF STA	12253	257HR	27/07	
10160	Long Creek Channel Daybeacon 2	TRUB	12254	0187HR	21/06	
10390	Long Creek East Channel Daybeacon 14	TRLB	12254	593HR	51/06	
10420	Broad Bay Channel Daybeacon 18	MISSING	12254	250HR	26/07	
10435	Linkhorn Bay Daybeacon 20A	TRUB	12254	303HR	31/06	
11395	Pagan River Channel Daybeacon 6	TRLB/DBD DMGD/DBN DMGD	12248	343HR	32/07	
13145	Poquoson Flats Channel Daybeacon 2PF	DBD DEST	12222	352HR	32/07	

14710	Jackson Creek Channel Daybeacon 3	OFF STA	12235	357HR	32/07
16460	Little Wicomico River Daybeacon 14	TRLB/DBD DEST	12233	342HR	32/07
16855	Potomac River Middle Channel Lighted Whistle Buoy B	TMK MISSING	12233	307BA	23/07
16930	Herring Creek Daybeacon 5	TRUB/DBD DEST	12286	388BA	30/07
18880	Patuxent River Light 3	LT EXT	12284	427BA	32/07
18925	Swash Daybeacon 1	DBD DEST	12284	428BA	32/07
21435	Old Plantation Light	DBD DEST	12224	508HR	46/06
23380	Manokin River Light 2MR	DBN DMGD	12231	335BA	24/07
25235	Choptank River Channel Daybeacon 57	TRUB	12268	201BA	15/07
25440	Tred Avon River Light 6	TRLB	12266	353BA	26/07
25915	Harris Creek Junction Light	TRLB/LT EXT	12266	389BA	30/07
26165	Miles River Light 1	LT EXT	12270	432BA	32/07
26185	St Michaels Harbor Entrance Light 2	LT EXT	12270	433BA	32/07
26370	Kent Island Narrows South Approach Channel Daybeacon 5	TRLB/DBD DMGD	12272	243BA	18/07
27040	Harts Island Channel Daybeacon 10	DBD DEST	12278	414BA	32/07
28330	Walter Slough Daybeacon 7	TRUB	12204	133NC	13/07
28355	Walter Slough Daybeacon 12	OFF STA /TRUB//DBD DEST	12204	0212NC	15/06
28400	Roanoke Sound Channel Light 10	MISSING/TRLB	12204	357NC	31/07
29575	Bogue Inlet Daybeacon 18	TRUB	11541	374NC	28/06
29675	New River Inlet Lighted Buoy 5	TRLB	11541	568NC	44/06
29765	Courthouse Bay Daybeacon 1	TRUB	11542	191NC	18/07
29800	New River Channel Daybeacon 21	TRUB	11542	194NC	19/07
32095	Long Shoal River Daybeacon 3	DBD DMGD	11552	292NC	26/07
32540	Brant Island Warning Daybeacon I	DBD DMGD/DBN DEST	11548	279NC	25/07
32550	Brant Island Warning Daybeacon K	DBD DMGD	11548	280NC	25/07
32570	Brant Island Warning Daybeacon O	DBD DMGD	11548	282NC	25/07
32710	Swanquarter Bay Light 8	MISSING/TRLB	11548	365NC	32/07
33475	Bay River Daybeacon 22	TRUB/DBD DEST	11548	275NC	25/07
34825	Beaufort Harbor Channel Daybeacon 3A	MISSING	11547	238NC	23/07
35290	New Jersey Intracoastal Waterway Daybeacon 75	MISSING	12324	303DB	32/07
35540	New Jersey Intracoastal Waterway Buoy 131	TRUB	12316	074DB	10/07
35565	New Jersey Intracoastal Waterway Buoy 138	TRUB	12316	213DB	11/07
35695	New Jersey Intracoastal Waterway Light 172	LT IMCH	12316	242DB	25/07
35867	New Jersey Intracoastal Waterway Buoy 221	MISSING	12316	199DB	20/07
36030	New Jersey Intracoastal Waterway Daybeacon 270	TRUB/DBD DMGD	12316	225DB	23/07
36535	New Jersey Intracoastal Waterway Buoy 424	SINKING	12316	293DB	31/07
36765	Cape May Harbor Light 14	DBD DMGD	12317	219DB	23/07
37425	Great Bridge Albemarle Sound Light 49	LT EXT/DBN IMCH	12206	294HR	29/07
38155	Goose Creek Daybeacon 4	DBD DMGD	11553	262NC	23/07
38205	Goose Creek Daybeacon 17	TRUB/DBD DEST	11553	324NC	28/07
38810	Bogue Sound Daybeacon 5	DBD DEST	11547	335NC	29/07
38820	Peletier Creek Entrance Channel Daybeacon 1	DBD DEST	11541	364NC	32/07
38825	Peletier Creek Entrance Channel Daybeacon 2	TRUB	11541	236NC	21/07
38880	Bogue Sound Daybeacon 11	TRUB/DBD DEST	11541	301NC	25/07
39060	Bogue Sound New River Daybeacon 45B	DBD DEST	11541	187NC	18/07
39340	New River/Cape Fear River Daybeacon 12	DBD DMGD/DBN DMGD	11541	290NC	26/07
39430	New River/ Cape Fear River Daybeacon 51	TRUB/DBN DMGD	11541		26/07

39455	New River/ Cape Fear River Daybeacon 65	MISSING/TRUB	11541	316NC	27/07
39495	New River/Cape Fear River Light 83	TRLB/DBN DEST/DBD DEST	11541	300NC	27/07
39530	New River/Cape Fear River Light 96	TRLB/DBD DEST	11541	373NC	32/07
39580	New River/Cape Fear River Daybeacon 110	TRUB/DBD DMGD	11541	359NC	32/07
39610	New River/Cape Fear River Daybeacon 124	TRUB/DBD DEST	11541	384NC	32/07
39745	New River/ Cape Fear River Daybeacon 157	TRUB	11534	229NC	21/07
40055	Cape Fear Little River Daybeacon 5	TRUB/DBD DEST	11534	326NC	28/07
40250	Cape Fear Little River Light 51	TRLB/DBD DEST	11534	291NC	26/07

**DISCREPANCIES (FEDERAL AIDS) CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
7685	Chesapeake Channel Lighted Bell Buoy 80	RELIGHTED	12266	416BA	32/07	33/07

**DISCREPANCIES (PRIVATE AIDS)**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
580	Navy Air Combat Maneuvering Range Tower Light C	LT EXT	12200	672NC	52/06	
585	Navy Air Combat Maneuvering Range Tower Light G	LT EXT	12200	673NC	52/06	
874	Sea Girt Outfall Light	SS INOP	12324	223DB	23/07	
874	Sea Girt Outfall Light	SS INOP	12324	547DB	42/06	
1690	Bidwell Creek Entrance Light 2	DBD DMGD	12304	NONEAC	37/06	
2118	Burton Prong Buoy 2	DBD DMGD	12216	NONE	37/06	
2119	Burton Prong Buoy 4	MISSING	12216	0173AC	16/06	
2119.06	Herring Creek Daybeacon 6	DBD DMGD	12216	0154AC	16/06	
2119.07	Herring Creek Daybeacon 7	MISSING	12216	0155AC	16/06	
2119.08	Herring Creek Daybeacon 8	MISSING	12216	0156AC	16/06	
2119.11	Herring Creek Daybeacon 11	DBD DMGD	12216	NONE	37/06	
2119.13	Herring Creek Daybeacon 13	MISSING	12216	0157AC	16/06	
2119.14	Herring Creek Daybeacon 14	MISSING	12216	158AC	16/06	
2119.15	Herring Creek Daybeacon 15	DBD DMGD	12216	NONE	37/06	
2119.17	Herring Creek Daybeacon 17	DBD DMGD	12216	0159AC	16/06	
2119.19	Herring Creek Daybeacon 19	DBD DEST	12216	NONE	37/06	
2119.2	Herring Creek Daybeacon 20	MISSING	12216	0160AC	16/06	
2119.22	Herring Creek Daybeacon 22	DBD DMGD	12216	0161AC	16/06	
2800	Bulkhead Shoal Channel Buoy 6	SINKING	12311	224DB	23/07	
2850	Pea Patch Island RACON	RAC INOP	12311	670DB	20/06	
3575	South Jersey Light B	MISSING	12313	0258DB	25/06	
3777	Tri-County Water Intake Lighted Buoy N	LT EXT	12314	211DB	23/07	
3778	Tri-County Water Intake Lighted Buoy S	LT IMCH	12314	212DB	23/07	
4551.08	Indian River Channel Daybeacon 50	DBD DMGD	12216	0162AC	16/06	
4551.11	Indian River Channel Daybeacon 53	DBD DMGD	12216	0163AC	16/06	
4551.12	Indian River Channel Daybeacon 54	MISSING	12216	0164AC	16/06	
4551.13	Indian River Channel Daybeacon 55	MISSING	12216	0165AC	16/06	
4551.14	Indian River Channel Daybeacon 56	MISSING	12216	0166AC	16/06	
4551.15	Indian River Channel Daybeacon 57	MISSING	12216	0167AC	16/06	
4551.16	Indian River Channel Daybeacon 58	DBD DMGD	12216	0168AC	16/06	
4551.17	Indian River Channel Daybeacon 59	DBD DMGD	12216	0169AC	16/06	
4551.18	Indian River Channel Daybeacon 60	DBD DMGD	12216	0170AC	16/06	
4551.22	Indian River Channel Daybeacon 63	DBD DMGD	12216	0171AC	16/06	
4551.24	Indian River Channel Daybeacon 65	DBD DMGD	12216	0172AC	16/06	
4880	Thorofare Channel Buoy 4	MISSING	12211	NONED5	24/05	



4885	Thorofare Channel Buoy 5	OFF STA	12211	NONED5	24/05
4890	Thorofare Channel Buoy 6	OFF STA /SINKING	12211	0048ES	23/06
4895	Thorofare Channel Buoy 8	OFF STA	12211	028ES	14/07
4900	Thorofare Channel Buoy 10	OFF STA	12211	028ES	14/07
4905	Thorofare Channel Buoy 12	OFF STA	12211	028ES	14/07
4910	Thorofare Channel Buoy 14	OFF STA	12211	028ES	14/07
4915	Thorofare Channel Buoy 15	MISSING	12221	028ES	14/07
4920	Thorofare Channel Buoy 16	MISSING	12211	028ES	14/07
4925	Ocean Pines Yacht Club Light 2	LT EXT	12211	190HR	23/07
4940	Ocean Pines Outfall Light A	DBN DEST	12211	NONED5	24/05
4945	Ocean Pines Outfall Daybeacon B	DBN DEST	12211	NONED5	24/05
4946.01	87th Street Channel Buoy 2 (Assawoman Bay)	LT EXT	12211	051ES	23/06
4946.06	87th Street Channel Buoy 7 (Assawoman Bay)	SINKING	12211	0027ES	19/06
4949.1	Fenwick Ditch Channel Buoy 1	OFF STA	12214	313HR	30/07
5180	Chincoteague Bay State Boundry Line Buoy E	OFF STA	12211	NONEES	20/05
5453	Coards Marsh SAV Sanctuary Daybeacon A	MISSING	12211	NONEES	20/05
5453.1	Coards Marsh SAV Sanctuary Daybeacon B	MISSING	12211	NONEES	20/05
5453.2	Coards Marsh SAV Sanctuary Daybeacon C	MISSING	12211	NONEES	20/05
7910	Sandy Point State Park Daybeacon 2	DBD DMGD	12282	241BA	19/07
9730	Elizabeth River Deperming Range Obstruction Light	DBN DMGD	12253	0566HR	40/03
9927	Nauticus Pier Light B	LT EXT	12253	0242HR	26/06
9940	Norfolk Waterside Pier Light	LT EXT	12253	0242HR	26/06
10015	St. Julian Creek Lighted Marker A	LT EXT	12206	NONEHR	24/06
10150	Lynnhaven Inlet East VEPCO Lights (2)	LT EXT	12254	237HR	25/07
10155	Lynnhaven Inlet West VEPCO Lights (2)	LT EXT	12254	238HR	25/07
10157	Crab Creek Entrance Buoy 2CC (City of VA. Beach)	OFF STA	12254	103HR	15/07
10210	Lynnhaven River-Western Branch Daybeacon 7	DBD DMGD	12254	603HR	51/06
10331.07	Lynnhaven River-Saw Pen Point Daybeacon 7	DBD DEST	12254	424HR	38/06
10331.14	Lynnhaven River-Western Branch Daybeacon 43	DBN DEST	12254	0161HR	16/05
10331.17	Lynnhaven River-Western Branch Daybeacon 47	DBN DEST	12254	0162HR	16/05
10331.24	Lynnhaven River-Western Branch Daybeacon 57	DBN DEST	12254	0163HR	16/05
10332.01	Lynnhaven River- Eastern Branch Buoy 2EB	MISSING	12254	354HR	36/06
10332.3	Lynnhaven River- Eastern Branch Daybeacon 5	DBN DEST	12222	0164HR	16/05
10332.5	Lynnhaven River- Eastern Branch Daybeacon 7	MISSING	12222	261HR	27/06
10332.6	Lynnhaven River- Eastern Branch Daybeacon 8	DBN DEST	12222	0165HR	16/05
10332.9	Lynnhaven River-Eastern Branch Daybeacon 13	DBN DEST	12222	0166HR	16/05
10334.6	Lynnhaven River-Eastern Branch Daybeacon 37	DBN DEST	12222	0167HR	16/05
10334.7	Lynnhaven River-Eastern Branch Daybeacon 38	DBN DEST	12222	0168HR	16/05
10843	Golf 2 Anchorage Lighted Mooring Buoy	LT EXT	12245	0084HR	11/06
10881	HRSD Newport News Pt. Outfall Lighted Buoy BH	LT IMCH	12245	299HR	29/07
10962	Hampton River Channel Buoy 22	OFF STA	12245	0235HR	25/06
10963	Hampton River Channel Buoy 24	OFF STA	12245	172HR	20/07

11065	Virginia Power West Tower Light	LT EXT	12248	0519HR	48/04
12616	Weanack Channel Entrance Lighted Buoy 2WC	LT EXT	12252	0332HR	29/04
13070	Harris River Approach Daybeacon 8	DBN DMGD	12238	0226HR	19/04
13575	Virginia Power Underwater Obstruction Light A	LT EXT	12238	0266HR	23/04
13585	Virginia Power Intake Jetty Light A	LT EXT	12238	0501HR	44/04
13630	Wormley Creek Marina Buoy 1	MISSING	12238	200HR	24/07
13635	Wormley Creek Marina Buoy 2	NUMBERS/FADED	12238	201HR	24/07
13640	Wormley Creek Marina Buoy 4	NUMBERS/FADED	12238	202HR	24/07
13645	Wormley Creek Marina Buoy 6	NUMBERS/FADED	12238	203HR	24/07
13650	Wormley Creek Marina Buoy 8	NUMBERS/FADED	12238	204HR	24/07
13960	Croaker Landing Daybeacon 1	DBD DMGD	12243	205HR	33/06
13965	Croaker Landing Daybeacon 2	DBD DMGD	12243	206HR	33/06
13970	Croaker Landing Daybeacon 3	DBD DEST	12243	207HR	33/06
13975	Croaker Landing Daybeacon 4	DBD DMGD	12243	208HR	33/06
14295	Rowes Creek Daybeacon 2	DBD DMGD	12238	565HR	49/06
15003.2	Broad Creek- Southern Branch Daybeacon 5	MISSING	12235	288HR	29/06
15010	Broad Creek Northern Branch Daybeacon 2	MISSING	12235	289HR	29/06
15020	Broad Creek Northern Branch Daybeacon 5	MISSING	12235	290HR	29/06
16225	Ingram Bay Marina Daybeacon 2	DBD DMGD	12235	272NC	28/07
16235	Ingram Bay Marina Daybeacon 4	DBD DMGD	12235	273NC	28/07
16845	Mill Creek Daybeacon 2 (Yecomico River)	DBN DMGD	12233	0142BA	05/01
17495	Harbor View Daybeacon 6	DBD DMGD	12286	245BA	28/06
17845	Nanjemoy Creek Daybeacon 5	DBN DEST	12288	0205BA	07/04
18012.5	Aquia Creek Daybeacon 18	MISSING	12288	0197BA	26/02
18012.6	Aquia Creek Daybeacon 18A	MISSING	12288	193BA	15/07
18012.8	Aquia Creek Daybeacon 19A	MISSING	12288	193BA	15/07
18012.9	Aquia Creek Daybeacon 20	OFF STA	12288	139BA	15/07
18013	Aquia Creek Daybeacon 21	MISSING	12288	139BA	15/07
18013.2	Aquia Creek Daybeacon 23	MISSING	12288	193BA	15/07
18095	Potomac River Light 44 (Pole # 182)	LT EXT	12288	0096BA	14/06
18430	Little Hunting Creek Lighted Buoy 4	OFF STA	12289	0366BA	18/03
18850	Buzz's Marina Channel Daybeacon 6	DBN DEST	12233	0296BA	12/03
18860	N.A.S. Patuxent River Basin Entrance Light 2	DBN DMGD	12233	0337BA	24/01
18865	N.A.S. Patuxent River Basin Entrance Light 1	DBN DMGD	12233	0338BA	24/01
18995	St. John Creek Daybeacon 2 (Patuxent River)	DBD DMGD	12284	436BA	48/06
19030	West Seaplane Basin Entrance Light 1	LT IMCH	12264	0182BA	08/05
19035	West Seaplane Basin Entrance Light 2	LT IMCH	12264	0183BA	08/05
19062	Solomons Island Fishing Pier Light	LT EXT	12284	0179BA	08/05
19152	Academy of Natural Science Intake Light B	LT EXT	12264	0178BA	08/05
19215	Cape St. Mary's Marina Breakwater Light	LT EXT	12264	0180BA	08/05
19275	Chalk Point Cable Crossing Tower Light B	LT EXT	12264	0181BA	08/05
19277	Chalk Point Cable Crossing Tower Light 29	DBN IMCH	12264	0150BA	08/05
19278	Chalk Point Power Light 30 (B G & E)	LT IMCH	12264	0151BA	08/05
19279	Chalk Point Tower Light C (BG & E)	LT IMCH	12264	0152BA	08/05
19280	Chalk Point Tower Light D (BG & E)	LT IMCH	12264	0153BA	08/05
19780	Triton Light	LT EXT	12283	0933BA	51/04
19837	Lake Ogleton Buoy 1	MISSING	12283	0121BA	16/06
19837.1	Lake Ogleton Buoy 2	MSLD SIG	12283	0122BA	16/06
19840	Chesapeake Harbor Entrance Light 2	LT IMCH	12282	0889BA	47/04

19870	Chesapeake Harbor Jetty Light 8	LT IMCH	12282	0890BA	47/04
20210	Forked Creek Daybeacon 2	DBN DMGD	12282	0594BA	39/03
20430	Pennwood Channel Range Front Light	LT EXT	12278	0200BA	24/06
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12281	162BA	12/07
20545	Sparrow Pt. Steel Work Ch. Range Front Light	LT EXT	12281	0335BA	18/05
21175	Fairfield Channel Buoy 2	BUOY DMGD	12281	334BA	37/06
21175	Fairfield Channel Buoy 2	MISSING	12281	231BA	17/07
21180	Fairfield Channel Buoy 4	MISSING	12281	232BA	17/07
21185	Fairfield Channel Buoy 6	MISSING	12281	233BA	17/07
21420	Kiptopeke Beach Breakwater South Light A	LT EXT	12224	583HR	50/06
21427	Kiptopeke Beach Boat Ramp Entrance Light 1	LT EXT	12221	195HR	23/07
21543	Kings Creek Channel Light 5	LT IMCH	12224	NONED5	24/05
22095	Onanock Creek -South Branch Buoy 1	MISSING	12228	0277BA	12/05
22420	Pocomoke Sound State Boundary Line DBN F	MISSING	12228	0292BA	09/04
22435	Pocomoke Sound State Boundary Line DBN J	MISSING	12228	0293BA	09/04
22945	Ward Creek Daybeacon 1	DBN IMCH	12231	0504BA	31/05
22950	Ward Creek Daybeacon 2	DBN IMCH	12231	0505BA	31/05
22955	Ward Creek Daybeacon 3	DBN IMCH	12231	0506BA	31/05
22960	Ward Creek Daybeacon 4	DBN IMCH	12231	0507BA	31/05
22965	Ward Creek Daybeacon 5	DBN IMCH	12231	0508BA	31/05
22970	Ward Creek Daybeacon 6	DBN IMCH	12231	0509BA	31/05
22985	Ward Creek Danger Marker A	MISSING	12231	0503BA	31/05
23715	Dames Quarter Channel Daybeacon 4	DBD DEST	12261	337BA	24/07
25020	Cambridge Channel Range Front Light	LT EXT	12268	0382BA	46/02
25025	Cambridge Channel Range Rear Light	LT EXT	12268	0383BA	46/02
25316.13	Upper Choptank River Buoy 19	LT EXT	12268	0801BA	41/04
25745	Upper Edge Creek Daybeacon 1	DBN IMCH	12266	0007BA	02/05
25755	Upper Edge Creek Daybeacon 3	DBN IMCH	12266	0008BA	02/05
26270	Cox Creek Buoy 4	DBN DEST	12270	0312BA	09/04
26343.3	Greenwood Creek Buoy 4	OFF STA	12270	0411BA	24/03
26530	Castle Harbor Marina Channel Light 2	MISSING	12272	145BA	09/07
27230	Upper Gunpowder River Buoy 2	MISSING	12274	154BA	11/07
27265	Upper Gunpowder River Buoy 9	OFF STA	12274	0147BA	19/06
27270	Upper Gunpowder River Buoy 10	OFF STA	12274	0148BA	19/06
27275	Upper Gunpowder River Daybeacon 11	DBN IMCH	12274	0704BA	34/04
27363	Bush River Light 9	LT EXT	12274	0332BA	17/05
27364	Bush River Light 10	LT EXT	12274	0332BA	17/05
27410	Fairlee Creek Buoy 7	MISSING	12278	338BA	24/07
27900	Upper Elk River Buoy 2	MISSING	12274	0013BA	03/04
27905	Upper Elk River Buoy 4	MISSING	12274	154BA	03/04
27910	Upper Elk River Buoy 6	MISSING	12274	154BA	11/07
27915	Upper Elk River Buoy 7	MISSING	12274	154BA	11/07
27920	Upper Elk River Buoy 8	MISSING	12274	154BA	11/07
27925	Upper Elk River Buoy 9	MISSING	12274	154BA	11/07
27930	Upper Elk River Buoy 10	MISSING	12274	154BA	11/07
27935	Upper Elk River Buoy 11	MISSING	12274	154BA	11/07
27940	Upper Elk River Buoy 12	MISSING	12274	154BA	11/07
27945	Upper Elk River Buoy 13	MISSING	12274	154BA	11/07
27950	Upper Elk River Buoy 14	MISSING	12274	154BA	11/07
27955	Upper Elk River Buoy 16	MISSING	12274	154BA	11/07
28697	South Ferry Terminal Buoy FD2	BUOY DMGD	11555	0068NC	16/04
29363	Beaufort Inlet Shipwreck Warning Buoy	OFF STA	11547	0089NC	41/05

30562.3	Sunny Point Terminal Warning Light L	TRLB	11534	0016FM	02/03
30562.6	Sunny Point Terminal Warning Light O	DBD DEST	11534	0224NC	16/06
31350	Colington Harbor Entrance Daybeacon 3	DBN DEST	12205	0224CH	52/04
33200	Jacobs Creek Canal Daybeacon 1	DBN DMGD	11554	0339FM	34/02
33205	Jacobs Creek Canal Daybeacon 2	DBN DMGD	11554	0340FM	34/02
33427	Swan Point Warning Daybeacon A	MISSING	11548	0088FM	09/03
36865	St. Julian Creek Lighted Marker A	LT EXT	12206	NONEHR	24/06
38570	Triple S. Marina Daybeacon 8	DBN DEST	11547	0505FM	51/01
39125	Cow Creek Channel Daybeacon 1	DBN DMGD	11541	0076NC	38/05
	Beach Cove South Channel Daybeacon 8	MISSING	12216	NONEAC	10/06
	Blackhole Creek Light 2	DBN DMGD	12282	0594BA	39/03
	Browns Cove Buoy 2	OFF STA	12282		31/06
	Browns Cove Buoy 3	OFF STA	12282		31/06
	Cherrystone Artificial Reef Buoys	MISSING	12221	NONED5	24/05
	Fox Hill Channel Daybeacon 1	MISSING	12238	0507HR	46/04
	Fox Hill Channel Daybeacon 9	MISSING	12238	0508HR	46/04
	Grassy Sound North Pier Light	LT EXT	12316	0068AC	07/06
	Grassy Sound South Pier Light	LT EXT	12316	0069AC	07/06
	Great Egg Harbor River Lighted Buoy 1	LT EXT	12318	0067AC	07/06
	Indian River Bay Shellfish Excl. Buoy	MISSING		NONEAC	10/06
	Manklin Creek Buoy 1M	DBN IMCH	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 1	MISSING	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 2	MISSING	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 3	MISSING	12211	NONED5	24/05
	OCEAN PINES ASSOCIATION BUOY 4	MISSING	12211	NONED5	24/05
	Old House Cove Warning Daybeacon A	MISSING	12231	0498BA	31/05
	Old House Cove Warning Daybeacon B	MISSING	12231	0499BA	31/05
	Old House Cove Warning Daybeacon C	MISSING	12231	0500BA	31/05
	Parramore Artificial Reef Buoy	MISSING	12210	0071ES	21/05
	Pennwood Channel Range Rear Light	LT EXT	12278	315BA	23/07
	St. Julian Creek Lighted Marker B	LT EXT	12206	NONEHR	24/06
	Wachapreague Artificial Reef Buoys	MISSING	12210	0072ES	21/05

#### DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

#### PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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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
5815	Virginia Inside Passage Daybeacon 70	DISCONTINUED	12210	482D5	45/06	

5820	Virginia Inside Passage Daybeacon 71	DISCONTINUED	12210	482D5	45/06
5825	Virginia Inside Passage Daybeacon 72	DISCONTINUED	12210	482D5	45/06
5830	Virginia Inside Passage Daybeacon 73	DISCONTINUED	12210	482D5	45/06
6260	Virginia Inside Passage Daybeacon 194	DISCONTINUED	12210	026ES	19/06
9552.1	Norfolk International Terminal North Channel Buoy 5N	DISCONTINUED FOR DREDGING	12245	491-06D5	46/06
25855	Tilghman Island Harbor Light 5	TRLB	12266		28/07
30140.02	Old Topsail Creek Buoy 2	DISCONTINUED	11541	292-D5	22/07
30140.04	Old Topsail Creek Buoy 4	DISCONTINUED	11541	292-D5	22/07
30140.05	Old Topsail Creek Buoy 5	DISCONTINUED	11541	292-D5	22/07
30140.06	Old Topsail Creek Buoy 6	DISCONTINUED	11541	292-D5	22/07
30140.07	Old Topsail Creek Buoy 7	DISCONTINUED	11541	292-D5	22/07
30140.08	Old Topsail Creek Buoy 8	DISCONTINUED	11541	292-D5	22/07
30140.1	Old Topsail Creek Buoy 10	DISCONTINUED	11541	292-D5	22/07
30140.11	Old Topsail Creek Buoy 11	DISCONTINUED	11541	292-D5	22/07
30140.12	Old Topsail Creek Buoy 12	DISCONTINUED	11541	292-D5	22/07
30140.13	Old Topsail Creek Buoy 13	DISCONTINUED	11541	292-D5	22/07
30140.14	Old Topsail Creek Buoy 14	DISCONTINUED	11541	292-D5	22/07
30140.15	Old Topsail Creek Buoy 15	DISCONTINUED	11541	292-D5	22/07
30140.16	Old Topsail Creek Buoy 16	DISCONTINUED	11541	292-D5	22/07
30140.17	Old Topsail Creek Buoy 17	DISCONTINUED	11541	292-D5	22/07
30140.25	Old Topsail Creek Buoy 12A	DISCONTINUED	11541	292-D5	22/07

**TEMPORARY CHANGES CORRECTED**

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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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
<i>Chart Title:</i> 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.

<b>11534</b>	<b>34th Ed.</b>	<b>01-AUG-06</b>	<b>Last LNM: 32/07</b>	<b>NAD 83</b>		<b>33/07</b>
<i>ChartTitle:</i> <b>Intracoastal Waterway Myrtle Grove Sound and Cape Fear River to Casino Creek</b>						
<b>CHART NC-SC-ICW-MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK. Page/Side: N/A</b>						
CHANGE	Lower Midnight Channel North Range Rear Light DAY range height to 44ft				CGD05 at 34-01-22.279N	077-56-10.224W
<b>11537</b>	<b>37th Ed.</b>	<b>01-DEC-06</b>	<b>Last LNM: 32/07</b>	<b>NAD 83</b>		<b>33/07</b>
<i>ChartTitle:</i> <b>Cape Fear River Cape Fear to Wilmington</b>						
<b>CHART NC- CAPE FEAR RIVER:- CAPE FEAR RIVER TO WILMINGTON. Page/Side: N/A</b>						
CHANGE	Lower Midnight Channel North Range Rear Light DAY range height to 44ft				CGD05 at 34-01-22.279N	077-56-10.224W
<b>11541</b>	<b>37th Ed.</b>	<b>01-MAR-07</b>	<b>Last LNM: 32/07</b>	<b>NAD 83</b>		<b>33/07</b>
<i>ChartTitle:</i> <b>Intracoastal Waterway Neuse River to Myrtle Grove Sound</b>						
<b>CHART NC-AIWW - NEUSE RIVER TO MYRTLE GROVE SOUND. Page/Side: N/A</b>						
CHANGE	Morehead City Channel Range Front Light Day: Q W 21FT; Night Q W 18FT at				CGD05 at 34-41-27.669N	076-39-43.115W
<b>11545</b>	<b>62nd Ed.</b>	<b>01-APR-05</b>	<b>Last LNM: 32/07</b>	<b>NAD 83</b>		<b>33/07</b>
<i>ChartTitle:</i> <b>Beaufort Inlet and Part of Core Sound;Lookout Bight</b>						
<b>CHART NC- BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A</b>						
CHANGE	Morehead City Channel Range Front Light Day: Q W 21FT; Night Q W 18FT at				CGD05 at 34-41-27.669N	076-39-43.115W
<b>Main Panel 509 BEAUFORT INLET AND PART OF CORE SOUND. Page/Side: N/A</b>						
CHANGE	Tabulation - Morehead City Harbor Channel <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=151866">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=151866</a> ; NONE (NOS NW-14436)				NOS 34-48-16.000N	076-45-19.000W
<b>11547</b>	<b>36th Ed.</b>	<b>01-FEB-04</b>	<b>Last LNM: 32/07</b>	<b>NAD 83</b>		<b>33/07</b>
<i>ChartTitle:</i> <b>Morehead City Harbor</b>						
<b>Main Panel 511 MOREHEAD CITY HARBOR . Page/Side: N/A</b>						
CHANGE	Morehead City Channel Range Front Light Day: Q W 21FT; Night Q W 18FT at				CGD05 at 34-41-27.669N	076-39-43.115W
CHANGE	Tabulation - Morehead City Harbor Channel <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=151865">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=151865</a> ; NONE (NOS NW-14436)				NOS 34-43-14.000N	076-37-40.000W
CHANGE	Tabulation - Morehead City Harbor Channel; NONE (NOS NW-14436)				NOS 34-39-18.000N	076-40-26.000W

<b>12225</b>	<b>55th Ed.</b>	<b>01-AUG-04</b>	<b>Last LNM: 32/07</b>	<b>NAD 83</b>	<b>33/07</b>
<i>ChartTitle: Chesapeake Bay Wolf Trap to Smith Point</i>					
<b>Main Panel 563 CHESAPEAKE BAY WOLF TRAP TO SMITH POINT. Page/Side: N/A</b>					
DELETE	"Ra Ref" from Bluff Point Light "B" at			CGD05 37-40-32.803N	076-16-29.721W
<b>12235</b>	<b>31st Ed.</b>	<b>01-AUG-06</b>	<b>Last LNM: 28/07</b>	<b>NAD 83</b>	<b>33/07</b>
<i>ChartTitle: Chesapeake Bay Rappahannock River Entrance, Piankatank and Great Wicomico Rivers</i>					
<b>CHART VA -CHESAPEAKE BAY: RAPPAHANNOCK RIVER ENTRANCE (PIANK &amp; GRT WIC RV). Page/Side: N/A</b>					
DELETE	"Ra Ref" from Bluff Point Light "B" at			CGD05 37-40-32.803N	076-16-29.721W
<b>12261</b>	<b>29th Ed.</b>	<b>01-JUN-06</b>	<b>Last LNM: 32/07</b>	<b>NAD 83</b>	<b>33/07</b>
<i>ChartTitle: Chesapeake Bay Honga, Nanticoke, Wicomico Rivers and Fishing Bay</i>					
<b>CHART MD- CHESAPEAKE BAY: HONGA, NANTICOKE, WICOMICO RIVERS AND FISHING BAY. Page/Side: N/A</b>					
RELOCATE	Nanticoke River Daybeacon 67			CGD05 from 38-37-14.994N to 38-37-14.856N	075-37-42.912W 075-37-42.077W
RELOCATE	Nanticoke River Channel Light 65			CGD05 from 38-36-51.746N to 38-36-51.807N	075-38-31.254W 075-38-30.972W
RELOCATE	Nanticoke River Daybeacon 53			CGD05 from 38-34-27.204N to 38-34-28.782N	075-40-19.428W 075-40-18.696W
RELOCATE	Nanticoke River Daybeacon 59			CGD05 from 38-35-50.334N to 38-35-50.210N	075-39-33.270W 075-39-32.734W
RELOCATE	Nanticoke River Daybeacon 70			CGD05 from 38-37-49.524N to 38-37-49.588N	075-37-07.417W 075-37-06.322W
RELOCATE	Nanticoke River Light 54			CGD05 from 38-34-38.204N to 38-34-37.131N	075-40-09.466W 075-40-09.482W
RELOCATE	Nanticoke River Light 56			CGD05 from 38-35-03.651N to 38-35-04.972N	075-40-11.544W 075-40-11.069W
RELOCATE	Nanticoke River Light 58			CGD05 from 38-35-24.900N to 38-35-24.053N	075-39-38.796W 075-39-39.129W
RELOCATE	Nanticoke River Light 62			CGD05 from 38-36-26.216N to 38-36-27.327N	075-38-43.301W 075-38-41.628W
RELOCATE	Nanticoke River Light 66			CGD05 from 38-37-05.322N to 38-37-04.568N	075-37-52.525W 075-37-51.917W
RELOCATE	Nanticoke River Light 68			CGD05 from 38-37-25.644N to 38-37-25.548N	075-37-24.757W 075-37-24.672W
<b>Extension 599 CONTINUATION OF NANTICOKE RIVER. Page/Side: N/A</b>					
RELOCATE	Nanticoke River Channel Light 63			CGD05 from 38-36-27.318N to 38-36-44.416N	075-38-42.775W 075-38-38.144W
CHANGE	Tabulation - Nanticoke River <a href="http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=151860">http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=151860</a> ; NONE (NOS NW-14612)			NOS 38-31-32.000N	075-48-15.000W
<b>Extension 600 CONTINUATION OF NANTICOKE RIVER. Page/Side: N/A</b>					
DELETE	Channel Limits PT C 1 OF 4; Chart No. 1 I20 (NOS NW-14611)			NOS 38-33-39.700N	075-41-17.200W
DELETE	Channel Limits PT C 2 OF 4; Chart No. 1 I20 (NOS NW-14611)			NOS 38-33-56.700N	075-40-55.900W
DELETE	Channel Limits PT C 3 OF 4; Chart No. 1 I20 (NOS NW-14611)			NOS 38-33-54.900N	075-40-55.800W
DELETE	Channel Limits PT C 4 OF 4; Chart No. 1 I20 (NOS NW-14611)			NOS 38-33-38.100N	075-41-16.800W
DELETE	Channel Limits PT E 1 OF 4; Chart No. 1 I20 (NOS NW-14611)			NOS 38-38-16.400N	075-36-50.500W





**Main Panel 633 CHESAPEAKE BAY APPROACHES TO BALTIMORE HARBOR. Page/Side: N/A**

CHANGE Tabulation - Chesapeake and Delaware Canal  
 http://ocsddata.ncd.noaa.gov/nm/SupportImage.asp?ItemID=151863;  
 NONE (NOS NW-14461) NOS  
 39-12-20.000N 076-12-13.000W

**12280 7th Ed. 01-MAR-07 Last LNM: 32/07 NAD 83 33/07**

ChartTitle: Chesapeake Bay

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

DELETE "Ra Ref" from Bluff Point Light "B" at CGD05  
 37-40-32.803N 076-16-29.721W

**12312 54th Ed. 01-JUL-06 Last LNM: 30/07 NAD 83 33/07**

ChartTitle: Delaware River Wilmington to Philadelphia

**Main Panel 669 DELAWARE RIVER WILMINGTON TO PHILADELPHIA. Page/Side: N/A**

RELOCATE Mifflin Range Rear Light CGD05  
 from 39-50-40.626N 075-15-29.596W  
 to 39-50-40.597N 075-15-29.612W

**12313 51st Ed. 01-MAR-06 Last LNM: 30/07 NAD 83 33/07**

ChartTitle: Philadelphia and Camden Waterfronts

**CHART PA- NJ- DELAWARE RIVER- PHILADELPHIA AND CAMDEN WATERFRONT. Page/Side: N/A**

RELOCATE Mifflin Range Rear Light CGD05  
 from 39-50-40.626N 075-15-29.596W  
 to 39-50-40.597N 075-15-29.612W

**12314 31st Ed. 01-JUN-06 Last LNM: 31/07 NAD 83 33/07**

ChartTitle: Delaware River Philadelphia to Trenton

**CHART DE-PA-DELAWARE RIVER- PHILADELPHIA TO TRENTON. Page/Side: N/A**

RELOCATE White Hill Range Front Light CGD05  
 from 40-05-56.000N 074-44-44.500W  
 to 40-07-55.866N 074-44-44.509W

RELOCATE White Hill Range Rear Light CGD05  
 from 40-07-49.500N 074-44-54.500W  
 to 40-07-49.396N 074-44-54.489W

CHANGE Devlin Upper Range Front Light CGD05  
 to Day: Q W 31FT; Night: Q W 28FT at 40-05-01.288N 074-51-11.392W

CHANGE Devlin Upper Range Rear Light CGD05  
 to Day: Iso W 6s 35FT; Night Iso W 6s 38FT at 40-05-02.848N 074-51-01.652W

CHANGE Lehigh Lower Range Front Light CGD05  
 to Day: Oc W 4s 45FT; Night: Oc G 4s 43FT at 40-04-51.405N 074-51-51.585W

CHANGE Lehigh Lower Range Rear Light CGD05  
 to Day: F W 46FT; Night F G 49FT at 40-04-50.263N 074-51-52.373W

**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

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

Advance Notice(s)

**MD - BALTIMORE HARBOR - SPRING GARDEN CHANNEL - AIDS TO NAVIGATION CHANGE**

On or about September 17, 2007, due to shoaling to a depth of less than 2.0 feet MLW, The Coast Guard will discontinue the aids to navigation in Spring Garden Channel from Spring Garden Channel Daybeacon 4 (LL 21315) through Spring Garden Channel Daybeacon 6 (LLNR 21320). Chart: 12278, 12281.

LNM: 31/07

**MD - CHESAPEAKE BAY (HONGA, NANITCOKE, WICOMICO RIVERS AND FISHING BAY) - WICOMICO RIVER  
PUBLIC NOTICE**

Effective September 4, 2007, the Coast Guard is changing drawbridge operation regulations of two Maryland Department of Transportation bridges: the Main Street and U.S. 50 Bridges, at mile 22.4, across Wicomico River (North Prong) in Salisbury, MD. This final rule will allow the bridges to open on signal if four hours advance notice is given and eliminate the continual attendance of draw tender services while still providing for the reasonable needs of navigation. A copy of Public Notice 5-1096, which describes the changes in detail, can be obtained by writing to the address above or by calling (757) 398-6222. Chart: 12261.

LNM: 32/07

**VA - MOB JACK BAY AND YORK RIVER ENTRANCE - WINTER HARBOR - AIDS TO NAVIGATION CHANGE**

Due to continued shoaling to a depth of 2.0 ft MLW, the Coast Guard can no longer safely maintain aids to navigation to mark this waterway. On or about September 4, 2007 the Coast Guard will replace Winter Harbor Channel Light 3 (LLNR 14535), Winter Harbor Channel Daybeacon 4 (LNR 14540) and Winter Harbor Channel Daybeacon 6 (LLNR 14550) with non-lateral warning dayboards, worded "DANGER CHANNEL SHOALED" and discontinue Winter Harbor Channel Buoy 4A (LLNR 14547).

If and when water depths increase or dredging is completed the Coast Guard will reconsider re-establishing the lateral aids to navigation. Chart: 12238.

LNM: 31/07

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**SECTION VI - PROPOSED CHANGES**

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing 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).

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**PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT**

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
None			

Proposed Change Notice(s)

**MD - PISCATAWAY CREEK - FORT WASHINGTON MARINA - CONSTRUCTION**

Mariners are advised that the Fort Washington Marina, located on Piscataway Creek in Fort Washington, Maryland, is undergoing marina construction through September 2007. Floating dock replacement will occur in an area extending just north of Piscataway Creek Daybeacon 7 (LLN-18530) and Piscataway Creek Daybeacon 8 (LLN-18535) for approximately 100 yards eastward, to just before the Fort Washington Marina Fuel Dock. Work boats will be in the area 7 days a week, from 7 a.m. to 4 p.m. Mariners are urged to use caution when transiting the area, and to remain clear of the construction area at all times, day and night. Interested traffic may contact the marina manager at telephone number (301) 292-7700, or on marine band radio channel 16 VHF-FM, if necessary. Chart 12289

LNM: 27/07

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**SECTION VII - GENERAL**

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

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

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

- Willoughby Bay
- Thimble Shoal Channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.
- An area of the Chesapeake Bay, adjacent to the Thimble Shoal Channel from Thimble Shoal to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty

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

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 capsized 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 & 12254.

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

A Danger zone has been established within an area beginning at Mean High Water on the shore at the U.S. Naval Weapons Station, Cheatham Annex facility on the York River, located at 37-17-33.10N, 076-36-19.06W; then northeast to a point on the York River at 37-18-36.650N, 076-34-39.010"W, thence south, southeast to 37-18- 59.37N, 076-34-13.65W; then southwest to a point on the shore located at 37-17-26.750N, 076-36-14.890W. Vessels may transit this area at any time, however, no vessel shall anchor, fish or conduct any waterborne activities within the Danger Zone established in accordance with this regulation any time live firing exercises are being conducted. Any time live firing is being conducted a red flag will be displayed in a conspicuous location along the shore to signify the range is active. At night, red lights will be displayed. Chart: 12241.

#### **VA - COASTAL - U.S. NAVAL BASE DAM NECK, VIRGINIA BEACH - SMALL ARMS RANGE LIVE FIRE SCHEDULE**

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 (37TH) Edition when operating south of the entrance to the Chesapeake Bay, off the Dam Neck Naval Firing Range. When firing is in progress during daylight hours, 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. The U.S. Naval Base Dam Neck Live Fire Range will be active during periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

#### **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 36-49-09N, 075-58-45W". 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 (37th) 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. The Camp Pendleton Live Fire Range will be active during the periods advertised by Broadcast Notice to Mariners. Charts: 12203, 12205, 12207 & 12221.

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

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the periods and times listed below. Firing will be to 3 miles seaward. Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service Chart 11542, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector Sunrise to Sunset - daily.

Farnell Bay Sector Sunrise to Sunset - daily.

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

Traps Bay Sector Sunrise to Sunset - daily.

Stone Bay Sector 12:01 a.m. to Midnight - daily.

Stone Creek Sector 12:01 a.m. to Midnight - daily.

Grey Point Sector 12:01 a.m. to Midnight - daily.

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight - daily. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542 & 11543.

### **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. Owners and lessees of fishnets, crabpots and other structures that may be in the vicinity and that may hinder the free navigation of attending vessels and equipment must be remove these from the area where tugs, tenderboats and other attendant equipment will be navigating. 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.

### **NJ - LITTLE EGG INLET - BRIGANTINE/BEACH HAVEN - PARTIALLY SUBMERGED WRECK**

There is a fishing vessel wreck outside of the Little Egg Inlet channel located at 39- 29.16N, 074-17.52W. On the shoal, there is approximately 40 feet of keel and 4 feet of the hull framing submerged. In addition, a few feet of the A-frame is exposed at low tide, but it is expected to shift and submerge. Chart: 12316.

LNM: 32/07

### **NJ - SHARK RIVER INLET - SHARK RIVER - BRIDGE REPAIRS**

Mariners are advised that fender walkway repairs will be conducted at the Route 71 Bridge, at mile 0.9, across the south channel of Shark River, at Belmar, NJ, from 7 a.m. to 3:30 p.m., Monday to Friday, from August 20 through August 31, 2007. To facilitate the repairs, a 17-foot Carolina skiff will occupy the channel. This will be a movable operation as not to impede vessel traffic. Mariners are also advised to exercise caution when transiting the area. Chart: 12324.

LNM: 30/07

### **NJ - GREAT BAY - PATCONG CREEK - BRIDGE REPAIRS**

Mariners are advised that deck repairs and resurfacing will be performed from August 13 until September 13, 2007, at the Garden State Parkway Bridge, at mile 3.5, over Patcong Creek in Atlantic County, NJ. To facilitate repairs, a temporary shield will be used (outside of the main channel) reducing the vertical clearance by one-half (1/2) foot. Mariners should exercise caution when transiting the area. Chart: 12316.

LNM: 31/07

### **DE & NJ - DELAWARE RIVER - CHRISTINA RIVER - BRIDGE CONSTRUCTION**

Mariners are advised that construction will begin on or about July 20, 2007, for widening of the I-95 Bridge, at mile 9.0, across Christina River, in Newport, DE. The construction will widen the north and southbound lanes of the bridge by approximately 15 feet. To facilitate the work, barges will be moored in the waterway to access the structure for pile driving, concrete placement and beam erection. The contractor will also install a temporary access platform for loading equipment and material. The entire work is expected to be completed by May 1, 2008. In the event of an emergency, passage through the work area can be obtained by calling (302) 328-2595, (609) 743-7096 or (609) 743-7104. Mariners should exercise caution when transiting the area.

Chart: 12311.

LNM: 28/07

### **DE - MD - DELAWARE RIVER - CHESAPEAKE AND DELAWARE (C&D) CANAL - BRIDGE REPAIRS**

Mariners are advised that repairs are in progress at the MD-213/Chesapeake City Bridge, at mile 13.9, across the C&D Canal in Chesapeake City, MD. The work involves bearing and expansion seal replacements along with miscellaneous repairs. The first operation will be the installation of shielding/work platform system under the bridge. However, mariners are also advised to exercise extreme caution when transiting the area due to potential hazards such as objects that may fall from the bridge onto the waterway. The project will alternate work between days and nights hours, Monday to Friday, from 9 a.m. to 3 p.m. and 9 p.m. and 5 p.m. through October 31, 2007. Charts: 12277 & 2311.

LNM: 30/07

### **MD-CHESAPEAKE BAY-APPROACHES TO BALTIMORE HARBOR-PATAPSCO RIVER-NORTHWEST HARBOR - TEMPORARY SAFETY ZONE**

Mariners are advised that a fireworks display will be held in Baltimore, Maryland off the Fort McHenry National Monument & Historic Shrine on Saturday, September 8, 2007 (no rain date), at 8 p.m. A temporary safety zone will be established on all waters of the Patapsco River, adjacent

**MD-CHESAPEAKE BAY-APPROACHES TO BALTIMORE HARBOR-PATAPSCO RIVER-NORTHWEST HARBOR - TEMPORARY SAFETY ZONE**

to the Northwest Harbor (East Channel), surface to bottom, within a 300-yard radius of a fireworks discharge barge located in approximate position latitude 39° 15 55N, longitude 076° 34 35W, to be enforced from 7 p.m. to 9 p.m. on September 8, 2007. This safety zone is necessary to control vessel traffic for safety of life and property on navigable waters during the event. The effect will be to restrict vessel traffic on a portion of the Patapsco River. The fireworks barge will have a sign on its port and starboard sides labeled FIREWORKS--DANGER--STAY AWAY to provide on scene notice that the safety zone will be enforced. This notice will consist of a diamond shaped sign 4 foot by 4 foot with a 3-inch orange retro reflective border. The word "DANGER" in 10 inch black block letters centered on the sign with the words " FIREWORKS" and "STAY AWAY" in 6 inch black block letters above and below the word "DANGER" respectively on a white background. Vessels may not enter, remain in, or transit through the safety zone during the enforcement period unless authorized by the Coast Guard Captain of the Port or designated Coast Guard patrol personnel on scene. All persons and vessels shall comply with the instructions of the Captain of the Port or the designated on-scene-patrol personnel, and upon being hailed by siren, radio, flashing light or other means, the operator of a vessel shall proceed as directed. Other Federal, State and local agencies may assist these personnel in the enforcement of the safety zone. For any comments or questions, contact Mr. Ron Houck at Commander, Coast Guard Sector Baltimore, telephone number (410) 576-2674. Chart: 12281.

LNM: 31/07

**MD-CHESAPEAKE BAY-SEVERN RIVER-SPA CREEK-ANNAPOLIS HARBOR - BOAT SHOW**

Annapolis Boat Shows, Inc. will conduct its annual United States Sailboat and Powerboat Shows in Annapolis Harbor from Thursday, October 4 through Sunday, October 14, 2007. In support of these events, temporary pilings, floating docks and submerged electrical cables will be placed in the northwestern quadrant of Annapolis Harbor beginning on Monday, October 1, 2007 and will remain in place through Tuesday, October 16, 2007. In addition, mariners are advised that special anchoring restrictions in the harbor will be in effect in the event of severe weather during this period. For any comments or questions, contact the Annapolis City Harbormaster's office, on marine band radio VHF Channel 71, or at telephone number (410) 263-7973. Chart: 12283.

LNM: 30/07

**MD - VA - DC-POTOMAC RIVER - BRIDGE INFORMATION**

Mariners are advised that the Coast Guard has approved a temporary deviation from the regulations governing the operation of the new Woodrow Wilson Memorial (I-95) Bridge, at mile 103.5, across Potomac River, between Alexandria, VA, and Oxon Hill, MD. To facilitate the testing and commissioning for the new Woodrow Wilson Bridge construction project, the deviation allows the new drawbridge to remain closed-to-navigation each day from 10 a.m. to 2 p.m. through January 8, 2008. At all other times, the drawbridge will operate in accordance with the operating drawbridge regulations set out in Title 33 Code of Federal Regulations Part 117.255(a). Mariners should adjust their transit accordingly. Charts: 12285 & 12289.

LNM: 33/07

**VA-MD-DC-POTOMAC RIVER - BRIDGE INSPECTION**

Mariners are advised that Modjeski and Masters, Inc., will be performing inspection work from August 13 to 27, 2007, at the I-395 Bridge, at mile 1.8, over Washington Channel (Potomac River) and the Theodore Roosevelt Bridge, at mile 111.4, over Little River (Potomac River) both in Washington DC. To facilitate the inspection, a snoop crane will be suspended under the span of each bridge during the daylight hours. The point of contact number is (717) 790-9565. Mariners are urged to use extreme caution when transiting the area. Chart: 12289.

LNM: 33/07

**MD - CHESAPEAKE BAY - PATAPSCO RIVER - NORTHWEST AND INNER HARBORS - SAFETY ZONE**

Mariners are advised that the Coast Guard has established a moving safety zone during the tow and turn-around of the historic sloop of war U.S.S. Constellation in Baltimore Harbor, at Baltimore, Maryland on Friday, September 14, 2007. The event will occur between 3 p.m. and 6 p.m. and consists of towing the historic sloop of war from its Inner Harbor berth to the Fort McHenry Angle, then turning the vessel around, and towing it to its Inner Harbor berth. The moving safety zone includes all waters within 200 yards ahead of or 100 yards outboard or aft of the historic sloop of war U.S.S. Constellation while operating in the Patapsco River, Northwest Harbor and Inner Harbor. The zone will be enforced from 2 p.m. through 7 p.m. on September 14, 2007. Except for USS CONSTELLATION Turn-around Participants, no person or vessel may enter into or remain within this area. Persons or vessels requiring entry, must first request permission by the COTP Baltimore, at (410) 576-2693, or Coast Guard patrol vessels enforcing the zone on marine band radio Chan 16 VHF-FM. If authorized by the Coast Guard Patrol Commander to enter or pass through the zone, persons or vessels must proceed at the minimum speed necessary to maintain a safe course while within the zone. The Coast Guard may be assisted in the patrol and enforcement of the zone by other federal, State and local agencies. If you have any questions please contact Mr. Ron Houck, U.S. Coast Guard Sector Baltimore, Waterways Management Division, at (410) 576-2674. Chart: 12281.

LNM: 33/07

**MD - CHESAPEAKE BAY - APPROACHES TO BALTIMORE HARBOR - PATAPSCO RIVER - NORTHWEST HARBOR - HAZARD TO NAVIGATION**

The U.S. Army Corps of Engineers has reported a submerged object in the Northwest Harbor, in approximate position 39-16-24.16N, 076-35-05.94W with a depth of water of 25 feet above the object at MLW. Mariners are urged to use caution when transiting the area. Chart: 12281.

LNM: 25/06

**MD - APPROACHES TO BALTIMORE HARBOR - POPLAR ISLAND - TEMPORARY MOORING BUOY**

Mclean Contracting has established a temporary lighted mooring buoy in association with there dredging project at Poplar Island, until December 20, 2007.

Mclean Poplar Island Temporary Lighted Mooring Buoy A (no LLNR) 38 46 57.00N, 076 21 23.64W, Fl W 4s, White with blue band.

**MD - APPROACHES TO BALTIMORE HARBOR - POPLAR ISLAND - TEMPORARY MOORING BUOY**

Charts: 12263, 12266 and 12270.

LNM: 32/07

**MD/VA/DC - POTOMAC RIVER - WOODROW WILSON BRIDGE - BRIDGE INFORMATION**

Mariners are advised that construction of the new Woodrow Wilson Memorial Bridge across the Potomac River, mile 103.8, between Alexandria, Virginia and Oxon Hill, Maryland is ongoing until 2009. The continued aggressive construction of the new Inner Loop (IL) Bridge will continue to influence navigation on the Potomac River near the bridge. Demolition for the remainder of the old bridge toward the MD shore commenced in April 2007. Boaters near the Maryland shoreline should use extreme caution and be on the lookout for advisory signage. To ensure clear passage, contact the Woodrow Wilson Bridge Project with at least 48 hours advance notice. Advancement of the IL drawbridge elements will require continuing intermittent placement of crane barges in the federal navigation channel, which may remain in place overnight. As an alternative, vessels less than 45 feet in height can typically use the marked auxiliary channel, located just east of the federal navigation channel (45-foot vertical clearance, 130-foot horizontal clearance, and 22-foot water depth at MLW). Across the Potomac River, work on the IL Bridge will continue and boaters traveling outside of the federal navigation channel should use due caution and obey signs. Excessive speed and wake by boaters may cause serious or fatal incidents to the Project. Due to the sensitive and precise nature of the work and for worker safety, it is crucial that mariners obey the speed restrictions and eliminate wakes through the work zone. For any questions, please contact Mr. Mike Baker, Environmental Construction Manager for the Woodrow Wilson Bridge Project at 202-438-7499. For bridge opening requests, please contact the bridge tender at 703-836-2396. The "Mariners Alert" page, located on the Project's website at [www.wilsonbridge.com](http://www.wilsonbridge.com), is updated weekly and contains additional information. As the construction progresses, check these resources frequently to obtain the weekly schedule outlining items such as expected channel closures due to concrete pours, channel restrictions due to barge placements, auxiliary channel availability, and federal navigation channel vertical clearance information. Charts: 12285 & 12289.

LNM: 30/07

**DC - POTOMAC RIVER - ANACOSTIA RIVER - BRIDGE REHABILITATION**

Mariners are advised that on or about August 13, 2006, proposed rehabilitation work will commence at the Fredrick Douglas Memorial (South Capitol Street) Bridge, at mile 0.4, across Anacostia River, in Washington, DC. The addition of new Baseball Park, now under construction, in the area adjacent to the District of Columbia approach to the Fredrick Douglas Bridge (DC Approach) and the South Capitol Street requires a new configuration of the DC Approach to facilitate traffic movement in the vicinity of the ballpark. The proposed work consists of repair/replacement of all deteriorated bridge superstructure steel, repair of steel grid deck, painting, modification of existing bridge lighting and replacement of deteriorated drainage conduits and scuppers. Also includes demolition of existing DC Approach bridge superstructure, piers, columns and reconstruction. Proposed DC Approach reconstruction is beyond the west riverbank and will not impede vessel traffic. The reconfiguration of DC Approach and the rehabilitation of the bridge and Anacostia Approach must be completed prior to opening of the new Ballpark scheduled for March 2008. Chart: 12289.

LNM: 31/06

**MD - CHESAPEAKE BAY (SEVERN AND MAGOTHY RIVERS) - SEVERN RIVER - BRIDGE REPAIR**

Mariners are advised that sandblasting and painting operations will commence on or about November 14, 2006, at the US 50/301 Bridge, at mile 4.3, across Severn River in Annapolis, MD. To facilitate the work, scaffolding will occupy the navigable channel reducing the available vertical clearance to approx 77 feet, above mean high water. Also, barges will be used in the channel later in year. This operation is expected to be completed by December 2008. Mariners should use caution when transiting the area. Chart: 12282.

LNM: 46/06

**MD - CHESAPEAKE CHANNEL (COVE POINT TO SANDY POINT) - CHESAPEAKE BAY**

Mariners are advised that deck replacement work will commence on or about November 13, 2006, at the William Preston Lane, Jr. Memorial/Chesapeake Bay Bridge (West Suspension), at mile 138.0, between Sandy Point and Kent Island MD. To facilitate the work, a temporary marine access platform will be moored outside the navigable channel (at Pier 34) throughout the deck replacement. This operation is expected to be completed by November 2008. Mariners should use caution when transiting the area. Chart: 12263.

LNM: 46/06

**MD (CHOPTANK RIVER AND HERRING BAY) - CHOPTANK RIVER EMERGENCY BRIDGE REPAIRS**

Mariners are advised that emergency mechanical repairs are in progress at the MD 331 (swing) Bridge, at mile 35.3, across Choptank River in Dover, MD. Until further notice and to facilitate repairs, a two-hour advance notice is required for vessel openings from 6 a.m. to 6 p.m. by calling the bridge operator at (410) 822-0538. Mariners should use extreme caution when transiting the area. Chart: 12266.

**VA - ELIZABETH RIVER - SOUTHERN BRANCH - NORFOLK NAVAL SHIPYARD - PIER CONSTRUCTION**

Weeks Marine Construction Co. will be conducting pier demolition/ reconstruction and pile driving in the vicinity of pier 3- berths 2, 23, 24 and 25 from 12 March 2007 until Oct. 2009. Barges may extend out into the channel 30 to 40 feet from the work site. Assisting tugs may be contacted on VHF-FM CHs 13, 16 & 03. Mariners are requested to transit the site with no wake. Chart : 12253.

LNM: 11/07

**VA - CHESAPEAKE BAY (YORKTOWN TO WEST POINT) - UPPER YORK RIVER - PAMUNKEY RIVER - BRIDGE CONSTRUCTION INFORMATION**

Mariners are advised that Tidewater Skanska, Inc. continues replacement operations at the new Route 33/Eltham Bridge, at mile 1.0, across Pamunkey River in West Point, VA. Removal of the superstructure of the old swing bridge was completed; however, the old pier caps and substructure remains. This operation will encompass all navigable water from shoreline to shoreline bounded on the south from Position 37-31.57N

**VA - CHESAPEAKE BAY (YORKTOWN TO WEST POINT) - UPPER YORK RIVER - PAMUNKEY RIVER - BRIDGE CONSTRUCTION INFORMATION**

/ 076-48.38W and will be bounded on the north from Position 37-32.06N/ 076-48.17W. Working hours are 24 hours a day, Monday through Saturday. Vessel operator will be standing by on Channel 16. All mariners are advised to proceed with caution. Chart: 12243.

LNM: 33/07

**VA - COASTAL -RUDEE INLET - SHOALING**

The City of Virginia Beach Survey of Rudee Inlet, dated July 26, 2007, indicates a least depth of 8.5 feet, MLLW across the outbound entrance channel, approximately 300 feet East of the South Jetty. Mariners are also advised to exercise caution when transiting the area. Charts: 12205, 12207, 12208 and 12221.

LNM: 32/07

**VA - CHESPEAKE BAY - NEWPORT NEWS TO JAMESTOWN ISLAND - NANSEMOND RIVER**

Mariners are advised that demolition work is in progress to remove the Route 125 (Kings Highway) Bridge, at mile 7.7, in the City of Suffolk, VA. To facilitate the removal, a crane barge will occupy the northern most channel between Piers 1 and 2 removing the existing fender system adjacent to Pier 1. The southern most channel between Piers 2 and 3 will remain open to marine traffic throughout this operation. Mariners are also advised to exercise caution when transiting the area. Work is expected to be completed by 30 September, 2007. Chart 12248

LNM: 27/07

**VA - CHESPEAKE BAY - NEWPORT NEWS TO JAMESTOWN ISLAND - NANSEMOND RIVER - BRIDGE DEMOLITION**

Mariners are advised that demolition work is in progress to remove the Route 125 (Kings Highway) Bridge, at mile 7.7, in the City of Suffolk, VA. To facilitate the removal, a crane barge will occupy the northern most channel between Piers 1 and 2 removing the existing fender system adjacent to Pier 1. The southern most channel between Piers 2 and 3 will remain open to marine traffic throughout this operation. Mariners are also advised to exercise caution when transiting the area. Chart: 12248.

LNM: 28/07

**VA - CHESAPEAKE BAY (JAMESTOWN ISLAND TO JORDAN POINT) - JAMES RIVER - BRIDGE REPAIRS**

Mariners are advised that fender system repairs will be performed on or about September 1, 2007, at the SR 156/Benjamin Harrison Memorial Bridge, at mile 65.0, across the James River in Hopewell VA. The repairs will be conducted outside of the main navigation channel at the back of the fender system through the end of October 2007. Mariners should exercise caution when transiting the area. Chart: 12251.

LNM: 32/07

**VA - HAMPTON ROADS LITTLE CREEK HARBOR - PIER CONSTRUCTION**

The U.S. Navy will be constructing a temporary pier approximately 1000 yards east of Little Creek Harbor in position 36-55-37.790N / 076-09-52.502W that will extend approximately 600 feet into the Chesapeake Bay. Pier construction will commence July 30, 2007 and it will be dismantled on or about August 31, 2007. The pier will be marked by slow flashing yellow lights every 300 feet. Mariners are requested to use caution while transiting this area. Chart: 12255.

**VA - CHINCOTEAGUE INLET - CHINCOTEAGUE CHANNEL - NEW BRIDGE CONSTRUCTION**

Mariners are advised that work is in progress to replace the existing Route 175 Bridge, at mile 3.5, across Black Narrows and Chincoteague Channel at Chincoteague Island, VA. A new movable bridge will be assembled to cross Lewis Creek Channel. To facilitate the new construction, barges and the formation of a temporary trestle will partly obstruct navigation in Lewis Creek Channel. Mariners should use extreme caution when transiting the area. Chart: 12210.

LNM: 18/07

**NC - NEUSE RIVER - TRENT RIVER - NEW BRIDGE CONSTRUCTION**

Mariners are advised that work is in progress to replace the existing US 70/Alfred Cunningham (swing-type) Bridge, at mile 0.0, across Trent River, at New Bern NC, with a new lift bridge. This phase of the work will involve the removal of the swing span and fender system commencing on or about July 5, 2007. Scheduled work hours will be from 7 a.m. to 5:30 p.m., Monday thru Friday, and will remain in effect until August 24, 2007. To facilitate the work, the swing span will be maintained in the open position to vessels allowing traffic through one channel until removal. A barge, measuring 40 ft X 140 ft, will occupy the other channel to remove the piles and fender system. The contractor will also use work boats in the vicinity. Excessive speed and wake by boaters may cause serious effects to the bridge project. It is important that mariners obey the speed restrictions and reduce wakes through the work zone. Mariners should use extreme caution when transiting the area. Chart: 11552.

LNM: 26/07

**NC - ATLANTIC INTRACOASTAL WATERWAY (AICW) - BRIDGE CLOSURE**

Mariners are advised that the S.R. 74 Bridge, at AICW mile 283.1, at Wrightsville Beach NC, will be closed to vessels from 7 a.m. to 11 a.m. on Saturday, September 29, 2007, to accommodate the 29th Annual Wilmington Family YMCA triathlon. The available vertical clearance in the closed-to-navigation position is approximately 20 feet, above mean high water. Mariners able to pass under the closed span may do so and should adjust their transits accordingly. Chart: 11541

LNM: 30/07

**SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

LOCATION	DATE	DREDGE
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**SUMMARY OF DREDGING/MARINE CONSTRUCTION PROJECTS CURRENTLY IN PROGRESS**

NJ NJICW/Cape May Canal/West End Dredging 23 Jul to 24 Aug, 2007 DREDGE FULLERTON Ref. LNM 30/07  
 NJ Delaware River Torresdale Range Dredging 09 Jun to 30 Nov, 2007 Ref. LNM 23/07.  
 MD Middle River/Seneca Creek Dredging To 01 Sep, 2007 DREDGE TANGIER SOUND  
 MD Baltimore Harbor/Ferry Bar Channel Submarine cable removal 01 Aug to 31 Aug, 2007 Ref. LNM 31/07.  
 MD Baltimore Harbor/Curtis Creek/Cianbro Corp. Piers Dredging to 31 Dec, 2007 Ref. LNM 30/07.  
 MD Deep Creek/Duck Creek Dredging 18 Jun to 15 Jan, 2008 DREDGE RENRAG2 Ref. LNM 25/07  
 MD Upper Ches. Bay/ Poplar Island Dredging 13 Jun to 01 Dec, 2007 Southwind Const. DREDGE JENNI LEA  
 Ref. LNM 24/07  
 MD Baltimore Harbor Dredging Until Further Notice DREDGE CURTIS BAY Ref. LNM 11/06.  
 VA James River/ Goose Hill Channel Dredging 19 Jul to 19 Aug, 2007 DREDGE LEXINGTON Ref. LNM 29/07.  
 VA Elizabeth River/Sewell-s Point Marine cable laying/diving operations 09 Jul to 31 Aug, 2007 Crofton Diving  
 Ref. LNM 29/07  
 VA South Virginia Beach Dredging/beach re-nourishment 26 Jun to 08 Sep, 2007 DREDGES B.E. LINDHOLM &  
 R.N. WEEKS Ref. LNM 25/07.  
 VA Chesapeake Bay/Cape Henry Ch to York Spit Ch. Dredging 15 Jun to 15 Aug, 2007 ACOE hopper  
 DREDGE MCFARLAND Ref. LNM 23/07  
 VA Elizabeth River/Southern Branch/Beltline RR Bridge Repairs Until further notice Crofton Diving Corp. Ref. LNM 18/07.  
 VA Elizabeth River/Norfolk Marine Terminal Wharf extension Jan 12, 2007 for approx 18 months SKANSKA Southwest, Inc.  
 Ref. LNM 03/07.  
 NC AAIWW/Alligator River Dredging 12 Jun to 01 Sep, 2007 DREDGE RICHMOND Ref. LNM 24/07

**SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING**

LOCATION	REF. LNM
NJ NJICW at Daybeacon 156 (LLNR 35360) Shoaling	LNM 02/07
NJ Absecon Inlet Shoaling	LNM 05/06
NJ/PA Delaware Bay Main Channel Shoaling	LNM 29/06
NJ Barnegat Bay/Oyster Creek Shoaling	LNM 46/0
MD Sinepuxent Bay Shoaling	LNM 15/07
MD Patuxent River Shoaling	LNM 17/07
MD Spring Garden Channel Shoaling	LNM 16/07
MD Ocean City Inlet Shoaling	LNM 14/07
MD Chesapeake Channel Flag Harbor Shoaling	LNM 45/06
MD St, Catherines Sound Shoaling	LNM 43/06
MD Knapps Narrows Shoaling	LNM 34/06
MD Honga River Shoaling	LNM 51/05
MD Tar Bay Shoaling	LNM 11/06
MD Tangier Sound/Smith Island/Big Thorofare West Shoaling	LNM 45/06
VA Rudee Inlet Shoaling	LNM 32/07
VA Nandua Creek Shoaling	LNM 31/07
VA Currioman Bay Shoaling	LNM 51/05
VA Rappahannock River Ent/Queens Creek Shoaling	LNM 50/06
VA VIP at VIP DBN 184 (LLNR 6220), VIP DBN AA (LLNR 5520), VIP LT 169 (LLNR 6180), VIP DBN 107 (LLNR 5950) Shoaling	LNM 43/06, 16/07
VA Bonum Creek Shoaling	LNM 43/06
VA VIP/Quinby Inlet Shoaling	LNM 35/06
VA Winter Harbor Shoaling	LNM 25/06
VA James River Tylers Beach Channel Shoaling	LNM 23/06
VA VIP Shoaling	LNM 18/06, 19/06
VA VIP DBN 1, Buoys 55, 55A	LNM 14/06
VA Lynnhaven Inlet Shoaling	LNM 13/07
VA Lynnhaven Bay The Narrows Shoaling	LNM 26/06
VA Lynnhaven Bay Eastern Br. Shoaling	LNM 20/07
NC Swansboro Channel/Coast Guard Channel Shoaling	LNM 31/07
NC Wrightsville Channel Shoaling	LNM 13/07
NC Bigfoot Slough Shoaling	LNM 11/07
NC Cape Fear River/ Little River Daybeacon 75 (LLNR 40320), Daybeacon 154A (LLNR 39726)	LNM 11/07, 13/07
NC Oregon Inlet Shoaling	LNM 20/07
NC Ocracoke Inlet Teaches Hole Channel Shoaling	LNM 36/06
NC New River Cape Fear River LT 98 Shoaling	LNM 35/06
NC New River Shoaling	LNM 11/07
NC Hatteras Inlet Shoaling	LNM 36/06
NC Bogue Inlet AIWW Shoaling	LNM 16/06, 06/07
NC New Topsail Inlet/Old Topsail Creek Shoaling	LNM 11/06, 33/06, 06/07
NC Old Topsail Creek Shoaling	LNM 21/07
NC Carolina Beach Inlet Shoaling	LNM 16/06, 06/07



**SUMMARY OF REPORTED HAZARDS TO NAVIGATION/ SHOALING**

**SUMMARY OF MARINE EVENTS/BOATING FESTIVALS/FIREWORKS SAFETY ZONES**

MARYLAND

OCEAN CITY ISLE OF WIGHT BAY SEACRETS NIGHT CLUB FIREWORKS SAFETY ZONE ,  
AUGUST 05, SEPTEMBER 02, 2007. Ref. LNM 18/07

NORTH CAROLINA

WRIGHTSVILLE BEACH SAILBOAT RACES CAROLINA BEACH YACHT CLUB - 39 EVENTS FROM MAY 05 TO 01 DEC  
2007 Ref LNM 14/07.

ROANOKE RIVER PLYMOUTH DRAG BOAT RACES MARINE EVENT AUG 11 & 12, SEP 30, OCT  
21, 2007. Ref. LNM 24/07.

NEW RIVER NATIONAL NIGHT OUT SEARCH AND RESCUE DEMO AND FIREWORKS AUG. 07, 2007. REF LNM 28/07.

BEAUFORT GREGORY POOLE STRIKE IT RICH KING MACKEREL FISHING TOURNAMENT AUG 24 & 25, 2007.  
REF LNM 28/07.

WRIGHTSVILLE BEACH PIER TO PIER SWIM SEP 28, 2007 REF LNM 28/07.

BEAUFORT FLW KING MACKEREL FISHING TOURNAMENT SEP 15, 2007 REF. LNM 28/07.

BEAUFORT ATLANTIC BEACH KING MACKEREL FISHING TOURNAMENT SEP 7 & 8, 2007 REF. LNM 28/07.

ELIZABETH CITY 19TH ANNUAL CLASSIC MOTH SAILBOAT REGATTA SEP 15 & 16, 2007. REF. LNM 29/07.

WILMINGTON VIP MARKETING SPECIAL EVENT FIREWORKS SAFETY ZONE AUG 18, 2007 REF. LNM 29/07.

ATLANTIC BEACH FLW KING MACKEREL FISHING TOURNAMENT SEP 28, 29 & 30, 2007. REF. LNM 29/07.

BEAUFORT NEUSE RIVER TRIATHLON SEP 8, 2007 REF. LNM 29/07.

**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
2655	Salem River Entrance Channel Range Front Light	39-34-15.710N 075-31-02.390W	FI G 2.5s (NIGHT)	12		On skeleton tower.	Lighted throughout 24 hours. DAY: Visible 1.5° either side of range line. NIGHT: Visible all around; higher intensity 1.5° either side of range line. *
			FI G 2.5s (DAY)	15			
2660	Salem River Entrance Channel Range Rear Light 994 yards, 027.4 degrees from front light.	39-34-42.021N 075-30-45.229W	Iso G 6s (NIGHT)	47		On skeleton tower.	Lighted throughout 24 hours. DAY: Visible 4° either side of range line. NIGHT: Visible all around; higher intensity 1.5° either side of range line. *
			Iso G 6s (DAY)	44			
2895	Deepwater Point Range Front Light	39-40-42.079N 075-31-06.318W	Iso G 2s (NIGHT)	27		On yellow cylindrical tower.	Lighted throughout 24 hours. DAY: Visible 0.5° either side of rangeline. NIGHT: Visible 0.5° either side of rangeline. *
			Iso W 2s (DAY)	30			
2910	Deepwater Point Range Rear Light 1,000 yards, 042° from front light.	39-41-04.207N 075-30-40.777W	F G (NIGHT)	89		On yellow cylindrical tower.	Lighted throughout 24 hours. DAY: Visible 0.5° either side of rangeline. NIGHT: Visible 0.5° either side of rangeline. *
			F W (DAY)	86			

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
3135	Marcus Hook Range Front Light	39-46-33.577N 075-28-31.382W	F R	81		On pyramidal skeleton tower.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3140	Marcus Hook Range Rear Light 3,094 yards, 237.5° from front light.	39-45-44.043N 075-30-11.423W	F R	278		Concrete square tower, buttressed corners.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3230	Chester Range Front Light	39-51-14.459N 075-19-53.287W	Iso G 2s	62		On square skeleton tower.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3235	Chester Range Rear Light 548 yards, 051.2° from front light.	39-51-24.757N 075-19-36.978W	F G	110		On skeleton tower.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3285	Tinicum Range Front Light	39-50-51.932N 075-15-09.847W	Iso R 2s	38		On skeleton tower.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3290	Tinicum Range Rear Light 1,216 yards, 092.1° from front light.	39-50-50.909N 075-14-23.075W	F R	112		Gallery on pyramidal skeleton structure, black central tower.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3370	Mifflin Range Front Light	39-50-51.879N 075-15-09.793W	Iso G 2s	48		On same structure as Tinicum Range Front Light.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3375	Mifflin Range Rear Light 640 yards, 234° from front light.	39-50-40.597N 075-15-29.612W	F G	77		White skeleton tower.	Lighted throughout 24 hours. Visible 0.9° either side of rangeline. *	33/07
3530	Horseshoe Range Front Light	39-52-40.757N 075-08-44.765W	Q R	10		KRW on skeleton tower.	NIGHT: Visible all around; higher intensity 1.5° either side of rangeline. *	33/07
3535	Horseshoe Range Rear Light 616 yards, 206.2° from front light.	39-52-24.314N 075-08-55.084W	Oc R 4s	25		KRW on skeleton tower.	NIGHT: Visible 1.5° either side of range line. *	33/07
3625	Fisher Point Range Front Light	39-58-40.268N 075-04-13.946W	Iso G 6s	37		KRW on multi-pile structure.	NIGHT: Visible all around higher intensity 1.5° either side of rangeline. *	33/07
3630	Fisher Point Range Rear Light 183 yards, 080.5° from front light.	39-58-40.976N 075-04-08.470W	F G	47		KRW on firewall of gasoline storage tank.	NIGHT: Visible all around higher intensity 1.5° either side of rangeline. *	33/07

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
3650	Delair Range Front Light	40-00-30.314N 075-03-16.801W	Iso G 2s	25		On skeleton tower on multi-pile structure.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline. *	33/07
3655	Delair Range Rear Light 168 yards, 018° from front light.	40-00-35.019N 075-03-14.838W	Oc G 4s	41		On skeleton tower.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline. *	33/07
3720	Tacony Range Front Light	40-01-32.403N 074-59-54.165W	Q W	20		KRW on white skeleton tower on small white house.	NIGHT: Visible 1.5° either side of range line. *	33/07
3725	Tacony Range Rear Light 230 yards, 070° from front light.	40-01-34.796N 074-59-45.713W	Iso W 6s	40		KRW on white skeleton tower on small white house.	NIGHT: Visible 1.5° either side of range line. *	33/07
3945	Devlin Upper Range Front Light	40-05-01.288N 074-51-11.392W	Q W (NIGHT)  Q W (DAY)	28  31  *		Skeleton tower.	Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline. NIGHT: Visible all around, higher intensity 1.5° either side of rangeline. *	33/07
3950	Devlin Upper Range Rear Light 259 yards, 078.2° from front light.	40-05-02.848N 074-51-01.652W	Iso W 6s (NIGHT)  Iso W 6s (DAY)	38  35  *		Skeleton tower.	Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline. NIGHT: Visible all around, higher intensity 1.5° either side of rangeline. *	33/07
3965	Lehigh Lower Range Front Light	40-04-51.405N 074-51-51.585W	Oc G 4s (NIGHT)  Oc W 4s (DAY)	43  45  *		On skeleton tower.	Lighted throughout 24 hours. Visible all around higher intensity 1.5° either side of rangeline. *	33/07
3970	Lehigh Lower Range Rear Light 44 yards, 206.8° from front light.	40-04-50.263N 074-51-52.373W	F G (NIGHT)  F W (DAY)	49  46  *		On skeleton tower.	Lighted throughout 24 hours. Visible all around higher intensity 1.5° either side of rangeline. *	33/07
3975	Lehigh Upper Range Front Light	40-05-41.280N 074-51-16.379W	Q G	33		On multi-pile structure.	Lighted throughout 24 hours. Visible all around; higher intensity 1.5° either side of rangeline. *	33/07
3980	Lehigh Upper Range Rear Light 77 yards, 028.5° from front light.	40-05-43.310N 074-51-14.955W	F G	42		On skeleton tower.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline. *	33/07

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
3995	Bristol Range Front Light	40-05-28.154N 074-51-35.986W	Iso W 2s	30		Skeleton tower.	Lighted throughout 24 hours. Visible 14.0° either side of rangeline. *	33/07
4000	Bristol Range Rear Light 101 yards, 241.2° from front light.	40-05-26.703N 074-51-39.397W	F R	43		Skeleton tower.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline. *	33/07
4020	Keystone Channel Range Front Light	40-06-32.799N 074-49-51.311W	Iso R 6s	40		On skeleton tower on small house.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline. *	33/07
4025	Keystone Channel Range Rear Light 66 yards, 039.1° from front light.	40-06-34.327N 074-49-49.680W	F R	49		On skeleton tower on small house.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline. *	33/07
4045	Landreth Range Front Light	40-06-02.637N 074-50-14.702W	Iso W 6s	32		KRW on skeleton tower on multi-pile structure.	NIGHT: Visible all around; higher intensity 1.5° either side of rangeline. *	33/07
4050	Landreth Range Rear Light 362 yards, 196° from front light.	40-05-52.426N 074-50-19.025W	F W	47		KRW on skeleton tower.	NIGHT: Visible all around; higher intensity 1.5° either side of range line. *	33/07
4080	Florence Lower Range Front Light	40-07-45.525N 074-49-13.515W	Q W (NIGHT)  Q W (DAY)	30  27		On skeleton tower.	Lighted throughout 24 hours. DAY: Visible 0.5° either side of rangline. NIGHT: Visible all around Higher intensity 1.5° either side of rangeline *	33/07
4085	Florence Lower Range Rear Light 252 yards, 291.3° from front light.	40-07-48.216N 074-49-22.596W	Iso W 6s (NIGHT)  Iso W 6s (DAY)	48  45		On skeleton tower.	Lighted throughout 24 hours. DAY: Visible 14.0° either side of rangeline. NIGHT: Visible 4.0° either side of rangeline. *	33/07
4100	Florence Upper Range Front Light	40-07-08.044N 074-47-07.124W	Q W	25		KRW on skeleton tower. On same structure as Kinkora Lower Range Front Light. *	NIGHT: Visible all around; higher intensity 1.5° either side of rangeline. *	33/07
4105	Florence Upper Range Rear Light 278 yards, 111.3° from front light.	40-07-05.062N 074-46-57.104W	Oc W 4s	49		KRW on skeleton tower.	NIGHT: Visible 1.5° either side of rangeline. *	33/07
4110	Kinkora Lower Range Front Light	40-07-08.044N 074-47-07.124W	Q W	25		KRW on skeleton tower. On same structure as Florence Upper Range Front Light. *	NIGHT: Visible all around; higher intensity 1.5° either side of rangeline. *	33/07

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
4115	Kinkora Lower Range Rear Light 120 yards, 230.3° from front light.	40-07-05.749N 074-47-10.701W	Oc W 4s	37		KRW on skeleton tower.	NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.  *	33/07
4125	Roebbling Range Front Light	40-07-17.740N 074-46-42.315W	Oc R 4s	35		On skeleton tower.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline.  *	33/07
4130	Roebbling Range Rear Light 41 yards, 079.8° from front light.	40-07-17.958N 074-46-40.741W	F R	41		On tower with small house on concrete base.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline.  *	33/07
4145	Kinkora Upper Range Front Light	40-08-10.449N 074-45-29.922W	Q G	23		KRW on skeleton tower.	NIGHT: Visible all around higher intensity 1.5° either side of rangeline.  *	33/07
4150	Kinkora Upper Range Rear Light 120 yards, 050.3° from front light.	40-08-12.730N 074-45-26.359W	Iso G 6s	44		KRW on skeleton tower.	NIGHT: Visible all around higher intensity 1.5° either side of rangeline.  *	33/07
4205	White Hill Range Front Light	40-07-55.866N 074-44-44.509W	Q W	20		KRW on skeleton tower.	NIGHT: Visible all around, higher intensity 1.5° either side of rangeline.  *	33/07
4210	White Hill Range Rear Light 320 yards, 229° from front light.	40-07-49.396N 074-44-54.489W	Iso W 6s	34		KRW on tower.	NIGHT: Visible all around, higher intensity 1.5° either side of rangeline.  *	33/07
4255	Bordentown Range Front Light	40-09-55.695N 074-43-19.766W	Q G	23		KRW on skeleton tower with small house on concrete base.	NIGHT: Visible 0.5° either side of rangeline.  *	33/07
4260	Bordentown Range Rear Light 260 yards, 359° from front light.	40-10-03.575N 074-43-19.946W	Iso G 6s	43		KRW on skeleton tower with small house on concrete base.	NIGHT: Visible 0.5° either side of rangeline.  *	33/07
24285	Nanticoke River Daybeacon 53	38-34-28.782N 075-40-18.696W				SG on pile.		33/07
24290	Nanticoke River Light 54	38-34-37.131N 075-40-09.482W	FI R 4s	15	3	TR on pile.		33/07
24295	Nanticoke River Light 56	38-35-04.972N 075-40-11.069W	FI R 4s	15	3	TR on pile.		33/07
24305	Nanticoke River Light 58	38-35-24.053N 075-39-39.129W	FI R 4s	15	4	TR on pile.		33/07
24310	Nanticoke River Daybeacon 59	38-35-50.210N 075-39-32.734W				SG on pile.		33/07

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
24320	Nanticoke River Light 62	38-36-27.327N 075-38-41.628W	FI R 4s	15	4	TR on pile.	33/07
		*					
24325	Nanticoke River Channel Light 63	38-36-44.416N 075-38-38.144W	FI G 4s	15	3	SG on pile.	33/07
		*					
24330	Nanticoke River Channel Light 65	38-36-51.807N 075-38-30.972W	Q G	15	3	SG on pile.	33/07
		*					
24335	Nanticoke River Light 66	38-37-04.568N 075-37-51.917W	FI R 4s	15	4	TR on pile.	33/07
		*					
24340	Nanticoke River Daybeacon 67	38-37-14.856N 075-37-42.077W				SG on pile.	33/07
		*					
24345	Nanticoke River Light 68	38-37-25.548N 075-37-24.672W	FI R 4s	15	3	TR on pile.	33/07
		*					
24350	Nanticoke River Daybeacon 70	38-37-49.588N 075-37-06.322W				TR on pile.	33/07
		*					
27145	Wilson Point Junction Light	39-18-19.745N 076-24-32.699W	FI (2+1)R 6s	15	4	JR on pile.	33/07
		*					
30460 40025	Lower Swash Channel Range Front Light	33-55-51.393N 077-59-04.808W	Q W (NIGHT)  Q W (DAY)	23  20		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.
		*					
30465 40030	Lower Swash Channel Range Rear Light 767 yards, 055.1° from front light.	33-56-04.202N 077-58-42.252W	Iso W 6s (NIGHT)  Iso W 6s (DAY)	31  28		On multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 1.5° either side rangeline. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline.
		*					
30535 39950	Horseshoe Shoal Channel Range Front Light	33-56-34.584N 077-57-48.841W	Q W (NIGHT)  Q W (DAY)	23  20		On skeleton tower.	Lighted throughout 24 hours. DAY: Visible 4.0° either side of rangeline. NIGHT: Visible all around; higher intensity 1.5° either of rangeline.
		*					
30540 39955	Horseshoe Shoal Channel Range Rear Light 1482 yards, 203.1° from front light.	33-55-54.308N 077-58-10.026W	Iso W 6s (NIGHT)  Iso W 6s (DAY)	48  45		On skeleton tower.	Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline. NIGHT: Visible 5.5° either side of rangeline.
		*					

## SECTION VIII - LIGHT LIST CORRECTIONS (Continued)

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	
30640 39915	Lower Midnight Channel North Range Front Light	34-00-59.298N 077-56-17.359W	Q W (NIGHT)	21		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. DAY: Visible 1.5 degrees either side of rangeline. NIGHT: Visible all around higher intensity 1.5° either side of rangeline. *	33/07
			Q W (DAY)	19				
30645 39920	Lower Midnight Channel North Range Rear Light 800 yards, 013.6° from front light.	34-01-22.279N 077-56-10.224W	Iso W 6s (NIGHT)	46		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. Visible 1.5° either side of rangeline. *	33/07
			Iso W 6s (DAY)	44				
30755	Keg Island Range Front Light	34-07-47.269N 077-56-05.384W	Q W (NIGHT)	22		On multi-pile structure. Same structure as Big Island Upper South Range Front Light.	Lighted throughout 24 hours. DAY: Visible 4.0° either side of rangeline. NIGHT: Visible all around; higher intensity 1.5° either side of rangeline. *	33/07
			Q W (DAY)	19				
39915 30640	Lower Midnight Channel North Range Front Light	34-00-59.298N 077-56-17.359W	Q W (NIGHT)	21		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 or rangeline. *	33/07
			Q W (DAY)	19				
39920 30645	Lower Midnight Channel North Range Rear Light 800 yards, 013.6° from front light.	34-01-22.279N 077-56-10.224W	Iso W 6s (NIGHT)	46		Skeleton tower on multi-pile structure.	Lighted throughout 24 hours. Visible 1.5 degrees either side of rangeline. *	33/07
			Iso W 6s (DAY)	44				
39955 30540	Horseshoe Shoal Channel Range Rear Light	33-55-54.308N 077-58-10.026W	Iso W 6s (NIGHT)	48		On skeleton tower.	Lighted throughout 24 hours. DAY: Visible 1.5° either side of rangeline. NIGHT: Visible all around; higher intensity 5.5° either side of rangeline. *	33/07
			Iso W 6s (DAY)	45				
40025 30460	Lower Swash Channel Range Front Light	33-55-51.393N 077-59-04.808W	Q W (NIGHT)	23		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 of rangeline. *	33/07
			Q W (DAY)	20				
40030 30465	Lower Swash Channel Range Rear Light 767 yards, 055.1° from front light.	33-56-04.202N 077-58-42.252W	Iso W 6s (NIGHT)	31		On multi-pile structure.	Lighted throughout 24 hours. Day: Visible 1.5° either side rangeline. Night: Visible all around; higher intensity 1.5° either side of rangeline. *	33/07
			Iso W 6s (DAY)	28				

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**PUBLICATION CORRECTIONS**

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None

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**ENCLOSURES**

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**U.S. COAST PILOT 3, ATLANTIC COAST: SANDY HOOK, NJ TO CAPE HENRY, VA 2007, 940TH) EDITION**

CHANGE NO. 19

**SPECIAL LOCAL REGULATIONS FOR MARINE EVENTS; SPA CREEK AND SEVERN RIVER, ANNAPOLIS, MD.**

TEMPORARY FINAL RULE

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F.M. Rosa  
Rear Admiral, U.S. Coast Guard  
COMMANDER, FIFTH COAST GUARD DISTRICT



Publication-National Ocean Service-U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook, NJ to Cape Henry, VA 2007, (40<sup>th</sup>) Edition. Change No. 19.

Coast Pilot 3 40<sup>th</sup> Ed 2007

Corrections

Page 181-Paragraph 25, lines 3-10;  
read:  
jetties. In March 2007, the  
controlling depth was 4.6 feet (10.7  
feet at midchannel) in the jetty  
channel to the Ocean Avenue Bridge,  
thence 6.6 feet (8.0 feet at  
midchannel) to the State Route 35  
highway bridge, thence 7.1 feet to  
Belmar Municipal Boat Basin. An  
anchorage is just east of State  
Route 71 highway bridge; 3.9 to 8.7  
feet was available in March 2007.  
The State of New Jersey maintains  
...

(CL 688/07; BPs 191081-84)

Page 219-Paragraph 194, lines 10-11;  
read:  
highway bridge has a clearance of 10  
feet. In March-April 2007, the  
controlling depths were 14.8 feet  
(15.3 feet at midchannel) to Light  
10; thence in 2005, 16 feet through  
the ...

(BPs 190878-81)

Page 234-Paragraph 391, line 3;  
read:  
basculer span with a clearance of 50  
feet. (See **117.1** ...

(CL 780/07)

Page 235-Paragraph 403, lines 4-5;  
read:  
has a vertical-lift span with  
clearances of 61 feet down and 133  
feet up. (See **117.1 through 117.59**  
**and** ...

(CL 781/07)

Page 244-Paragraph 89, lines 3-4;  
read:  
2000, the channel had a reported  
controlling depth of 4 feet. Berths,  
gasoline, and marine supplies ...  
(CL 1621/00)

Page 335-Paragraph 27, lines 4-7;  
read:  
leads across the bar to the mouth of  
the creek. In May 2007, the reported  
controlling depth was 5.0 feet to  
Daybeacon 5, thence 2.5 feet in the  
creek ...  
(31/07 CG5)

Page 345-Paragraph 180, lines 3-8;  
read:  
Choptank River to Chesapeake Bay. In  
June 2007, the controlling depth was  
4.8 feet (6.9 feet at midchannel)  
from the Choptank River to the  
highway bridge, thence 7.0 feet to  
the Chesapeake Bay. **Note** that ...  
(DDs 9369-71)

Page 351-Paragraph 267, lines 3-5;  
read:  
Bay; the chart is the guide. In May  
2007, the controlling depth was 7  
feet. Very ...  
(DDs 9367-68)

## DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. CGD05—07-063]

RIN 1625-AA08

Special Local Regulations for Marine Events; Spa Creek and Severn River, Annapolis, MD

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

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SUMMARY: The Coast Guard is establishing temporary special local regulations during the “Annapolis Triathlon”, an event to be held September 9, 2007 on the waters of Spa Creek and the Severn River at Annapolis, MD. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to temporarily restrict vessel traffic in a portion of the Severn River and Spa Creek the Annapolis Triathlon swimming event.

DATES: This rule is effective from 6 a.m. to 10:30 a.m. on September 9, 2007.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket CGD05-07-063 and are available for inspection or copying at Commander (dpi), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704-5004 between 9 a.m. and 2 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Ronald Houck, Marine Event Coordinator, Coast Guard Sector Baltimore, at (410) 576-2674 or email at [Ronald.L.Houck@uscg.mil](mailto:Ronald.L.Houck@uscg.mil).

## SUPPLEMENTARY INFORMATION:

Regulatory Information

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM. The publishing of an NPRM would be impracticable and contrary to public interest since immediate action is needed to minimize potential danger to the participants and the public during the event. The necessary information to determine whether the marine event poses a threat to persons and vessels was not provided with sufficient time to publish an NPRM. The danger posed by the large volume of marine traffic in the Annapolis harbor area makes special local regulations necessary to provide for the safety of swimmers, event support vessels, spectator craft and other vessels transiting the event area. For the safety concerns noted, it is in the public interest to have these regulations in effect during the event. The Coast Guard will issue broadcast notice to mariners to advise vessel operators of navigational restrictions. On scene Coast Guard and local law enforcement vessels will also provide actual notice to mariners.

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 would be contrary to the public interest,

since immediate action is needed to ensure the safety of the event participants, support vessels, spectator craft and other vessels transiting the event area. However advance notifications will be made to users of Annapolis harbor via marine information broadcasts, local notice to mariners, commercial radio stations and area newspapers.

#### Background and Purpose

On September 9, 2007, the City of Annapolis and the Annapolis Triathlon Club will sponsor the "Annapolis Triathlon". The swimming segment of the event will consist of approximately 1500 swimmers competing across a one mile course located within Annapolis Harbor, at the entrance of Spa Creek and extending outward to the Severn River. The competition will begin at the Annapolis City dock. The participants will swim along an oval shaped course and across to the finish line located at the Annapolis City dock, swimming approximately one mile, contained within the inner Annapolis Harbor area. Approximately 30 support vessels will accompany the swimmers. Due to the need for vessel control during the swimming event, the Coast Guard will temporarily restrict vessel traffic in the event area to provide for the safety of participants, support craft and other transiting vessels.

#### Discussion of Rule

The Coast Guard is establishing temporary special local regulations on specified waters of the Severn River and Spa Creek at Annapolis, Maryland. The temporary special local regulations will be in effect from 6 a.m. to 10:30 a.m. on September 9, 2007. The effect will be to restrict general navigation in the regulated area during the event. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area. Vessel traffic may be allowed to transit the regulated area at slow speed as the swim progresses, when the Coast Guard Patrol Commander determines it is safe to do so. The Patrol Commander will notify the public of specific enforcement times by Marine Radio Safety Broadcast. These regulations are needed to control vessel traffic during the event to enhance the safety of participants, spectators and transiting vessels.

#### Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation is unnecessary.

Although this regulation restricts vessel traffic from transiting a portion of the Severn River and Spa Creek during the event, the effect of this regulation will not be significant due to the limited duration that the regulated area will be in effect and the extensive advance notifications that will be made to the maritime community via marine information broadcasts, area newspapers and radio stations so mariners can adjust their plans accordingly.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule would have a significant economic impact on a substantial number of small entities. 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. This rule will affect the following entities, some of which may be small entities: the owners or operators of vessels intending to transit this section of the Severn River and or Spa Creek during the event.

This rule will not have a significant economic impact on a substantial number of small entities for the following reasons. This rule will be in effect for only a short period, from 6 a.m. to 10:30 a.m. on September 9, 2007. Vessels desiring to transit the event area will be able to transit the regulated area at slow speed as the swim progresses, when the Coast Guard Patrol Commander determines it is safe to do so. Before the enforcement period, we will issue maritime advisories so mariners can adjust their plans accordingly.

#### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we will assist small entities in understanding the rule so that they could better evaluate its effects on them and participate in the rulemaking process. 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 Fifth Coast Guard District at the address listed under ADDRESSES. 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.

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).

#### Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

#### Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

#### 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 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.

#### Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under Executive Order

12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

#### Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

#### Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

#### Indian Tribal Governments

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.

#### Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

#### Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

#### Environment

We have analyzed this rule under Commandant Instruction M16475.ID and Department of Homeland Security Management Directive 5100.1, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1, paragraph (34)(h), of the Instruction, from further environmental documentation. We have made a determination that

this action is not likely to have a significant effect on the human environment. The proposed marine event consisting of approximately 1500 participants swimming along a one mile oval race course within Annapolis Harbor does not introduce any significant environmental impacts in the area of the event and or adjacent waterways.

A final "Environmental Analysis Check List" and a final "Categorical Exclusion Determination" will be available in the docket where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 100

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

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 100 as follows:

PART 100--SAFETY OF LIFE ON NAVIGABLE WATERS

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233, Department of Homeland Security Delegation No. 0170.1.

2. Add temporary § 100.35-T05-063 to read as follows:

§ 100.35-T05-063, Spa Creek, Severn River, Annapolis, MD.

(a) Regulated area. The regulated area is established for waters within Annapolis Harbor including the Severn River and Spa Creek from shoreline to shoreline, bounded on the east by a line drawn at longitude 076°28'33" W, and bounded on the west by the Spa Creek – Annapolis Bascule Bridge. All coordinates reference Datum NAD 1983.

(b) Definitions. (1) Coast Guard Patrol Commander means a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Sector Baltimore.

(2) Official Patrol means any vessel assigned or approved by Commander, Coast Guard Sector Baltimore with a commissioned, warrant, or petty officer on board and displaying a Coast Guard ensign.

(3) Participant includes all swimmers and support vessels participating in the Annapolis Triathlon under the auspices of the marine event permit issued to the event sponsor and approved by Commander, Coast Guard Sector Baltimore.

(c) Special local regulations. (1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the regulated area shall: (i) Stop the vessel immediately when directed to do so by any Official Patrol.

(ii) Proceed as directed by any Official Patrol.

(iii) When authorized to transit the regulated area, all vessels shall proceed at the minimum speed necessary to maintain a safe course that minimizes wake near the Annapolis Triathlon swim course.

(d) Enforcement period. This section will be enforced from 6 a.m. to 10:30 a.m. on September 9, 2007.

Dated: \_\_\_\_\_

Neil O. Buschman

Captain, U.S. Coast Guard  
Commander, Fifth Coast Guard District  
Acting