

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 4 39 Ed 2007 Change No. 12
LAST NM 24/08

Page 249—Paragraph 84, lines 2 to 10; read:

Jacksonville has a 40-foot fixed span with a clearance of 15 feet. An overhead power cable with a clearance of 18 feet is just south of the U.S. Route 17 bridge. Above the U.S. Route 17 bridge, the overhead power cables have a minimum clearance of 22 feet. A highway bridge, about 200 yards below U.S. Route 17 bridge, has a 28-foot fixed span with a clearance of 13 feet. A fixed highway bridge with a clearance of 65 feet crosses New ...
(CL 355/08; NOS 11542) 27/08

Page 304—Paragraph 45, lines 2 to 7; read:

River about 3.3 miles above the mouth. A marina and fish camp, about 1.8 miles above the mouth of the creek has berths, gasoline, diesel fuel, electricity, water, ice, and wet and dry storage. In February 2008, a reported depth of 10 feet could be carried to the marina.
(DB 16771) 27/08

Page 309—Paragraph 99, line 1; read:

St. Simons Light (31°08'03"N., 81°23'37"W.), 104 ...
(22/08 CG7; LL/07) 27/08

Page 365—Paragraph 257; read:

The commercial anchorage area is NNE of Port Everglades Lighted Buoy 2 (See **110.186**, chapter 2, for limits and regulations.) **All commercial vessels planning to use the Port Everglades anchorage, whether bound for Port Everglades or not, are required to provide the U.S. Coast Guard with an advanced notice of arrival** (See **160.212**, chapter 2, for regulations.) Vessels using this anchorage must report their positions and time of anchoring to the Port Everglades Harbormaster on VHF-FM channel 14. No vessels may anchor in a “dead ship” status (i.e. propulsion or control unavailable for normal operations) without prior approval from the Coast Guard Captain of the Port (COTP). In addition, vessels are not permitted to anchor for more than 72 hours without prior COTP approval. Vessels shall request approval from the USCG COTP via the Port Everglades Harbormaster on VHF-FM channel 14. The anchorage is in close proximity to three (inner, middle, and outer) reefs that run along South Florida’s coast. The anchorage area has charted soundings ranging from 125 feet to more than 500 feet. The depth of the western side of the anchorage area averages approximately 125 feet. The bottom type in the anchorage consists of a sand, mud, and coral rubble mixture that does not provide adequate holding during adverse

weather. There are also minor obstructions in the anchorage area that are mainly discarded spools of cable; these may be annotated on the chart as obstructions. The close proximity of the anchorage area to the shallow reefs requires vigilance by vessel captains while piloting and anchoring in the area. Violent, unpredictable winds in excess of 50 knots can be associated with local thunderstorm activity. Upon the approach of thunderstorms from any direction or in sustained wind conditions of 25 to 30 knots from NNE through SSE directions, all vessels in the anchorage ground are strongly advised to have engines on standby and be prepared to vacate the anchorage. It is highly recommended that vessels leave the anchorage and head to sea when sustained winds in excess of 30 knots are blowing from NNE through SSE directions. A proper anchor watch is vitally important with the vessel’s position being checked frequently and VHF-FM channels 14 and 16 continuously monitored. Although not required, pilotage to the anchorage is available upon request and is strongly recommended for masters who are unfamiliar with the Port Everglades anchorage. Anchoring south of the entrance channel by vessels with a draft in excess of 12 feet is prohibited. (See **334.480**, chapter 2, for regulations.) The USCG COTP may close the anchorage and direct vessels to depart during periods of adverse weather or at other times as deemed necessary in the interest of port safety or security.
(DD 11190) 27/08

Page 411—Paragraph 260, line 1; read:

A fixed highway bridge at **Mile 780.3** has a clearance ...
(CL 356/08) 27/08

COAST PILOT 4 39 Ed 2007 Change No. 13

Page 269—Paragraph 94; read:

The twin diamond-shaped towers of the (U.S. Route 17) Ravenel fixed bridge are reported to be 575 feet tall and clearly visible to the mariner before entering the channel. The bridge is brightly lit at night. Lighted buoys mark the west and east sides of the channel, respectively.
(CL 569/08; CL 1240/05; NOS 11524) 27/08

Page 270—Paragraph 100, line 2; read:

approach to the (U.S. Route 17) Ravenel fixed bridge spans over ...
(CL 569/08; CL 1240/05; NOS 11524) 27/08

Page 270—Paragraph 100, line 6; read:

of the fixed bridge should give a security call on ...
(CL 569/08; CL 1240/05; NOS 11524) 27/08

Page 270—Paragraph 100, line 9; read:

outbound from piers above the fixed bridge should ...
(CL 569/08; CL 1240/05; NOS 11424) 27/08

Page 271—Paragraph 106, lines 14 to 15; read:
Charleston Branch Pilots Association may contact the Cap-
tain of the Port ...
(CL 569/08) 27/08

Page 271—Paragraph 110, line 5; read:
yards, to the fixed bridge span over Hog Island Reach, ...
(CL 569/08; CL 1240/05; NOS 11524) 27/08

Page 278—Paragraph 208, line 1; read:
Coast Guard Sector Charleston is on the east side of ...
(CL 569/08) 27/08

Page 279—Paragraph 212, lines 2 to 7; read:
Battery. A fixed bridge, with a clearance of 56 feet crosses
about 1.5 miles above the Battery. The two U.S. Route 17
highway bascule bridges, 100 yards apart, cross about 2
miles above the Battery. The first has a clearance of 18 feet
and the second, 14 feet. State Route 7 highway fixed bridge,
6.2 miles ...
(CL 569/08; NOS 11524) 27/08

Page 279—Paragraph 217, line 6; read:
feet for a width of 1,000 feet. As of December 2006, the ...
(CL 569/08) 27/08