

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3 39 Ed 2006 Change No. 19
LAST NM 41/06

Page 203—Paragraphs 3 to 20; read:

1. The Delaware Bay and River is the port of call for large commercial ships and tug/barge units that can only transit in the main ship channel. All non-commercial shallow draft vessels are strongly encouraged to transit the Delaware Bay and River outside of the main shipping channel and maintain a listening watch on VHF-FM Channel 13 and 16.

2. The Delaware Bay is a large, open bay that is subject to confusing, and sometimes dangerous, sea and swell conditions due to a large fetch, strong currents, and numerous shoals. Also, it has very few harbors of refuge between the entrance and the C&D Canal. Vessels transiting the area are strongly encouraged to navigate as appropriate by monitoring current weather conditions and forecast, and filing a float plan. Commercial vessels transiting the main channel will be using VHF-FM Channel 13. Non-commercial vessels should maintain a listening watch on this VHF-FM channel and answer when called.

3. All foreign registered vessels, including non-commercial vessels, 100 tons and over, are required by Title 23 of the Delaware State Code and Title 55 of the Pennsylvania State Code to employ a Delaware or Pennsylvania state licensed pilot. Information about making arrangement for a pilot is described in this chapter, **Pilotage, Delaware Bay and River**.

4. Mariners should be especially vigilant while navigating in the Delaware Bay entrance area between Buoy CH and Brown Shoal Light. This highly congested area includes a pilotage transfer area, ferries crossing between Cape May and the Harbor of Refuge, and commercial vessels proceeding inbound and outbound to the main ship channel. Also, large deep-draft tankers will be proceeding out of the Big Stone Beach anchorage area and turning into the main navigational channel starting at Brown Shoal Light.

5. The Salem Power Plant is located at the extreme northwesterly portion of Delaware Bay where Delaware Bay turns into the Delaware River. The area in the vicinity of this prominent power plant is designated as a Security Zone. (See **165.553**, chapter 2, for limits and regulations.) The rule states: "No person may enter or navigate within this security zone unless authorized to do so by the U.S. Coast Guard or a designated representative."

6. Vessels proceeding to or from the C&D Canal should be aware that information about this waterway, along with appropriate regulations, is contained in Chapter 7 of this Coast Pilot. Vessels approaching the junction area of the C&D Canal and the Delaware River off Reedy Point should use particular caution. Ships and tug/barge units will be proceeding in and out of the main ship channel and in and out of the Bulkhead Shoal Channel that goes to the oil refinery inside of Pea Patch Island, and in and out of the Salem River Channel, as well as making the sharp turn into and out of the C&D Canal. As ships and tug/barge units that are entering and exiting the C&D Canal are subject to strong cross currents, all vessels including non-commercial vessels, should avoid meeting at this location. It is also strongly advised that

recreational vessels transiting this area proceed outside the main channels when possible.

7. Vessels bound for Cape May should refer to Chapter 5 of this volume for a detailed description of this area. Vessels bound for the Harbor of Refuge, Breakwater Harbor and Lewes, Delaware should refer to the detailed description of this area that is titled Chart 12216 of this chapter.

Navigation Guidelines for Delaware Bay and River-Commercial Vessels
(CL 1075/06) 42/06

Page 204—Paragraph 27, line 6; read:
buoy 9M or as close as practical.

5. In the event that anchorage #3 (Reedy Point) is full, it is recommended that vessels waiting for clearance to use the C&D Canal use anchorage #3 (Artificial Island) or the upper end of Bombay Hook anchorage on Liston Range.
(CL 1075/06) 42/06

Page 204—Paragraph 33, line 6; read:
Delaware.

7. Actual tidal levels and currents will vary from predicted heights due to high winds, barometric pressure, and other atmospheric conditions. Actual tidal heights, currents, bridge air gaps, and other data can be determined for many points in the Delaware Bay and River on the NOAA PORTS web site at <http://co-ops.nos.noaa.gov/dbports/dbports.html>, or by calling 1-866-307-6787 (1-866-30-PORTS).

8. The U.S. Army Corps of Engineers periodically surveys the bottom conditions of the Delaware Bay and River main channel and anchorages, publishing the results of these surveys at <http://www.nap.usace.army.mil/channel/list.htm>.
(CL 1075/06) 42/06

Page 204—Paragraph 40; read:

6. Tugs operating without a barge are exempt from this recommendation. Tugs with barges are requested to report to the Philadelphia Maritime Exchange when anchoring and leaving all anchorages.
(CL 1075/06) 42/06

COAST PILOT 3 39 Ed 2006 Change No. 20

Page 64—Paragraph 534; read:

§117.233 Broad Creek.

(a) The draw of the Conrail Bridge, mile 8.0 at Laurel, shall open on signal if at least four hours notice is given.

(b) The draws of the Poplar Street Bridge, mile 8.2, and the U.S. 13A Bridge, mile 8.2, all at Laurel, shall open on signal if at least 48 hours notice is given.

§117.234 Cedar Creek.

The SR 36 Bridge, mile 0.5 in Cedar Beach, shall open on signal. From April 1 through November 30 from 2 a.m. to 4 a.m.; and from December 1 through March 31 from 6:30 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given.

(FR 9/11/06) 42/06

Page 65—Paragraphs 552 to 555; read:

§117.243 Nanticoke River.

(a) The draw of the Norfolk Southern Railway Bridge, mile 39.4 in Seaford, will operate as follows:

(1) From March 15 through November 15, the draw will open on signal for all vessels except that from 11 p.m. to 5 a.m. at least 2 hours notice will be required.

(2) At all times, from November 16 through March 14, the draw will open on signal if at least 2 hours notice is given.

(3) When notice is required, the owner operator of the vessel must provide the train dispatcher with an estimated time of passage by calling (717) 215-0379 or (609) 412-4338.

(b) The draw of the SR 13 Bridge, mile 39.6 in Seaford, shall open on signal, except from 6 p.m. to 8 a.m., from April 1 through October 31; from November 1 through March 31, Monday to Friday, and on Saturday and Sunday from 3:30 p.m. to 7:30 a.m., if at least four hours notice is given.

(FR 9/11/06) 42/06

Page 66—Paragraph 581, lines 3 to 4; read:

of the passage at least 12 hours in advance at (703) 836-2396; and

(FR 8/30/06) 42/06