

Page 282—Paragraph 272, line 2; read:
southern half of Pier 9; 28A (north wall), 480 feet; 28B and
28E ...
(CL 478/99) 26/00

Page 283—Paragraph 301; read:
A lighted buoy marks the entrance; the buoy is equipped
with a RACON. Channel markers include lighted buoys,
lights and lighted ranges. A Precautionary Area has been
established with a radius of one nautical mile around the sea
buoy. This is necessary because large ships inbound and out-
bound of the port will board and disembark pilots within this
area and will be severely limited in their ability to maneuver.
All vessels are to exercise extreme caution within this area.
Vessels may not anchor within those portions of the Precau-
tionary Area that lie outside the designated anchorage.
(CL 21/99) 26/00

Page 284—Paragraph 306; read:
Anchorage. A Federal anchorage is located north of the
sea buoy (See **11.188**, Chapter 2, for limits and regulations.)
Non-U.S. Flag vessels destined for the anchorage must pro-
vide a 24-hour advance notice of arrival per Title 33 Code of
Federal Regulations Part 160.207 before entering the anchor-
age area to anchor. Any vessel desiring to use the anchorage
must notify the Coast Guard Captain of the Port, via the Bis-
cayne Bay Pilots, on VHF-FM channel 12 or 16. Vessels
granted permission to anchor must maintain a 24-hour bridge
watch by an English speaking deck officer monitoring VHF-
FM Channel 16. This individual must perform frequent
checks of the vessel's position to ensure the vessel does not
drag anchor. Vessels which are experiencing serious operat-
ing casualties such as malfunction of main propulsion, main
steering, or anchoring equipment, or which are planning to
perform main propulsion engine repairs or maintenance,
must immediately notify the Coast Guard Captain of the
Port, via Coast Guard Group Miami, on VHF-FM Channel
16. The Coast Guard Captain of the Port may close the
anchorage area and direct vessels to depart the anchorage
during periods of adverse weather or at other times as
deemed necessary in the interest of port safety. The anchor-
age is in close proximity to the three-reef system that runs
along the Atlantic Ocean coast of south Florida. Recent ves-
sel groundings have shown there is very little time to respond
to a dragging anchor before coming into contact with the
inshore reefs. The holding ground in the anchorage consists
of shallow sand, mud and coral rubble covering of the lime-
stone substrate. During periods of high winds and seas, ves-
sels anchors may not hold firmly in this ground. Violent,
unpredictable winds in excess of 50 knots can be associated
with local heavy thunderstorm activity. The area is also sus-
ceptible to large waterspouts. Upon the approach of thunder-
storms from any direction or in sustained winds of 25 to 30
knots from NNE through SSE, all vessels are warned to have
main propulsion engines on standby and be prepared to
vacate the anchorage. When sustained winds in excess of 30
knots from NNE through SSE are to be expected, vessels
may be ordered from the anchorage and advised to head
directly to sea. Although not required, pilotage to the anchor-
age is available upon request and is strongly recommended

for vessel masters who are unfamiliar with the anchorage.
(CL 21/99) 26/00

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Page 19—Paragraph 458, lines 3 to 4; read:
fish. The reefs are constructed by intentional placement of
assorted secondary-use materials and designated fishery hab-
itat, ranging from old trolley cars and barges to scrap ...
(CL 2069/99) 26/00

Page 63—Paragraph 793; read:
§110.1 General. (a) The areas described in subpart A of
this part are designated as special anchorage areas for pur-
poses of 33 U.S.C. §§2030(g) and 2035(j). Vessels of less
than 20 meters in length, and barges, canal boats, scows, or
other nondescript craft, are not required to sound signals
required by Rule 35 of the Inland Navigation Rules (33
U.S.C. 2035). Vessels of less than 20 meters are not required
to exhibit anchor lights or shapes required by Rule 30 of the
Inland Navigation Rules (33 U.S.C. 2030).
(CL 1073/98) 26/00

Page 77—Paragraph 1372, lines 5 to 6; read:
defined in 46 (U.S.C. 2101) on any structure on or in the
navigable waters of the ...
(CL 1073/98) 26/00

Page 78—Paragraph 1380, lines 2 to 3; read:
prohibit any vessels subject to the provisions of chapter 37 of
Title 46, U.S. Code from operating in the navigable ...
(CL 1073/98) 26/00

Page 78—Paragraph 1389, line 4; read:
U.S.C. App. 91 of any vessel, the owner or operator of which
is subject ...
(CL 1073/98) 26/00

Page 86—Paragraph 1662, line 2; read:
River between McAlpine Locks (Mile 606.8) and Twelve
Mile ...
(CL 1073/98) 26/00

Page 94—Paragraph 1893, lines 6 to 10; read:
Equipment". Each receiver installed must be labeled with the
information required under paragraph (b) of this section".
(CL 1073/98) 26/00

Page 195—Paragraph 261, lines 6 to 7; read:
channel at the entrance to the creek. A highway bridge with
32-foot fixed span and a vertical clearance of 3 feet crosses 3
miles above the ...
(CL 1451/99, CL 1452/99) 26/00

Page 201—Paragraph 21, lines 6 to 8; read:
are exposed from the southwest quadrant.
(CL 2007/98) 26/00

Page 218—Paragraph 85, lines 9 to 10; read:
Charleston Harbor; they are unmarked and are covered 6 feet
and 4 feet, respectively. An obstruction, covered 9 feet and ...
(NOS 11521) 26/00

Page 232—Paragraph 70, line 4; read:
depth of 12 feet to State Route 802 highway bridge, and
thence 7 ...
(CL 1608/99) 26/00

Page 232—Paragraph 70, lines 8 to 10; read:
highway bridge has a fixed span with a clearance of 45 feet.
(CL 1608/99) 26/00

Page 271—Paragraph 78; read:
Towage.-Three conventional tugs, two 2,150 hp and one
3,600 hp, are available at the port; all are equipped with
VHF-FM channels 12, 15, and 16.
(CL 1769/99) 26/00

Page 281—Paragraph 245, lines 1 to 2; read:
Towage.-Three conventional tugs to 4,200 hp, two tractor
tugs to 5,200 hp, and one Ship Docking Module of 4,000 hp
are ...
(CL 1769/99) 26/00

Page 303—Paragraph 127; strike out.
(CL 1268/99; 37/99 CG5) 26/00

Page 305—Paragraph 167, line 6; read:
501.3 has a fixed span with a clearance of 65 feet. An over-
head ...
(CL 798/94) 26/00

Page 318—Paragraph 441, lines 2 to 6; read:
has two fixed spans which cross the Caloosahatchee River at
Fort Myers, Mile 134.5, with a clearance of 56 feet.
(CL 281/96) 26/00

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Page 261—Paragraph 131, line 13; read:
overhead power cable at the bridge has a clearance of 38
feet. The ...
(CL 1295/95) 26/00

Page 274—Paragraph 142, lines 10 to 12; read:
(See **117.317**, chapter 2, for details of operation.) The
Roosevelt (U.S.1) highway bridge, adjacent to the west, has
a fixed span with a clearance of 65 feet. The Roosevelt bas-
cule bridge has a clearance of 14 feet at the center. The over-
head ...
(CL 882/98; CL 761/99) 26/00

Page 274—Paragraph 151, line 2; read:
south of the Roosevelt bascule bridge, has berthage for two
...
(CL 882/98; CL 761/99) 26/00

Page 274—Paragraph 151, line 5; read:
west side of the river 500 yards north of the Roosevelt bas-
cule bridge pumps ...
(CL 882/98; CL 761/99) 26/00

Page 274—Paragraph 152, line 2; read:
mile south of the Roosevelt bascule bridge. Gasoline, water,
some marine supplies, ...
(CL 882/98; CL 761/99) 26/00

Page 283—Paragraph 294, lines 10 to 11; read:
to midnight, can be seen over 16 miles offshore. A tall ...
(CL 170/99) 26/00

Page 283—Paragraph 297; read:
Channels.-A Federal project provides for a 44 foot chan-
nel from the sea buoy to inside Government Cut, then 42 feet
to the Fisher Island Turning Basin and to the end of con-
tainer berth in Fishermans Channel. Miami Main Channel on
the north side of the Port of Miami has a project depth of 36
feet to Main Turning basin with the same depth which is off
the northwest corner of Dodge Island. The Lummus Island
Turning Basin off the southwest corner of Lummus Island is
under construction and has a proposed project depth of 42
feet and as of 1997 had a depth of about 25 feet. The Federal
project extends 1,200 feet to the west of the Lummus Island
Basin and is also under construction and as of 1997 had a
depth of about 25 feet. The channels and turning basins are
maintained at or near project depths (See Notice to Mariners
and latest edition of chart for controlling depths). In 1998,
the area between Miami Main Channel and the Port of
Miami off the north side of Dodge Island had depths of 31 to
36 feet. Mariners are advised that abrupt shoaling may be
encountered along the northerly and southerly edges of the
dredged channel.
(CL 170/99) 26/00

Page 283—Paragraph 302; strike out.
(CL 170/99) 26/00

Page 284—Paragraph 304, lines 4 to 10; read:
southwestern corner of Dodge Island; then southwestward to
the junction with the Intracoastal Waterway. The channel
west of the 1,200 foot extension from the Lummus Island
Turning Basin is maintained by Miami-Dade County, and in
1995 had a depth of about 23 feet with lesser depths along
the southern edges of the channel. (See Notice to Mariners
and latest edition chart for controlling depths.) Natural
depths to 10 feet lead from the turning basin off Dodge
Island to the Intracoastal Waterway. The channel is well
marked.
(CL 170/99) 26/00

Page 301—Paragraph 84, lines 3 to 4; read:
June 1999, the privately dredged entrance channel had a
reported controlling depth of 7 feet. Several small-craft facil-

ities are in the ... (CL 2075/99)	26/00	within 60 ... (CL 1936/99)	26/00
Page 302—Paragraph 109, line 3; read: 1999, the reported centerline controlling depth was 6 feet in the channel and in the ... (CL 1780/99)	26/00	Page 144—Paragraph 3442, line 3; read: of Mexico, the RA may adjust the closing and/or opening date of ... (CL 1936/99)	26/00
Page 311—Paragraph 293, line 3; read: channel which had a reported controlling depth of 9 feet in 1994. Marinas ... (CL 1795/94)	26/00	Page 156—Paragraph 3820, line 2; read: the FMP for the Shrimp Fishery of the Gulf of Mexico, the RA ... (CL 1936/99)	26/00
Page 318—Paragraph 450, lines 7 to 8; read: (See 117.300 , chapter 2, for drawbridge regulations.) The ... (CL 2114/99)	26/00	Page 156—Paragraph 3821, line 6; read: 27°50.0'N., the RA may prohibit or restrict the use of hook- and-line ... (CL 1936/99)	26/00
Page 318—Paragraph 452, line 3; read: clearance of 35 feet at the center. The bridgetender monitors VHF-FM ... (CL 74/00)	26/00	Page 157—Paragraph 3831, line 2; read: applicable FMPs, the RD may establish or modify the fol- lowing management ... (CL 1936/99; FR 11/2/99)	26/00
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Page 140—Paragraph 3360, lines 5 to 7; read: the Application Oversight Board members. The RA may not consider whether a vessel owner should have been eligible for a commercial vessel permit because of hardship or other factors. The RA ... (CL 1936/99)	26/00	Page 320—Paragraph 482, line 5; read: channel 16 and works channel 13; call sign WHW-773. In July 1999, a replacement bascule bridge with a design clear- ance of 21 feet was under construction in place of the current span. (CL 1055/99)	26/00
Page 140—Paragraph 3360, line 10; read: Application Oversight Board members. The RA's decision will ... (CL 1936/99)	26/00	Page 335—Paragraph 366; strike out. (CL 170/99)	26/00
Page 140—Paragraph 3361, line 4; read: for transfer must be submitted to the RA. (CL 1936/99)	26/00	COAST PILOT 4 32 Ed 1999 Change No. 7	
Page 140—Paragraph 3362, line 2; read: transferable permit may request that the RA transfer the per- mit to ... (CL 1936/99)	26/00	Page 134—Paragraph 3239, line 2; read: <i>vessels</i> . Annually, on or about March 1, the RA will provide each ... (CL 1936/99)	26/00
Page 140—Paragraph 3364, line 7; read: written contract must be submitted to the RA postmarked or hand-delivered ... (CL 1936/99)	26/00	Page 134—Paragraph 3239, line 5; read: received through February 15. Annually, by April 15, the RA will ... (CL 1936/99)	26/00
Page 140—Paragraph 3367, line 2; read: trip-limited permit may request that the RA transfer the per- mit to ... (CL 1936/99)	26/00	Page 137—Paragraph 3308, line 12; read: provided to the RA, the subsequent owner may use those landings ... (CL 1936/99)	26/00
Page 140—Paragraph 3368, line 3; read: or if the RA does not receive an application for renewal		Page 138—Paragraph 3313, line 3; read: form, which is available from the RA. (CL 1936/99)	26/00
		Page 138—Paragraph 3315, line 2; read: available from the RA. An application for an initial commer- ical ... (CL 1936/99)	26/00

Page 138—Paragraph 3325, line 1; read:
(e) *Issuance.* (1) The RA will mail an initial commercial
...
(CL 1936/99) 26/00

Page 139—Paragraph 3349, line 2; read:
status. On or about July 27, 1998, the RA will notify each
owner of a ...
(CL 1936/99) 26/00

Page 139—Paragraph 3349, line 14; read:
application from the RA.
(CL 1936/99) 26/00

Page 139—Paragraph 3353, lines 2 to 4; read:
in a timely manner is incomplete, the RA will notify the ves-
sel owner of the deficiency. If the owner fails to correct the
deficiency within 20 days of the date of the RA's notification,
the ...
(CL 1936/99) 26/00

Page 139—Paragraph 3354, line 3; read:
paragraph (b) of this section are met, the RA will issue an
initial commercial ...
(CL 1936/99) 26/00

Page 139—Paragraph 3355, line 2; read:
(b) of this section are not met, the RA will notify the vessel
owner, ...
(CL 1936/99) 26/00

Page 139—Paragraph 3356, lines 2 to 5; read:
reconsideration of the RA's determination regarding initial
permit eligibility by submitting a written request for recon-
sideration to the RA. Such requests must be postmarked or
hand delivered within 20 days of the date of the RA's notifi-
cation denying initial ...
(CL 1936/99) 26/00

Page 139—Paragraph 3357, lines 1 to 2; read:
(ii) Upon receipt of a request for reconsideration, the RA
will forward the initial application, the RA's response to that
...
(CL 1936/99) 26/00

Page 140—Paragraph 3358, line 4; read:
Stevens Act for the RA to make available to the Application
Oversight ...
(CL 1936/99) 26/00

Page 140—Paragraph 3359, line 9 to Paragraph 3360, line
1; read:
recommendations for each application for reconsideration to
the RA.
(v) The RA will make a final decision based on the eligi-