

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 5      35 Ed 2007      Change No. 1  
LAST NM 26/07

Page 15—Paragraph 179, line 12; read:

80 or NGA Pub. 117. (See Appendix A for a list of ...  
(47 CFR 80) 34/07

Page 117—Paragraphs 1569 to 1571; read:

(c) Any person directly affected by the establishment of a safety zone or by an order or direction issued by, or on behalf of, a District Commander, or who receives an unfavorable ruling on an appeal taken under paragraph (b) of this section may appeal to the Area Commander through the District Commander. The appeal must be in writing, except as allowed under paragraph (e) of this section, and shall contain complete supporting documentation and evidence which the appellant wishes to have considered. Upon receipt of the appeal, the Area Commander may direct a representative to gather and submit documentation or other evidence which would be necessary or helpful to a resolution of the appeal. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials. Following submission of all materials, the Area Commander issues a ruling, in writing, on the appeal. Prior to issuing the ruling, the Area Commander may, as a matter of discretion, allow oral presentation on the issues.

(d) Any person who receives an unfavorable ruling on an appeal taken under paragraph (c) of this section, may appeal through the Area Commander to the Assistant Commandant for Prevention (formerly known as the Assistant Commandant for Marine Safety, Security and Environmental Protection), U.S. Coast Guard, Washington, DC 20593. The appeal must be in writing, except as allowed under paragraph (e) of this section. The Area Commander forwards the appeal, all the documents and evidence which formed the record upon which the order or direction was issued or the ruling under paragraph (c) of this section was made, and any comments which might be relevant, to the Assistant Commandant for Prevention. A copy of this documentation and evidence is made available to the appellant. The appellant is afforded five working days from the date of receipt to submit rebuttal materials to the Assistant Commandant for Prevention. The decision of the Assistant Commandant for Prevention is based upon the materials submitted, without oral argument or presentation. The decision of the Assistant Commandant for Prevention is issued in writing and constitutes final agency action.

(e) If the delay in presenting a written appeal would have significant adverse impact on the appellant, the appeal under

paragraphs (b) and (c) of this section may initially be presented orally. If an initial presentation of the appeal is made orally, the appellant must submit the appeal in writing within five days of the oral presentation to the Coast Guard official to whom the presentation was made. The written appeal must contain, at a minimum, the basis for the appeal and a summary of the material presented orally. If requested, the official to whom the appeal is directed may stay the effect of the action while the ruling is being appealed.  
(FR 4/9/07; FR 7/12/06; CL 812/06) 34/07

Page 313—Paragraph 54, lines 4 to 5; read:  
daybeacons. In January 2007, the controlling depth was 6.4 feet (7.4 feet at midchannel) from the entrance in ...  
(CL 270/07) 34/07

Page 321—Paragraph 156, lines 14 to 15; read:  
thence 2.6 to 5.5 feet in the basin; thence in February 2007, 5.3 feet in the connecting channel.  
(CL 442/07) 34/07

Page 356—Paragraph 117, lines 2 to 3; read:  
river via the Jump with the Gulf. In March 2007, the controlling depth was 6 feet to Light 19; thence in August 2006, 8 feet to Buoy 58, thence 14 feet ...  
(DDs 8854-55) 34/07

Page 356—Paragraph 120, lines 5 to 8; read:  
March 2007, the controlling depth was 7 feet (10 feet at mid-channel) in the entrance channel to Light 7, thence 13 feet through the jetties; thence in 1997-March 2007, 9 feet to the Mississippi ...  
(DDs 8848-49) 34/07

Page 361—Paragraph 172, line 9; read:  
feet. A private fog signal is on the bridge. In March 2007, the bridge was reported under construction with a reduced horizontal clearance in the west channel to approximately 650 feet. These are the ...  
(13/07 CG8) 34/07

Page 390—Paragraph 123, line 5; read:  
buoys. In February 2007, the controlling depth through ...  
(DDs 8887-89) 34/07

Page 390—Paragraph 124, line 7; read:  
2006-February 2007, the controlling depth was 10 feet ...  
(DDs 8885-86) 34/07

Page 513—Paragraph 38; read:  
**Agricultural quarantine laws** are enforced by officials at San Juan, Fajardo, Ponce, and Mayaguez. The United States

immigration laws apply to Puerto Rico. Passports and visas are required. In 2007, it was reported that Ramey Air Force Base no longer exists and Roosevelt Roads Naval Air Station closed.

(DB 15932) 34/07

Page 527—Paragraph 341, line 4; read: regulations.) In 2007, it was reported that this area is no longer used for bombing and gunnery target exercises.

(DB 15949) 34/07

Page 530—Paragraph 392, lines 14 to 15; read: Yabucoa.

(DB 15932) 34/07

Page 532—Paragraph 424, line 3; read:

**Naval Station.** In 2007, the naval station was reported closed. The harbor is well protected by the circular ...

(DB 15932) 34/07

Page 532—Paragraph 424, lines 8 to 9; read: entrance. (See **334.1480**, chapter 2, for limits and regulations.)

(NOS 25666; 33 CFR 334.1480) 34/07

Page 540—Paragraph 549, lines 3 to 5; read: rounding reefs.

(DB 15947) 34/07

Page 540—Paragraph 550, lines 3 to 5; read: prominent objects are two large cracking towers, a large elevated water tank SE of ...

(DB 15947) 34/07

**COAST PILOT 5 35 Ed 2007 Change No. 2**

Page 20—Paragraph 340 to Page 21—Paragraph 361; read:

Emergency Position Indicating Radiobeacons (EPIRBs), are designed to save your life if you get into trouble by alerting rescue authorities and indicating your location. EPIRB types are described in the accompanying table.

EPIRB Types		
Type	Frequency	Description
Cat I	406/121.5 MHz	Float-free, automatically activated EPIRB. Detectable by satellite anywhere in the world. Recognized by the Global Maritime and Distress Safety System (GMDSS).

Cat II	406/121.5 MHz	Similar to Category I, except is manually activated. (Some models are also water activated).
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**406 MHz EPIRBs (Category I, II):** The 406 MHz EPIRB was designed to operate with satellites. The signal frequency (406 MHz) has been designated internationally to be used only for distress. Other communications and interference are not allowed on this frequency. Its signal allows a satellite local user terminal to accurately locate the EPIRB and identify the vessel (the signal is encoded with the vessel's identity) anywhere in the world (there is no range limitation). These devices are detectable not only by COSPAS-SARSAT satellites which are polar orbiting, but also by geostationary GOES weather satellites. EPIRBs detected by the GEOSAR system, consisting of GOES and other geostationary satellites, send rescue authorities an instant alert, but without location information unless the EPIRB is equipped with an integral GPS receiver. EPIRBs detected by COSPAS-SARSAT (e.g. TIROS N) satellites provide rescue authorities location of distress, but location and sometimes alerting may be delayed as much as an hour or two. These EPIRBs also include a 121.5 MHz homing signal, allowing aircraft and rescue craft to quickly find the vessel in distress. These are the only type of EPIRB which must be certified by Coast Guard approved independent laboratories before they can be sold in the United States.

A new type of 406 MHz EPIRB, having an integral GPS navigation receiver, became available in 1998. This EPIRB will send accurate location as well as identification information to rescue authorities immediately upon activation through both geostationary (GEOSAR) and polar orbiting satellites. These types of EPIRB are the best you can buy.

406 MHz emergency locating transmitters (ELTs) for aircraft are currently available and 406 MHz personnel locating beacons (PLBs) are also available.

The Coast Guard recommends you purchase a 406 MHz EPIRB, preferably one with an integral GPS navigation receiver. A Cat I EPIRB should be purchased if it can be installed properly.

Proper registration of your 406 MHz EPIRB is intended to save your life, and is mandated by Federal Communications Commission regulations; the Coast Guard is enforcing this FCC registration rule.

If you purchase a new or a used 406 MHz EPIRB, you MUST register it with NOAA. If you change your boat, your address, or your primary phone number, you MUST re-register your EPIRB with NOAA. If you sell your EPIRB, make sure the purchaser re-registers the EPIRB, or you may

be called by the Coast Guard if it later becomes activated. An FCC ship station license is no longer required to purchase or carry an EPIRB. Download or request 406 MHz EPIRB registration forms from [www.sarsat.noaa.gov/beacon.html](http://www.sarsat.noaa.gov/beacon.html), and mail or fax completed forms to:

SARSAT Beacon Registration  
E/SP3, Room 3320, FB-4  
NOAA  
5200 Auth Road  
Suitland, MD 20746-4304

or call toll free at **1-888-212-SAVE** (1-888-212-7283) for further information or a copy of the registration form. From outside the U.S., call: 1-301-457-5430 or fax: 301-568-8649 for further information. Forms may be requested by phone or fax, or downloaded by computer (above). There is no charge for this service. IT MAY SAVE YOUR LIFE.

(47 CFR 80; 16/07 CG9; 14/07 CG9; DD 9023) 34/07

**COAST PILOT 5 35 Ed 2007 Change No. 3**

Page 302—Paragraph 247, line 7; read:

controlling depths.) In May 2007, an unmarked obstruction was reported in the inner channel at about 30°23'59.3"N., 87°14'32.8"W., decreasing the channel depth to 9 feet or less; extreme caution is advised.

(17/07 CG8; 18/07 CG8) 34/07

Page 487—Paragraph 145, line 6; read:

club is on the S mole. In August 2006, the reported ...

(CL 236/07) 34/07

Page 487—Paragraph 146, lines 3 to 7; read:

Island W of **Mile 141.1**. In August 2006, the channel had a reported depth of 4 feet. It is marked by a private light and daybeacons. The basin and island are part of the **Caladesi Island State Park**. A ferry operates ...

(CL 236/07) 34/07

Page 488—Paragraph 151, lines 5 to 11; read:

channel is marked by a light and daybeacons. Hull, engine, and electronic repairs can be made; lift to 4 tons is available.

(CL 236/07) 34/07

**COAST PILOT 5 35 Ed 2007 Change No. 4**

Page 168—Paragraphs 2660 to 2665; read:

(2) Notices to mariners; and  
(3) Vessel Traffic Center advisories or upon vessel information request.

(FR 5/17/07) 34/07

Page 395—Paragraph 206; strike out.

(26/07 CG8; LL/06) 34/07

**COAST PILOT 5 35 Ed 2007 Change No. 5**

Page 123—Paragraph 1693, lines 4 to 5; read:

shall immediately notify the nearest Coast Guard Sector office or Group Office. (Compliance with ...  
(FR 7/2/07; DD 9393) 34/07

Page 154—Paragraph 2326, line 1; read:

(d) The Sector St. Petersburg will notify the ...  
(FR 7/2/07; DD 9393) 34/07

Page 154—Paragraph 2337, line 6; read:

the Captain of the Port St. Petersburg.  
(FR 7/2/07; DD 9393) 34/07

Page 154—Paragraph 2344, line 1; read:

(f) The Coast Guard Captain of the Port St. Petersburg will ...  
(FR 7/2/07; DD 9393) 34/07

Page 154—Paragraph 2345, line 6; read:

of the Port St. Petersburg before commencing the transit.  
(FR 7/2/07; DD 9393) 34/07

Page 155—Paragraph 2348, line 1; read:

(j) The Captain of the Port St. Petersburg may waive any of ...  
(FR 7/2/07; DD 9393) 34/07

Page 155—Paragraph 2349, line 4; read:

Port St. Petersburg at least twenty-four (24) hours before entering ...  
(FR 7/2/07; DD 9393) 34/07

Page 156—Paragraph 2387, line 2; read:

Sector San Juan, Puerto Rico, can be ...  
(FR 7/2/07; DD 9393) 34/07

Page 156—Paragraph 2388, line 1; read:

(4) The Sector San Juan will notify ...  
(FR 7/2/07; DD 9393) 34/07

Page 156—Paragraph 2395, line 1; read:

(c) The Coast Guard Sector San Juan ...  
(FR 7/2/07; DD 9393) 34/07

Page 157—Paragraph 2401, lines 4 to 5; read:

authorized by the Coast Guard Captain of the Port. The Sector San Juan will notify the maritime ...  
(FR 7/2/07; DD 9393) 34/07

Page 157—Paragraph 2405, line 1; read:  
 (3) The Sector San Juan will attempt ...  
 (FR 7/2/07; DD 9393) 34/07

Page 160—Paragraph 2477, line 1; read:  
 (3) The Sector San Juan will attempt ...  
 (FR 7/2/07; DD 9393) 34/07

Page 161—Paragraph 2489, line 3; read:  
 Guard Captain of the Port, St. Petersburg, Florida or their  
 designated ...  
 (FR 7/2/07; DD 9393) 34/07

Page 290—Paragraph 75, lines 6 to 7; read:  
 protected by twin jetties. In May 2007, the controlling depth  
 was 2.8 feet (7.9 feet at midchannel). The ...  
 (CL 827/07) 34/07

Page 312—Paragraph 46, lines 6 to 10; read:  
 at miles 1.6 and 2.5, respectively. In April 2007, the con-  
 trolling depth was 5.8 feet (8.5 feet at midchannel) to Day-  
 beacon 30, thence 3.8 feet to the head of the project, thence  
 depths of 7.7 to 10 feet were available in both turning basins.  
 The ...  
 (CL 683/07) 34/07

Page 390—Paragraph 123, lines 5 to 6; read:  
 buoys. In April-May 2007, the controlling depth through the  
 pass was 7 feet. The current in Cat Island Pass averages ...  
 (DDs 9311-13) 34/07

Page 390—Paragraph 124, line 7; read:  
 2006-May 2007, the controlling depth was 10 feet.  
 (DDs 9308-11) 34/07

Page 403—Paragraph 297, lines 13 to 17; read:  
 in operation continuously. In April 2007, the controlling  
 depth was 9 feet in the entrance channel to the lock, thence 5  
 feet through the canal to Light 20, thence 9 feet to the canal  
 junction ...  
 (DD 9289-DD 9307) 34/07