

## UNITED STATES COAST PILOT CORRECTIONS

### COAST PILOT 5      35 Ed 2007      Change No. 26 LAST NM 8/08

Page 250—Paragraph 332, lines 6 to 15; read:

Waterway to a turning basin at Centennial Park. The channel approach is marked by a light, and the channel is marked by a light, buoys, and daybeacons. In September 2004, the controlling depth was 1.4 feet in the right half of the channel with shoaling to bare in the left half of the channel from the entrance to Light 7, thence 7.1 feet (7.6 feet at midchannel) to the highway bridge, thence 5.4 feet (6.1 feet at mid-channel) to the Intracoastal Waterway, thence 8 feet in the remainder of the channel, thence 7.3 to 8.0 feet in the turning basin except for lesser depths at the E end of the basin. The ...

(DDs 10439-46; LL/07; DB 5672) 15/08

Page 313—Paragraph 54, lines 11 to 13; read:

fixed span with a clearance of 45 feet. An overhead ...

(CL 1401/07; 03/08 CG8) 15/08

Page 384—Paragraph 42, lines 7 to 14; read:

**Bayou Barataria** to the Intracoastal Waterway. In June 2006-October 2007, the controlling depth was 15 feet across the bar, thence 2 feet (4 feet at midchannel) to Light 50 at Bayou Cutler, thence 7 feet (10 feet at midchannel) to the junction with the Intracoastal Waterway.

(DDs 8354-56; DD 7774-76; DDs 10089-94) 15/08

Page 386—Paragraph 74, line 10; read:

by a dam. In 2003-October 2007, the controlling depth was 12 ...

(DD 10099) 15/08

Page 387—Paragraph 86, lines 3 to 12; read:

the bayou. A pontoon bridge crosses the bayou at Larose just E of the junction with the Intracoastal Waterway. (See **117.1 through 117.59 and 117.465a**, chapter 2, for drawbridge regulations.) A lift bridge about 1.0 mile W of the waterway junction has a clearance of 2 feet in the closed position and 73 feet in the open position. There are two ...

(CL 1463/07; 03/08 CG8) 15/08

Page 405—Paragraph 320, lines 1 to 6; read:

In September 2007, the controlling depths were 7 feet from the Gulf of Mexico through the jettied entrance channel to Lower Mudd Lake and through the marked channel in Lower Mudd Lake to the junction with the natural channel, thence 5 feet the State Route 82 highway bridge; thence in April-September 2007, ...

(DDs 9800-04) 15/08

### COAST PILOT 5      35 Ed 2007      Change No. 27

Page 95—Paragraph 1020; read:

(i) The draw of the Belleair Beach Drawbridge, mile 131.8, Clearwater, FL shall open on signal, except that from 7 a.m. to 7 p.m., the bridge shall open on the hour and half-hour.

(FR 01/09/08; DD 10338) 15/08

Page 161—Paragraph 2486 to Paragraph 2492, line 1; read:

**§165.764 [Removed and Reserved]**

### **§165.766 Security Zone: Hovensa Refinery, St. Croix, U.S. Virgin Islands.**

(a) *Regulated area.* The Coast Guard is establishing a security zone in and around the HOVENSA Refinery on the south coast of St. Croix, U.S. Virgin Islands. This security zone includes all waters from surface to bottom, encompassed by an imaginary line connecting the following points:

Point 1: 17°41'31"N., 64°45'09"W.

Point 2: 17°39'36"N., 64°44'12"W.

Point 3: 17°40'00"N., 64°43'36"W.

Point 4: 17°41'48"N., 64°44'25"W., and returning to the point of origin. These coordinates are based upon North American Datum 1983 (NAD 1983).

(b) *Regulations.* (1) Under §165.33, entry into or remaining in the security zone in paragraph (a) of this section is prohibited unless authorized by the Coast Guard Captain of the Port San Juan or vessels have a scheduled arrival in accordance with the Notice of Arrival requirements of 33 CFR part 160, subpart C.

(2) Persons and vessels desiring to transit the Regulated Area may contact the U.S. Coast Guard Captain of the Port, San Juan, at telephone number 787-289-2041 or on VHF channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port.

### **§165.767 Security Zone; Manbirtee Key, Port of Manatee, Florida.**

(a) *Regulated area.* The following area is a security zone: All waters, from surface to bottom, surrounding Manbirtee Key, Tampa Bay, FL extending 500 yards from the island's shoreline, in all directions, not to include the Port Manatee Channel.

(b) *Definitions.* As used in this section, designated representative means Coast Guard Patrol Commanders including Coast Guard coxswains, petty officers and other officers operating Coast Guard vessels, and Federal, State, and local officers designated by or assisting the Captain of the Port

(COTP), in the enforcement of regulated navigation areas, safety zones, and security zones.

(c) *Regulation.* (1) Entry into or remaining on or within the security zone is prohibited unless authorized by the Captain of the Port Sector St. Petersburg or his designee.

(2) Persons desiring to transit the security zone may contact the Captain of the Port Sector St. Petersburg or his designee on VHF channel 16 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or designated representative.

(3) *Enforcement.* Under §165.33, no person may cause or authorize the operation of a vessel in the security zone contrary to the provisions of this section.

### §165.802 Lower Mississippi River vicinity of Old River Control Structure-Safety Zone

(a) The area enclosed by the following boundary is a ...  
(FR 1/22/08; FR 1/8/08; FR 8/6/07) 15/08

Page 163—Paragraph 2573 to Page 164—Paragraph 2581; strike out.  
(FR 2/17/04) 15/08

Page 324—Paragraph 186, line 20; read:  
September and then falling off in October. During hurricane Katrina in August 2005, the Gulf coast was battered by wind gusts up to 175 mph along with severe flooding . During hurricane ...  
(CL 115/08; DB 16231) 15/08

Page 324—Paragraph 188, lines 1 to 2; read:  
The pilot boats, 47 feet long M/V “Pascagoula Pilot” with a forward house, and 54 feet long M/V “Horn Island,” each have a black ...  
(CL 115/08) 15/08

Page 324—Paragraph 189; read:  
Tugs up to 6,000 hp are available at Pascagoula. Full shipyard repair services and a 600-ton marine travel lift are also available. Arrangements should be made in advance through the ship’s agent.  
(CL 115/08) 15/08

Page 325—Paragraph 199, lines 20 to 21; read:  
connections. Water connections are available at most of the piers, and shore power is available at a few of the ...  
(CL 115/08) 15/08

Page 474—Paragraphs 317 to 320; read:  
The Brazos Santiago Pilots Association serves the Port of Brownsville and Port Isabel, Texas. The pilots mailing ad-

dress is P.O. Box 414, Port Isabel, Texas 78578; telephone/fax 956-943-3680.

The pilots board vessels 1 mile east of the sea buoy. The Brazos Santiago Pilots maintain a station on South Padre Island at a marina near the Port Isabel Coast Guard Station. The pilot boat “Pilot VII” is 51 feet long with an orange hull and white deckhouse with the word PILOT on the house. The pilot boat “VI” is 27 feet long with a red hull and a white deckhouse. The pilot boats monitor VHF-FM channels 16 and 12 and work on channel 12.

When boarding, pilots will make contact over VHF approximately 30 minutes before planned boarding time. The pilot will give pilot ladder rigging instructions at that time. Pilots request a boarding speed of 7 knots.

Pilot services are available 24 hours a day, weather permitting. Arrangements for pilot service can be made through the Brownsville Harbormaster’s office by telephone 969-831-8256 and through the ship’s agents. A minimum 4-hour notice of time of arrival is required.  
(CL 199/08) 15/08

Page 496—Paragraph 271, lines 5 to 9; read:  
of 73 feet. In Southern Pacific Railroad bridge over the bayou at **L.R. Mile 1.9** has a swing span with a clearance of 6 feet. A fixed bridge at **L.R. Mile 2.0** has a clearance of 73 feet. The overhead power cable 0.35 mile N of the fixed bridge has a clearance of ...  
(CL 123/08) 15/08

**COAST PILOT 5      35 Ed 2007      Change No. 28**  
Page 241-Paragraph 228, lines 2 to 3; read:  
98 feet above the water, is shown from a brown square pyramidal skeleton tower, enclosing a stair cylinder ...  
(LL/07) 15/08

Page 335-Paragraph 317, lines 4 to 5; read:  
served by Kansas City Southern (north/south), Canadian National (north/south), and Chesapeake Seaboard X (CSX) Transport (east/west), ...  
(Internet/08) 15/08

Page 375—Paragraphs 371 to 372; read:  
The **Port of Greater Baton Rouge** is located adjacent to the capital city of Louisiana with its deepwater general cargo docks located on the W bank of the river at 229.5 miles AHP in Port Allen, Louisiana. The port is a deepwater river port of considerable importance, which serves the petrochemical corridor along the Mississippi River system. The port is situated at the convergence of the Mississippi River (part of the Inland Waterways System) and the Gulf Intracoastal Waterway (GIWW). Port limits extend from Union 168.3 miles

AHP, to Point Menoir 255 miles AHP. All port facilities have intermodal access to general cargo docks, rail, and U.S. Interstates 10, 12, 55, and 49, and state highways. The port's short sea shipping terminal features container handling equipment and cross-dock bagging facilities. Foreign trade zone services and delivery areas are available.

Public port facilities, including deep-draft and shallow-draft terminals, are owned and operated by the Greater Baton Rouge Port Commission. General cargo docks are located on the W bank of the river at Port Allen and have a grain elevator, molasses terminal and petroleum terminal. The bulk terminal is located at the head of the Baton Rouge Harbor Canal and the E bank of the river at 235.3 miles AHP, about 6.5 miles above Baton Rouge. The port's Inland Rivers Marine Terminal is located on a slack water canal just off the GIWW near the Port Allen Lock. The terminal features short sea shipping services, project cargo, heavy lifts, container handling equipment and cross-dock bagging facilities. Foreign trade zone services and delivery areas are available. The port can handle a variety of bulk and breakbulk products such as forest and paper products to general cargo and steel.

The principal industries in the Baton Rouge port region are petrochemicals, petroleum, synthetic rubber, chemicals, pipe, steel coils, rail, steel products, building and construction materials, lumber and wood products, stone gravel, clay, cement, steel fabricating, aluminum, agriculture and food products, machinery, and transportation equipment. The principal shipments from the port includes wheat, corn, sorghum, soybeans, animal feeds, petroleum products, scrap iron, aluminum, lumber, steel products, pipe and rail, rubber, liquid bulk chemicals, and sulfuric acid. The principal receipts are sugar, molasses, coffee, vegetable oil, manganese, chrome and zinc ores, bauxite, phosphate rock, caustic soda, sulfur, sodium hydroxide, alcohol, sulfuric acid, newsprint, and containerized cargo.

(DD 10554) 15/08

Page 375—Paragraph 375, line 1; read:

Federal project depth for the river is 45 feet to 232.4 miles AHP, about 1.5 miles below the Baton Rouge Railroad and U.S. 190 Highway Bridge. This bridge is the ...

(DD 10554) 15/08

Page 377—Paragraph 402, lines 3 to 4; read:

offshore wharf; 225-foot face; 864 feet of berthing space; 45 feet alongside; rail service; receipt and shipment of petroleum ...

(DD 10554) 15/08

Page 378—Paragraph 403, lines 2 to 4; read:

Wharf (30°26'33"N., 91°12'00"W.): 831-foot face; 45 feet

alongside; deck height, 50 feet; 525,000 square foot transit shed; rail access to dock area; receipt and shipment of conventional ...

(DD 10554) 15/08

Page 378—Paragraph 404, lines 2 to 5; read:

Wharf (30°26'13"N., 91°12'01"W.): 1,408-foot face; 45 feet alongside; 400 feet of berthing space at rear of face; deck height, 50 feet; 525,000 square foot transit shed; rail access to dock area; pipelines extend to storage tanks with a capacity ...

(DD 10554) 15/08

Page 378—Paragraph 410, lines 6 to 10; read:

switching. The Canadian National, the Kansas City Southern, and the Union Pacific Railroads serve the area. Numerous truck lines serve the port. Local and interstate bus service is available. Several airlines offer service at the Baton Rouge Metropolitan Airport about 5 ...

(DD 10554) 15/08

Page 428—Paragraph 160, lines 4 to 6; read:

**Orangefield.** In October 2007, the controlling depth in the channel was 4.9 feet (7.1 feet at midchannel), thence 3.4 to 5.5 feet in the basin. In 1996, a draft of 4.5 feet ...

(CL 135/08) 15/08

Page 428—Paragraph 161, lines 3 to 5; read:

Sabine River to the first fixed highway bridge. In October 2007, the controlling depth was 4.4 feet (8.3 feet at midchannel). The highway bridge has a fixed span with ...

(CL 135/08; CL 910/07) 15/08

Page 441—Paragraph 320, lines 7 to 9; read:

settlement about 7 miles up the bayou. In January 2008, the controlling depth was 5.0 feet to Light 27, thence 1.0 foot to the railroad bridge. The ...

(CL 135/08) 15/08

Page 461—Paragraph 115, lines 8 to 10; read:

August 2006-October 2007, the controlling depth was 8.2 feet (11.0 feet at midchannel); thence in August 2006, 12.0 feet ...

(CL 135/08) 15/08

Page 505—Paragraph 410, lines 6 to 7; read:

2006-January 2008, the controlling depth was 0.8 foot (1.1 feet at midchannel). The Gulf entrance to the flood discharge

... (CL 135/08) 15/08

**COAST PILOT 5      35 Ed 2007      Change No. 29**

Page 242—Paragraph 231, lines 9 to 15; read:  
to severe shoaling just SW of Buoy 4A. In October 2005, the  
controlling depths were 6 feet to about 26°27'54"N.,  
81°58'10"W., thence shoaling to bare to Light 7, thence 10.1  
feet at midchannel to the State Route 865 fixed bridge,  
thence 7.0 feet (9.1 feet at midchannel) to the turning basin  
with 6.2 to 8.5 feet in the basin; local knowledge is advised.  
(DDs 10572-77) 15/08

Page 356—Paragraph 120, lines 5 to 8; read:  
February 2008, the controlling depth was 4 feet (6 feet at  
midchannel) in the entrance channel to Light 7, thence 10  
feet (11 feet at midchannel) through the jetties; thence in  
1997-February 2008, 9 feet to the Mississippi ...  
(DDs 10668-69) 15/08

Page 395—Paragraph 199, lines 5 to 6; read:  
feet and width of 400 feet. In January 2008, the controlling  
depth was 10 feet (15 feet at midchannel).  
(DDs 10688-90) 15/08

Page 395—Paragraph 200, lines 4 to 5; read:  
width of 400 feet. In January 2008, the controlling depth was  
8 feet from the cutoff to the ...  
(DDs 10686-88; DD 10692) 15/08

Page 435—Paragraph 251, lines 4 to 5; read:  
basin. In January 2008, the controlling depth was 35 feet (40  
feet at midchannel) in the canal and 38 to 40 feet in ...  
(DD 10789) 15/08

Page 505—Paragraph 407, lines 3 to 4; read:  
River. In January 2008, the controlling depth was 1.3 feet  
(7.6 feet at midchannel).  
(DD 10789) 15/08

Page 505—Paragraph 411, lines 3 to 5; read:  
of Bay City Barge Terminal. In January-February 2008, the  
midchannel controlling depth was 2.5 feet with 5.1 to 9.3  
feet in the basin. The head of navigation ...  
(DD 10789) 15/08

**COAST PILOT 5      35 Ed 2007      Change No. 30**

Page 257—Paragraph 56, line 5; read:  
a light, a bell buoy, and a buoy. **Passage Key**, on the S side  
...  
(NOS 11412; LL/07) 15/08

Page 275—Paragraph 292, lines 4 to 6; read:  
of the Keys; both passages are well marked. In 1993, shoal-  
ing to 2 feet was reported in about 28°09'07"N., 82°50'

42"W. and 28°08'36"N., 82°51'07"W. in the S ...  
(NOS 11411; LL/07; 42/06 CG7) 15/08

Page 331—Paragraph 277, lines 4 to 7; read:  
moles at the head of Gulfport Channel.  
(DB 16452) 15/08

Page 486—Paragraph 124, line 1; read:  
At **Mile 126.0**, State Route 694 highway bascule ...  
(NOS 11411; CL 820/84) 15/08

Page 486—Paragraph 126, lines 1 to 3; read:  
At **Mile 129.3**, State Route 688 highway bridge has a bas-  
cule span with a least clearance of 21 feet crossing the water-  
way from the mainland to Indian ...  
(CL 771/07; NOS 11411) 15/08