

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 2 39 Ed 2010 Change No. 1
LAST NM 48/09

Page 79—Paragraph 1301; insert after:

§117.702 Arthur Kill

(a) The draw of the Arthur Kill (AK) Railroad Bridge shall be maintained in the full open position for navigation at all times, except during periods when it is closed for the passage of rail traffic.

(b) The bridge owner/operator shall maintain a dedicated telephone hot line for vessel operators to call the bridge in advance to coordinate anticipated bridge closures. The telephone hot line number shall be posted on signs at the bridge clearly visible from both the up and downstream sides of the bridge.

(c) Tide restrained deep draft vessels shall notify the bridge operator, daily, of their expected times of vessel transits through the bridge, by calling the designated telephone hot line.

(d) The bridge shall not be closed for the passage of rail traffic during any predicted high tide period if a tide restrained deep draft vessel has provided the bridge operator with an advance notice of their intent to transit through the bridge. For the purposes of this regulation, the predicted high tide period shall be considered to be from two-hours before each predicted high tide to a half-hour after each predicted high tide taken at the Battery, New York.

(e) The bridge operator shall issue a manual broadcast notice to mariners of the intent to close the bridge for a period of up to thirty minutes for the passage of rail traffic, on VHF-FM channels 13 and 16 (minimum range of 15 miles) 90-minutes before and again at 75-minutes before each bridge closure.

(f) Beginning at 60 minutes prior to each bridge closure, automated or manual broadcast notice to mariners must be repeated at 15 minute intervals and again at 10 and 5 minutes prior to each bridge closure and once again as the bridge begins to close and appropriate sound signal given.

(g) Two fifteen minute bridge closures may be provided each day for the passage of multiple rail traffic movements across the bridge. Each fifteen minute bridge closure shall be separated by at least a thirty minute period when the bridge is returned to and remains in the full open position. Notification of the two fifteen minute closures shall follow the same procedures outlined in paragraphs e and f above.

(h) A vessel operator may request up to a 30 minute delay for any bridge closure in order to allow vessel traffic to meet tide or current requirements; however, the request to delay the bridge closure must be made within 30 minutes following the initial broadcast for the bridge closure. Requests re-

ceived after the initial 30 minute broadcast will not be granted.

(i) In the event of a bridge operational failure, the bridge operator shall immediately notify the Coast Guard Captain of the Port New York. The bridge owner/operator must provide and dispatch a bridge repair crew to be on scene at the bridge no later than 45 minutes after the bridge fails to operate. A repair crew must remain at the bridge at all times until the bridge has been fully restored to normal operations or the bridge must be raised and locked in the fully open position.

(FR 9/28/09)

49/09

Page 83—Paragraph 1372; read:

§117.747 Raritan River

(a) The draw of New Jersey Transit Rail Operations Railroad Bridge at mile 0.5 shall open on signal; except that, from 6 a.m. to 9:30 a.m. and 4:30 p.m. to 7:30 p.m., Monday through Friday, except holidays, the bridge need not open.

(b) The bridge owner shall provide and keep in good legible condition two clearance gauges with figures not less than 12 inches high designed, installed and maintained according to the provisions of §118.160 of this chapter.

(c) Trains and locomotives shall be controlled so that any delay in opening the draw span shall not exceed ten minutes. However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, the train may continue across the bridge and must clear the bridge interlocks before the bridge may be opened.

(FR 9/28/09)

49/09

COAST PILOT 2 39 Ed 2010 Change No. 2

Page 56—Paragraphs 575 to 581; read:

40°30'26.00"N., 074°15'42.00"W.; thence to 40°30'24.29"N., 074°15'35.20"W.; thence to 40°30'02.79"N., 074°15'44.16"W.; thence to 40°29'35.70"N., 074°16'08.88"W.; thence to 40°29'31.00"N., 074°16'20.75"W.; thence to 40°29' 47.26"N., 074°16'49.82"W.; thence to 40°30'02.00"N., 074°16'41.00"W., thence along the shoreline to the point of origin.

(i) This area is limited to vessels no greater than 20 meters in length and is primarily for use by recreational craft on a seasonal or transient basis. These regulations do not prohibit the placement of moorings within the anchorage area, but requests for the placement of moorings should be directed to the Raritan Yacht Club Fleet Captain (telephone 732-826-2277 or VHF Channel 9) to ensure compliance with local and State laws. All moorings shall be so placed that no vessel, when anchored, will at any time extend beyond the

limits of the area. Fixed mooring piles or stakes are prohibited seaward of the pier head line. Mariners are encouraged to contact the Raritan Yacht Club Fleet Captain for any additional ordinances or laws and to ensure compliance with additional applicable State and local laws.

(ii) [Reserved]
(FR 9/8/09) 49/09

Page 238—Paragraph 257, lines 1 to 2; read:

Butler Flats Light (41°36'12"N., 70°53'40"W.), a private aid 25 feet above the water, is shown from a white ...
(40/09 CG1; LL/09) 49/09

Page 338—Paragraph 180, lines 5 to 14; read:

bridge, the head of practical navigation on the river. A Federal project provides for a depth of 12 feet in the anchorage area and 12 feet in the channel to just landward of the Yacht Club, thence 10 feet to the basin, thence 3 feet to the head of the project about 30 yards below the second fixed bridge (Mill Street fixed bridge). (See Notice to Mariners and latest edition of chart 12367 for controlling depths.) The channel is marked to a point about 0.3 ...
(CL 1288/09; 44/09 CG1) 49/09

Page 394—Paragraph 268, line 4; read:

an anchorage basin. In May 2009, depths of 4 to 8 ...
(CL 1376/09; BPs 193548-50) 49/09

Page 394—Paragraph 276, lines 6 to 10; read:

above the mouth. A Federal project provides for a depth of 12 feet to the first hard bend in the channel, thence 8 feet to the head of the project. (See Notice to Mariners and latest editions of the charts for controlling depths.) The entrance channel is ...
(CL 1361/09; NOS 12401; 44/09 CG1) 49/09

Page 398—Paragraph 326, lines 1 to 2; read:

Federal project depth in Arthur Kill is 35 feet. (See ...
(CL 1252/09) 49/09

Page 400—Paragraph 351, line 2; read:

channel leading through Kill Van Kull and a 35-foot ...
(CL 1252/09) 49/09