UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 4 43 Ed 2011 Change No. 3
LAST NM 1/12

Chapter 4—Paragraph 221; read:

Blounts Creek flows northward into **Blounts Bay**, which is on the south side of Pamlico River, about 25 miles above the mouth. A highway bridge, 0.2 mile above the entrance of the creek, has a 36-foot fixed span with a clearance of 15 feet. Overhead power and telephone cables immediately southward of the bridge have a reported clearance of 10 feet. The entrance to the creek is marked by a buoy, however, local knowledge is advised. Above the entrance, the creek, in 1963, had depths of 5½ feet or more for about 1 mile above the bridge and 3 feet for an additional 2 miles.

(L-176-1972; NOS 11554) 5/12

Chapter 4—Paragraph 222; read:

Broad Creek, on the north side of Pamlico River opposite Blounts Bay, in 1975, had a reported centerline controlling depth of 5 feet from the entrance to the **Washington Yacht and Country Club**, a distance of 1 mile, thence 4 feet for another 1.3 miles. The channel is marked by lights, daybeacons, and "no wake" markers. Gasoline, water, and electricity are available at the piers of the private club, which has 4 feet of water alongside. Just south of the yacht club is a pier with 4 feet alongside where only covered storage is available. Two marinas about 0.25 mile below the yacht club have berths with electricity, marine supplies, and launching ramps. Both marinas have mobile 30-ton lifts; hull, engine, and electronic repairs can be made.

(L-980-1985; NOS 11554) 5/12

Chapter 9—Paragraph 147; read:

Goodbys Creek, on the east side of the St. Johns River about 7 miles southward of Fuller Warren Bridge, has reported depths of about 2 feet to just above the twin bridges of State Route 13, about 0.3 mile above the entrance; the twin 32-foot spans have a clearance of 11 feet. The entrance is marked by a light. Unlighted buoys and pilings border the channel. Local knowledge is advised. Two small marinas are on the north side of the creek, on either side of the bridges; gasoline and oil, berths, water, ice, and some marine supplies are available. The lower marina has a 15-ton hoist; hull, engine, and electronic repairs can be made. In 1983, with local knowledge, 6 feet was available to the lower marina.

(LNM 48/11 CG7) 5/12

Chapter 12—Paragraph 88; read:

Calico Creek extends westward from **Mile 203.6** through a dredged channel which leads to a basin and marina about 0.6 mile from the waterway. In 2011, the controlling depth was 10 feet in the channel; thence 2 to 5 feet in the basin. The channel is marked by a buoy and daybeacons. Berthage with electricity, gasoline, diesel fuel, water, ice, pump-out station, wet storage and marine supplies are available. Engine, and electronic repairs can be made. A barge repair facility is on the northwest side of the basin; this facility is described in chapter 5.

(DD 20006) 5/12

Chaptrer 12—Paragraph 94; read:

At **Mile 209.2**, a dredged channel extends northward from the waterway into **Peletier Creek**. In 2011, the channel had a controlling depth of 1.5 feet and is marked by daybeacons. Several small-craft facilities in the creek can provide berthage with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies. Lifts to 60 tons are available; hull, engine and electronic repairs can be made.

(DD 20408) 5/12

Chapter 12—Paragraph 115; read:

From the western end of Snows Cut, the Intracoastal Waterway leads south-southwestward through a dredged channel to a junction with the main channel of Cape Fear River and thence southward to **Southport** where fuel, supplies, and repair facilities are available. In 2008-2011, the controlling depth in the dredged Intracoastal Waterway channel to the Cape Fear River junction was 8 feet. Mariners are cautioned that the color of the aids to navigation change and green markers are on the right while following the ICW until entering the channel south of Southport at **Mile 308.9.** It has been reported that at night some mariners have missed the turn at the junction in Cape Fear River due to the bright lights on the piers at the Sunny Point Army Terminal and the lighted aids marking the channel leading alongside the terminal; caution is advised.

(DD 20530; DD 11956) 5/12