Chapter 2—Paragraphs 1194 to 1195; read:

(1194) (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

**§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?**

(1195) (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202–372–1379, and is available from the sources indicated in this section.

(FR 01/16/2009) 11/13

Chapter 2—Paragraphs 1197 to 1200.02; read:

(1197) (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

(1197.01)(1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters ("A.393(x)"), incorporation by reference approved for §157.12.

(1197.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers ("A.496(XII)"), incorporation by reference approved for §157.12.

(1197.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers ("A.586(14)"), incorporation by reference approved for §157.12.

(1197.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof ("MEPC.13(19)"), incorporation by reference approved for §157.12.

(1197.05)(5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers ("MEPC.108(49)"), incorporation by reference approved for §157.12.

(1197.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 ("A.601(15)"), incorporation by reference approved for §157.450.

(1198)(7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 ("A.744(18)"), incorporation by reference approved for §157.430.

(1199)(8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 ("A.751(18)"), incorporation by reference approved for §157.445.

(1200) (c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU, England].

(1200.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

(1200.02)(2) [Reserved]

(FR 01/16/2009) 11/13

Chapter 4—Paragraph 77; read:

(77) Several channels or sloughs lead from Ocracoke Inlet through the shoals to deep water in Pamlico Sound. Teaches Hole Channel follows the western side of Ocracoke Island and connects with Silver Lake through a dredged channel at Ocracoke. It also joins **Big Foot Slough Channel** northwest of Ocracoke which leads to Pamlico Sound. In 2012, the controlling depth in the entrance channel to Silver Lake was 6 feet. Teaches Hole Channel is subject to frequent changes; buoys are frequently shifted in position. Big Foot Slough Channel is reported to shoal considerably between dredgings. Strong currents have been experienced in these channels. Mariners are advised to exercise caution while navigating in the area.

(DD 22353; L-1810-2012) 11/13

Chapter 4—Paragraph 244; read:

(244) **Broad Creek** empties into the north side of Neuse River about 4 miles above the mouth. In 1983, the reported controlling depth in the creek was 5 feet for 2.5 miles, thence 4 feet to Whortonsville. A light marks the entrance to the creek. Grace Harbor is an artificial basin with an

entrance channel that is located about 1.4 miles west of the entrance light on the south side of the creek. A full service marina is located there with transient berths, water, ice, electricity, gasoline, diesel fuel, a pump-out facility and wet storage. In 2012, the reported approach and alongside depths were 8 feet. **Pamlico** is a village on the south side of the creek, 3 miles above the entrance. **Whortonsville** is on the east side of the entrance to **Brown Creek** about 0.5 mile northeast of Pamlico, and on the opposite side of Broad Creek. Berthage, electricity, water, limited marine supplies and a launching ramp are available at the pier which has a depth of 5 feet alongside.

(DB 20413-small) 11/13

Chapter 4—Paragraph 250; read:

(250) A dredged channel, marked by lights and daybeacons, leads from Neuse River to a basin at Oriental. In 2012, the midchannel controlling depth in Smith Creek was 6 feet. In 1992, shoaling to 3 feet was reported northeast of Windmill Point, on the west side of the channel in about 35°01'14"N., 76°42'00"W. The harbor provides excellent anchorage for small craft. Two marinas are in the harbor and basin. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)

(L 1897-2012) 11/13

Chapter 7—Paragraph 25; read:

(25) **Folly River** flows into Stono Inlet from the northeast and **Kiawah River** from the west. Both are relatively unimportant. Folly River is used by pleasure craft and local fishermen desiring to reach Folly Beach. A dredged channel, marked by lighted and unlighted buoys, leads about 2.3 miles upriver from the junction with Stono River at **Bird Key**. (See Notice to Mariners and latest edition of charts for controlling depths.) The dredged channel is subject to continual change. Local knowledge is advised when transiting the area. On the southeast side of the river about 2 miles above the entrance, a seafood plant has diesel fuel, water, ice, and marine supplies. State Route 171 highway bridge about 3.1 miles above the entrance has a fixed span with a clearance of 10 feet. An overhead power cable close southwest of the bridge has a clearance of 54 feet. **Folly Creek** enters Folly River from the north about 2.7 miles above the mouth. State Route 171 highway bridge about 2.9 miles above the creek mouth has a fixed span with a clearance of 10 feet. An overhead power cable at the bridge has a clearance of 48 feet and another overhead power cable 0.4 mile above the bridge also has a clearance of 48 feet.

(L 1747-2012; NOS 11522) 11/13

Chapter 12—Paragraph 224; read:

(224) At **Mile 684.4**, State Route 520 highway fixed bridge crossing the waterway has a clearance of 65 feet. No crosscurrents are experienced during either flood or ebb; the currents flow in the direction of the channel. A marina on the east side of the waterway just south of the bridge had reported depths of 15 feet in the approach and 9 feet alongside the piers in 2012. Berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, dry storage and a 9-ton lift are available. From Jekyll Creek the waterway enters **Jekyll Sound** at **Mile 685.7** and continues across St. Andrew Sound.

(DB 20458-small) 11/13

Chapter 12—Paragraph 243.01; read:

(243.01) At **mile 746.8**, a marked channel on the west side of the waterway leads to a marina about a half mile from the mouth. Berths with elecricity, gas, diesel fuel, a lift to 35 tons, a pump out facility, water, ice, marine supplies and hull and engine repairs are available. In 2012, the alongside and approach depth was 6 feet.

(DB 20355-coast) 11/13

Chapter 12—Paragraph 354; read:

(354) At **Mile 948.7**, a privately maintained channel leads from the waterway to a marina on the west side of Indian River. Gasoline, diesel fuel, berths with electricity, water, limited marine supplies, wet storage and a pump-out station are available. In 2012, a reported depth of 6 feet was available in the approach and 7 feet alongside the marina.

(DB 20394-small) 11/13

**COAST PILOT 4 44 Ed 2012 Change No. 7**

Chapter 4—Paragraphs 153 to 154; read:

(153) **Scuppernong River** empties into the eastern end of Bull Bay from southeastward. Lights and daybeacons mark the channel from the bay to Columbia. A marina on the south side of the river, 3 miles above the mouth, has berths with electricity, gasoline, diesel fuel, pump-out station, water, ice, some marine supplies, wet and dry storage, and a launching ramp. A 25-ton mobile lift is available; hull and engine repairs can be made. In 2012, the reported alongside depth was 9 feet.

(154) **Columbia**, a small town 4 miles above the mouth of the river, has two inactive oil docks and several landings. The landings have depths of 14 to 16 feet alongside, but are in poor condition and not able to accommodate more than one boat at a time. A marina, on the east side of the river has gasoline, diesel fuel, berthing, water, ice, and some supplies. In 2012, the reported alongside depth was 10 feet.

(DB 20733-small) 11/13

Chapter 4—Paragraph 178; read:

(178) **Rollinson Channel**, about 12 miles southwestward of Avon, is a dredged channel with a controlling depth of 6 feet in 2012, leading from deep water in Pamlico Sound to the basin at Hatteras; it also joins with Hatteras Inlet Channel which leads to Hatteras Inlet. The channel is well

marked by lights. The lights were reported to be difficult to distinguish from the background lights on shore; caution is advised, and strangers should not attempt passage at night. A light, off the end of **Oliver Reef**, is about 1.5 miles southwestward of the Pamlico Sound entrance to Rollinson Channel.

(DD 22562; L 2101-2012) 11/13

Chapter 4—Paragraph 293; read:

(293) A marked, dredged channel with a project depth of 7 feet leads northeastward from the main channel to a basin at **Atlantic**, a town on the northwest side of Core Sound about 2 miles southwestward of the eastern entrance to Thorofare Bay. The basin at Atlantic is used mainly by fishing boats. Gasoline, diesel fuel, water, ice, provisions, and limited marine supplies are available. A spur channel with a reported depth of 6 feet leads to a marine railway just southward of the basin; craft up to 45 feet can be handled for hull repairs. A cluster of four aluminum-colored fuel storage tanks on the beach and a tall church spire are prominent from seaward. The marked, dredged channel continues from Atlantic northeastward to **White Point**, thence for another 0.3 mile to a basin with a controlling depth of 4 feet in 2012.

(L 1919-2012; DD 22408) 11/13

Chapter 12—Paragraph 115; read:

(115) Another dredged channel, known as **Wilmington Short Cut** and marked by lights and daybeacons, leads northward from the western end of Snows Cut for about1.7 miles where it connects with the main channel in Cape Fear River. In 2012, the controlling depth was 2 feet in Wilmington Short Cut. Wilmington and Southport are discussed in chapter 5.

(DD 22505) 11/13