

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3            35 Ed 2002            Change No. 7  
LAST NM 18/02

Page 52—Paragraphs 573 to 574; strike out.  
(CL 92/01)

21/02

Page 57—Paragraphs 799 to 806; read:

(a) The draw of the CONRAIL Railroad Bridge, mile 0.3, at Essington, will operate as follows:

(1) The owner of this bridge on this waterway shall provide and keep in good legible condition two board gages painted white with black figures, nine inches high to indicate the vertical clearance under the closed draw at all stages of the tide. The gages shall be so placed on the bridge that they are plainly visible to operators of vessels approaching the bridge either up or downstream.

(2) Trains shall be controlled so that any delay in opening of the draw shall not exceed ten minutes except as provided in §117.31(b). 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 stopping.

(3) From May 15 through October 15, the draw shall be left in the open position at all times and will only be lowered for the passage of trains and to perform periodic maintenance authorized in accordance with subpart A of this part.

(4) The bridge will be operated by the bridge/train controller at the Delair Railroad Bridge in Delair, New Jersey.

(5) Before the bridge closes for any reason, an on-site crewmember will observe the waterway for approaching craft, which will be allowed to pass. The on-site crewmember will then communicate with the off-site bridge/train controller at the Delair Railroad Bridge either by radio or telephone, requesting the off-site bridge/train controller to lower the bridge.

(6) The bridge shall only be lowered from the remote site if the on-site crewmember's visual inspection shows there are no vessels in the area and the infrared channel sensors are not obstructed.

(7) While the CONRAIL Railroad Bridge is moving from the full open to the full closed position, the off-site bridge/train controller will maintain constant surveillance of the navigational channel using infrared sensors to ensure no conflict with maritime traffic exists. In the event of failure or obstruction of the infrared channel sensors, the off-site bridge/train controller will stop the bridge and return the bridge to the open position. In the event of loss of radio or telephone communications with the on-site crewmember, the off-site bridge/train controller will stop the bridge and the bridge will return to the open position.

(8) When the draw cannot be operated from the remote site, a bridge tender must be called to operate the bridge in the traditional on-site manner.

(9) The CONRAIL Railroad channel traffic lights will change from flashing green to flashing red anytime the bridge is not in the full open position.

(10) During downward span movement, the channel traf-

fic lights will change from flashing green to flashing red, the horn will sound two times, followed by a pause, and then two repeat blasts until the bridge is seated and locked down.

(11) When the rail traffic has cleared, the off-site bridge/train controller at the Delair Railroad Bridge will sound the horn five times to signal the draw of the CONRAIL Railroad Bridge is about to return to its full open position.

(12) During upward span movement, the channel traffic lights will change from flashing green to flashing red, the horn will sound two times, followed by a pause, and then sound repeat blasts until the bridge is in the full open position. In the full open position, the channel traffic lights will then turn from flashing red to flashing green.

(13) From October 16 through May 14, the draw shall open on signal if at least 24 hours notice is given by telephone at (856) 231-7088 or (856) 662-8201. Operational information will be provided 24 hours a day by telephone at (856) 231-7088 or (856) 662-8201.

(b) The Reading Railroad Bridge, mile 0.3, at Essington, will be left in the full open position at all times.

(CL 328/02; FR 02/11/02)

21/02

Page 110—Paragraph 2641, line 3 to Paragraph 2668, line 3; read:

he may designate.

**§334.293 Elizabeth River, Craney Island Refueling Pier Restricted Area, Portsmouth VA; Naval Restricted Area.**

(a) *The area.* (1) The waters within an area beginning at a point on the shore at

36°53'17.4"N., 76°20'21.0"W.; thence easterly to 36°53'16.8"N., 76°20'14.4"W.; thence southwesterly to 36°53'00.0"N., 76°20'18.0"W.; thence southeasterly to 36°52'55.2"N., 76°20'16.5"W.; thence southwesterly to 36°52'52.2"N., 76°20'18.0"W.; thence southwesterly to 36°52'49.8"N., 76°20'25.8"W.; thence northwesterly to 36°52'58.2"N., 76°20'33.6"W.; thence northeasterly to a point on the shore at

36°53'00.0"N., 76°20'30.0"W.; thence northerly along the shoreline to the point of beginning.

(b) *The regulation.* No vessel or persons may enter the restricted area unless specific authorization is granted by the Commander, Navy Region, Mid-Atlantic and/or other persons or agencies as he/she may designate.

(c) *Enforcement.* The regulation in this section, promulgated by the Corps of Engineers, shall be enforced by the Commander, Navy Region, Mid-Atlantic, and such agencies or persons as he/she may designate.

**§334.300 Hampton Roads and Willoughby Bay, Norfolk Naval Base, Naval Restricted Area, Norfolk, Virginia.**

(a) *The area.* (1) The waters within an area beginning at 36°55'55.0"N., 76°20'02.0"W.; thence northwesterly to 36°56'00.0"N., 76°20'08.0"W.; thence northerly along the eastern limit of Norfolk Harbor Channel to 36°57'52.0"N., 76°20'00.0"W.; thence easterly to 36°57'52.0"N., 76°19'35.0"W.; thence to

- 36°57'47.7"N., 76°18'57.0"W.; thence southeasterly to 36°57'26.0"N., 76°18'42.0"W.; thence easterly to 36°57'26.2"N., 76°17'55.2"W.; thence southerly to 36°57'05.0"N., 76°17'52.0"W.; thence southeasterly to 36°56'56.2"N., 76°17'27.0"W.; thence northeasterly to 36°57'10.0"N., 76°16'29.0"W.; thence to the shoreline at 36°57'18.8"N., 76°16'22.0"W. at the Naval Air Station.
- (2) Beginning at a point on the Naval Station shore at 36°56'37.5"N., 76°19'44.0"W.; thence westerly and northerly along the breakwater to its extremity at 36°56'41.5"N., 76°19'54.0"W.; thence westerly to a point on the eastern limit of Norfolk Harbor Channel at 36°56'41.5"N., 76°20'05.5"W.; thence northerly along the eastern limit of Norfolk Harbor Channel to 36°57'52.0"N., 76°20'00.0"W.; thence easterly to 36°57'52.0"N., 76°19'35.0"W.; thence to 36°57'47.7"N., 76°18'57.0"W.; thence southeasterly to 36°57'26.0"N., 76°18'42.0"W.; thence easterly to 36°57'26.2"N., 76°17'55.2"W.; thence southerly to 36°57'05.0"N., 76°17'52.0"W.; thence southeasterly to 36°56'56.2"N., 76°17'27.0"W.; thence northeasterly to 36°57'10.0"N., 76°16'29.0"W.; and thence to the shoreline at 36°57'18.8"N., 76°16'22.0"W., at the Naval Air Station.
- (b) *The regulation.* No vessel or persons may enter the restricted area unless specific authorization is granted by the Commander, Navy Region, Mid-Atlantic and/or other persons or agencies as he/she may designate.
- (c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the Commander, Navy Region, Mid-Atlantic and/or such agencies or persons as he/she may designate.  
(FR 2/13/02; FR 3/11/02; CL 383/02) 21/02
- Page 132—Paragraph 39, lines 4 to 5; read:  
water and therefore are not charted. In November 2001, the controlling depth was 5.5 feet (6.8 feet at midchannel) in the entrance ...  
(BP 176251) 21/02
- Page 134—Paragraph 68, line 1; read:  
water and therefore are not charted. In November 2001, the controlling depth was 5.5 feet (6.8 feet at midchannel) in the entrance ...  
(13/02 CG5) 21/02
- Page 134—Paragraph 75, lines 2 to 3; read:  
west of Cape May Inlet. In July-October 2001, the midchannel controlling depth was 12.7 feet through Cape May Inlet to the inner end ...  
(BP 176114; BP 175577) 21/02
- Page 156—Paragraph 168, lines 3 to 6; read:  
3 miles above the mouth, has a fixed span with a clearance of 8 feet. Overhead ...  
(CL 92/01) 21/02
- Page 178—Paragraph 71, line 1; read:  
**Assateague Light** (37°54'40"N., 75°21'22"W.), 154 feet ...  
(13/02 CG5) 21/02
- Page 181—Paragraph 13, line 1; read:  
**Chesapeake Light** (36°54'17"N., 75°42'46"W.), 117 feet ...  
(13/02 CG5) 21/02
- Page 181—Paragraph 16, line 1; read:  
**Cape Charles Light** (37°07'23"N., 75°54'23"W.), 180 feet ...  
(13/02 CG5) 21/02
- Page 182—Paragraph 21, line 1; read:  
**Cape Henry Light** (36°55'35"N., 76°00'26"W.), 164 feet ...  
(13/02 CG5) 21/02
- Page 190—Paragraph 185, line 12; read:  
entrance to Craney Island Creek.  
A naval restricted area is along the south sides of Craney Island. (See **334.293**, chapter 2, for limits and regulations.)  
(FR 2/13/02) 21/02
- COAST PILOT 3                      35 Ed 2002                      Change No. 8**
- Page 189—Paragraph 179, lines 10 to 12; read:  
river divides into two forks. In February 2001, the controlling depth was 7 feet in the dredged section; above the dredged section, the chart is the best ...  
(CL 113/02; BPs 176361-62) 21/02
- Page 189—Paragraph 181, lines 2 to 3; read:  
River about 3 miles above the mouth. In March 2001, the controlling depth was 5.3 feet to near the head of the creek. Some supplies, gasoline, and ...  
(CL 113.02; BP 176363) 21/02
- Page 189—Paragraph 182, lines 3 to 4; read:  
settling basin and boat ramp at the head. In March 2001, a controlling depth of 2.9 feet was in the channel with lesser depths ...  
(CL 113/02; BP 176364) 21/02
- Page 193—Paragraph 37, line 4; read:  
Daybeacon 15, thence in April 2001, 4.5 feet to Smithfield.  
(CL 112/02; BPs 176358-60) 21/02
- Page 199—Paragraph 22, lines 3 to 4; read:  
Back Creek. In June 2001, the dredged channel, marked by lights and daybeacons, had a controlling depth of 2.7 feet, except for shoaling to 1 foot in the east half between Daybeacons 12 and 13.  
(CL 123/02; BP 176374) 21/02
- Page 199—Paragraph 24, line 3; read:  
Yorktown. In 1985, the controlling depth in the dredged sec-

tions ...  
(CL 196/02) 21/02

Page 200—Paragraph 53, line 5; read:  
half and 2.5 feet in the south half of the channel to the Warn-  
ing Daybeacon just inside the creek, thence ...  
(06/02 CG5; LL/02) 21/02

Page 202—Paragraph 84, lines 4 to 7; read:  
public landing 1.5 miles above the entrance. In May 2001,  
the controlling depth was less than 1 foot to the turning basin  
with 1 to 3 feet in the basin, except for shoaling to bare along  
the north and south edges. Mariners are advised that depths  
considerably greater than ...  
(BP 176372) 21/02

Page 202—Paragraph 90; strike out.  
(05/02 CG5; NOS 12235) 21/02

Page 212—Paragraph 94, line 3; read:  
public landing 1.5 miles above the entrance. In May 2001,  
the controlling depth was less than 1 foot to the turning basin  
with 1 to 3 feet in the basin, except for shoaling to bare along  
the north and south edges. Mariners are advised that depths  
considerably greater than ...  
(02/02 CG5; BP 175756) 21/02

Page 217—Paragraph 165, line 7; read:  
chapter 2, for drawbridge regulations.) In January 2002, a  
replacement bascule bridge with a design clearance of 70  
feet was under construction close south of the existing bas-  
cule bridge. Rock awash are on the ...  
(CL 332/02; 04/02 CG5) 21/02

Page 224—Paragraph 76, lines 4 to 6; read:  
at the head of the south fork. In September 1999, the control-  
ling depth was 5.8 feet to the anchorage basin, thence 4.9  
feet in the channel in south fork. Depths of 4 to 5 feet were in  
the anchorage basin.  
(BPs 175829-30) 21/02

**COAST PILOT 3            35 Ed 2002            Change No. 9**

Page 236—Paragraph 26, line 6; read:  
light and daybeacons for about 1.6 miles, but local knowl-  
edge ...  
(14/02 CG5; 03/02 CG5; LL/02) 21/02

Page 236—Paragraph 27, line 4; read:  
head of navigation. In November 2000, the controlling depth  
was 6 feet ...  
(BPs 176348-50; NOS 12226) 21/02

Page 236—Paragraph 35, line 8; read:  
thence in March 2001, depths of about 1 to 3 feet could be  
carried to ...  
(BP 176375) 21/02

Page 237—Paragraph 43, lines 4 to 7; read:  
dredged channel in Deep Creek. In March 2001, the control-  
ling depth in the dredged channel from the entrance to the  
turning basin at the town of **Deep Creek** was 2.2 feet, thence  
depths from 1.3 to 2.7 feet were in the turning basin. The  
channel is marked by lights and ...  
(CL 108/02; BPs 176344-47) 21/02

Page 246—Paragraph 228, lines 4 to 6; read:  
In August 1999, the controlling depth from the entrance to  
the turning basin was 2 feet, with 2 to less than 1 foot in the  
basin. Gasoline is ...  
(BPs 175831-32) 21/02