UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 5 30 Ed 2003 Change No. 43
LAST NM 35/03

Page 333—Paragraphs 345 to 361; read:

Vessel Traffic Information Service (VTIS) and Pilotage. Positive control of Calcasieu River navigation is exercised through vessel traffic scheduling procedures accessible at http://www.lakecharlespilots.com/vtssafety/ or by calling 337-436-0372 when pilotage is required and otherwise through liaison with the Lake Charles Harbor and Terminal District Harbormaster by calling 337-493-3620 to request priority transit or to address extraordinary navigation evolutions which might be expected to adversely affect other navigation.

Vessel Traffic Information Service (VTIS), Lake Charles, operated by the Lake Charles Pilots, has been established for the Port of Lake Charles including the entire Calcasieu Ship Channel. The service extends from Calcasieu Channel Lighted Whistle Buoy CC (29˚20'00"N., 93˚13'18"W.) to the Interstate Route 10 Bridge at Lake Charles.

This Vessel Traffic Information Service (VTIS) is designed to enhance navigational safety, security and efficiency and provides vessels with information regarding the movements and intentions of other vessels within the VTIS area. The Lake Charles Harbor and Terminal District, through its agent(s) [harbormaster], establishes navigable waterway operating controls as authorized by Louisiana State Statute, LA R.S. 34:215, and is available for receiving special priority requests and for mediating disputes. Owners or agents of vessels may make mutual agreements on the priority of certain vessels. This VTIS is not intended in any way to supersede or alter applicable Navigation Rules. The working channels for the VTIS are VHF-FM channels 16 and 66A and VHF-FM international radio channel 66. Vessels calling "VTIS Lake Charles" shall give their name, length, beam, deepest fresh-water draft, maximum air draft, destination, and ETA for the appropriate pilot boarding area. This information may also be sent via email to dispatch@lakecharlespilots.com prior to arrival. Vessels entering the VTIS area will be advised by VTIS Lake Charles of the other traffic navigating within the area. All vessels are requested to advise VTIS Lake Charles 6 hours before entering the system inbound, outbound, or maneuvering between points within the VTIS, and again approximately 1 hour prior to entering the system. Vessel transit projections/priorities may be governed by tide and current, and are dependent upon available under-keel clearance. Otherwise, every attempt is made to offer pilotage to best optimize channel use toward minimizing demurrage. The Lake Charles Pilots consult and cooperate with the Lake Charles Harbor and Terminal District to assist best operation of the navigable waterway system under the District's jurisdiction.

Vessels shall report to VTIS Lake Charles at the following positions:

1. When entering or leaving the Calcasieu Bar Channel, time and buoy number are reported.
2. Crossing the intersection of the Calcasieu Ship Channel and the Gulf Intracoastal Waterway (GIWW), time is reported.
3. Upon arrival or departure at a terminal, or other destination, time is reported.
4. Dredges or other vessels working on the waterway will report to VTIS Lake Charles daily and at any time they change location within the VTIS area.
5. Vessels traveling in the Intracoastal Waterway and intending to cross or enter the ship channel should give a security call on VHF-FM channel 13, and call VTIS Lake Charles on VHF-FM Channel 66A 30 minutes prior to crossing or entry and adjust speed so as to enter the river when the channel is clear.
6. Vessels intending to transit the Calcasieu Ship Channel between the Intracoastal Waterway (Light 92) and Cameron (Light 48) should contact VTIS on VHF-FM 66A to check the existence and/or status of any moving safety zones or other deep-draft traffic that may require special consideration or action.

Pilotage, Calcasieu River Waterway (enroute to Lake Charles)-State pilotage is compulsory for all foreign vessels and U.S. vessels under register in foreign trade. U.S. vessels over 1,600 tons in coastwise trade must have on board a pilot licensed by the Federal Government. Vessels that must use the buoyed channel due to draft constraints must embark the pilot in an area where there is sufficient water depth outside of the buoyed channel in order to provide a safe lee for pilot boarding and must have the pilot on board prior to entering the buoyed channel.

Prior to disembarking pilots, vessels' draft must be such that vessels are capable of maneuvering outside the buoyed channel if necessary to provide a safe lee. Non-piloted shallow draft vessels optionally using the buoyed channel must give way to piloted deeper-draft vessels.

Arrangements for pilot service are usually handled through the ships' agents, by telephone, 337-436-0372, via email to dispatch@lakecharlespilots.com, via fax, 337-478-5354, or by radiotelephone on VHF-FM channel 66A. The pilots carry portable VHF radios and use VHF-FM channel 66A as working frequency. The pilot office in Lake Charles monitors VHF-FM channels 66A and 16. The pilot office stands by for pilot orders and for the Vessel Traffic Information Service (VTIS). Traffic information can be obtained by any vessel using the traffic service. Lake Charles Pilots request notices directly from vessels requesting pilots via email to dispatch@lakecharlespilots.com or by telephone at 12 hours and six hours prior to ETA. A minimum 4-hour notice of time of arrival at one of the following designated pilot stations, where pilots will board, is required.

Multiple pilot boarding areas exist due to the varying depths of water adjacent to the buoyed channel. Boardings and disembarkations normally are accomplished in the safety fairway outside of the buoyed channel. Vessels awaiting pilots should wait in the safety fairway, outside of the buoyed channel, in an area of sufficient water until the pilot boards the vessel.

Recommended Pilot Boarding Areas

Station No. 1, for vessels drawing less than 30 feet.– Near the entrance channel within 1 mile of 29˚38.8'N., 93˚19.5'W., and thence an area 1 mile wide extending 2.7 miles NNW on the E side of the channel to about 29˚42.6'N.

Small vessels should await the pilot in the NE corner of the boarding area.

Station No. 2, for vessels drawing between 30 and 34 feet.–An area on the E side of the outer approach channel 1 mile wide and extending 2.5 miles NW and SE from 29˚34'N., 93˚16'W.

Station No. 3, for vessels drawing between 34 feet and 36 feet.–A circular area within 1 mile of a point in 29˚27.3'N., 93˚13.4'W., and thence an area 1 mile wide extending 2.7 miles N on the E side of the channel to about 29˚31.1'N.

Station No. 4, for vessels drawing over 36 feet.–A circular area within 1 mile of Calcasieu Channel Lighted Whistle Buoy CC (29˚20'00"N., 93˚13'18"W.).

Navigation Guidelines, Calcasieu River Waterway – Substantial increasing numbers of large deeper draft oceangoing vessels navigate the Calcasieu River Channel. The channel is dredged to maintain a 40-foot depth and 800-foot bar channel and 400-foot River Channel. Based upon reported marine casualties and on navigational challenges arising from the increased traffic, and after consultation with local marine interests, certain guidelines exist to enhance safe navigation.

No vessel will be required to meet another vessel within the VTIS area if, in the opinion of the master or pilot of either vessel, it would be hazardous to do so because of some special circumstance or condition.

Proposed movement of drilling rigs, submersibles, and other floating heavy equipment must be preapproved at least 24 hours in advance by the Lake Charles Pilots, Inc., Harbormaster and U. S. Coast Guard, Captain of the Port representative. Mooring or anchoring these vessels or units within the system or otherwise obstructing traffic is prohibited without prior approval.

The two Cameron ferries monitor VHF-FM channels 13 and 30. Vessels transiting this area should contact the ferry for information as necessary.

Meeting and passing situations involving two vessels with combined beams exceeding 50% of the available channel width are restricted. Both involved pilots may, however, agree that conditions are such that meeting or passing can be accomplished safely.

In fog, or any condition that restricts visibility, vessels will not normally be moved until conditions improve to a point where one-mile visibility is available, throughout the route to be transited.

All vessels transiting the channel must be ballasted to a condition that keeps the propeller and rudder submerged to a sufficient degree to maintain control of the vessel.

Liquefied Natural Gas (LNG) vessels transiting within the pilotage area shall be piloted in accordance with the current U. S. Coast Guard Liquefied Natural Gas (LNG) Vessel Management and Emergency Plan promulgated by the cognizant USCG Captain of the Port.

(DD 4346) 36/03

COAST PILOT 5 30 Ed 2003 Change No. 44

Page 261—Paragraph 286, line 3; read:

feet. A marina, about 2.6 miles above the bridge on the N side of Bayou Grande, has berths, gasoline, a launching ramp, ice, dry storage and a 10-ton lift available for engine repairs.

(CL 2330/02; NOS 11378) 36/03

Page 262—Paragraph 298, line 2; read:

Cummings Point has a fixed span with a clearance of 39 feet. A marina close S of the bridge on the W side of the bay has berths, electricity, gasoline, diesel fuel, water, ice, a launching ramp, wet and dry storage, marine supplies, and an 8-ton forklift available. Hull, engine, and electronic repairs can be made.

(DB 1222; NOS 11378) 36/03

Page 262—Paragraph 301, line 8 to Paragraph 302; read:

coves and **Cotton Bayou**, on the W side of Perdido Pass 0.7 mile above the entrance. (See the small-craft facilities tabulation on chart 11378 for services and supplies available.)

(DB 1277; DB 1339; DB 1357; DB 360; NOS 11378) 36/03

Page 267—Paragraph 45, line 9; read:

ramp, wet and dry storage, marine supplies, pump-out station and a 20-ton lift. The approach to the facility is marked ...

(DB 1324) 36/03

Page 284—Paragraph 340, line 12; read:

gasoline, pump-out station, wet and dry storage, marine supplies, a launching ramp, and an 8-ton mobile ...

(CL 125/03) 36/03

Page 352—Paragraph 242, lines 5 to 10; read:

craft; each berth has electrical and water connections. In December 2002, the reported approach depth was 20 feet with 10 feet alongside the slips. The yacht yard at the inner end of the basin has a lift that can handle craft up to 70 feet for hull, engine, and electronic repairs, or dry open or covered storage. Gasoline, diesel fuel, water, ice, marine supplies, pump-out station, and berths with electricity are ...

(CL 1522/02; CL 123/03) 36/03

Page 356—Paragraph 305, lines 7 to 9; read:

basin had a reported controlling depth of 8 feet in June 2002. Gasoline, diesel fuel, water, ice, open and covered berths with electricity, a launching ramp, pump-out station, and an electronic hoist to 3 tons are available.

(CL 1522/02) 36/03

Page 357—Paragraph 317, lines 2 to 5; read:

basin about 1 mile NW of the point. Gasoline, diesel fuel, water, ice, marine supplies, launching ramps, cranes to 5 tons, open and covered berths with electricity, pump-out station, and storage facilities are available, engine repairs can be made. In September 1981, a ...

(CL 61/02; CL 1522/02 CL 123/03; NOS 11326) 36/03

Page 364—Paragraph 453, lines 6 to 14; read:

4 feet in January 2003, leads to the marina from the Intrac-

oastal Waterway, 0.3 mile SW from the twin causeways connecting Virginia Point and Galveston. In January 2003, depths of 6 feet were reported in the basin. The marina has open and covered slips for about 120 boats up to 50 feet, water, electricity, gasoline, ice, launching ramp and marine supplies.
(CL 122/03) 36/03

Page 393—Paragraph 203, lines 7 to 10; read:
launching ramps, and berths are available at marinas on **Little Sabine Bay** at Pensacola Beach at the S end of the bridge. In 1999, 5 feet was reported in the marked channel leading from the waterway. The channel is marked by private daybeacons. A yacht club close E of the N end of the bridge has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage and a 15-ton forklift available.
(DB 1342; NOS 11378) 36/03

Page 393—Paragraph 205, lines 6 to 8; read:
launching ramps, marine supplies, pump-out station, wet and dry storage, and berths with water and electricity are available. A mobile hoist can haul out craft to 25 tons for hull repairs.
(DB 1263; DB 1267) 36/03

Page 393—Paragraph 208, lines 2 to 8; read:
close E of the bridge, on the S bank of the waterway, has berths, electricity, gasoline, diesel fuel, water and ice available. A marina is on the basin on the S bank of the waterway about 0.7 mile W of the bridge. Gasoline, diesel fuel, water, ice, pump-out station, launching ramps, wet and dry storage, marine supplies, and open and covered berths with electricity are available. A 10-ton mobile hoist is available for hull and engine repairs. A marine railway at ...
(DB 1262; DB 1358; NOS 11378) 36/03

Page 393—Paragraph 212, lines 3 to 10; read:
electricity, gasoline, diesel fuel, ice, wet storage, and pump-out station available. The approach to the marina is marked by private daybeacons and, in April 2003, had a reported controlling depth of 10 feet. A marina in **Roberts Bayou**, locally known as Pirates Cove, on the N side of Arnica Bay, has berths, electricity, water, ice, launching ramp, wet storage and a 15-ton lift. Hull, engine, and electronic repairs are available. The channel leading to the marina is marked by private daybeacons and, in May 2003, had a reported controlling depth ...
(DB 1239; DB 1307) 36/03

Page 403—Paragraph 407, line 2; read:
Mile 438.6W. A harbor on the N side of the waterway at **Mile 400.0W**, has berths, electricity, gasoline, diesel fuel, launching ramps, pump-out station, wet storage, water, ice and marine supplies.
(CL 1203/03) 36/03

Page 404—Paragraph 409, lines 2 to 5; read:
the N side of the waterway at **Mile 440.7W**. Gasoline, water, ice, a launching ramp and limited marine supplies are available. A depth of 5 feet is reported alongside.
(CL 989/01) 36/03

COAST PILOT 5 30 Ed 2003 Change No. 45
Page 221—Paragraph 339, lines 7 to 14; read:
channel is marked by lights and daybeacons. In March 2003, the controlling depth was 10 feet from the channel entrance to Light 7. Above Light 7, the controlling depths were 8 feet to the highway bridge, thence 6.2 feet (7.1 feet at midchannel) to the Intracoastal Waterway, thence 8 feet in the remainder of the channel, thence 7.1 to 8 feet ...
(CL 1221/03; BPs 181010-18) 36/03

Page 228—Paragraph 17, lines 3 to 4; read:
Bay, is about 1.6 miles long. **Egmont Key Light** (27˚36'03"N., 82˚45'38"W.), 85 feet above the water, is shown from a white ...
(28/03 CG7; LL/03) 36/03

Page 240—Paragraph 261, line 2; read:
Egmont Key Light (27˚36'03"N., 82˚45'38"W.), is a beach community ...
(28/03 CG7; LL/03) 36/03

Page 240—Paragraph 265; read:
In January 2003, depths of 9 feet were reported to marinas on the island channel between Long Key and **Vina del Mar**. Berths, gasoline, diesel fuel, wet and dry storage, water, ice, marine supplies and lifts that can handle craft up to 9 tons are available. Hull, engine and radio repairs can be made.
(CL 723/03) 36/03

Page 242—Paragraph 305, lines 7 to 8; read:
gasoline, berths, water, ice, wet and dry storage, marine supplies and a 4-ton lift are available. Hull, engine and electronic repairs can be made.
(CL 1018/03) 36/03

Page 246—Paragraph 358, lines 10 to 11; read:
marginal county wharf. In June 2003, the controlling depth was 4.4 feet (5.0 feet at midchannel) with 3.3 to 4.0 feet in the basin.
(CL 1347/03; BPs 181252-58) 36/03

Page 248—Paragraph 33, lines 8 to 9; read:
range of **tide** is 2.5 feet. **Shell Point Light** (30˚02'21"N., 84˚17'41"W.), 17 feet above the water and shown from a pile ...
(30/03 CG8; LL/03) 36/03

Page 248—Paragraph 36, line 7; read:
(29˚56'00"N., 84˚18'00"W.), 17 feet above the water and shown ...
(02/03 CG8; LL/03) 36/03

Page 388—Paragraph 102, lines 3 to 7; read:
Causeway. A small-boat basin has gasoline, wet and dry

storage, a launching ramp and marine supplies. Hull, engine and electronic repairs can be made. In May 2003, the reported approach depth was 4 feet.
(CL 1115/03) 36/03

Page 388—Paragraph 103, lines 3 to 4; read:
berths with electricity, wet and dry storage, water and ice are available. In January 2003, depths of 5 feet were reported in the approach channel with 8 feet ...
(CL 722/03) 36/03

Page 388—Paragraph 105, lines 4 to 13; read:
vertical clearances of 20 feet cross the creek. A marina at the head of the creek has a 60-ton lift that can handle craft for hull, engine, and electronic repairs and wet and dry storage. Gasoline, diesel fuel, water, ice and marine supplies are available. Two overhead power cables with a minimum clearance of 27 feet cross the southwesternmost marina slip. In January 2003, depths of 8 feet were reported in the approach channel.
(CL 722/03) 36/03

Page 388—Paragraph 106, lines 6 to 10; read:
supplies, wet and dry storage, launching ramp, pump-out station, and open and covered berths with electricity for more than 300 boats are available. A 55-ton mobile hoist can handle craft to 60 feet and a forklift can handle craft to 25 feet for complete repairs. In January 2003, the reported controlling depth in the lagoons was about 6 feet in the privately marked channel.
(CL 722/03; CL 1018/03) 36/03

Page 389—Paragraph 114; read:
A marina, on the W side of the entrance to Clam Bayou, has a 10-ton mobile hoist that can handle craft up to 40 feet. Gasoline, a pump-out station, ice and dry storage are available.
(CL 1018/03) 36/03

Page 411—Paragraph 167, lines 3 to 4; read:
of Puerto Arecibo. In May 2003, depths of 22.5 feet were available in the entrance channel and 9.2 to 14.0 feet in the basin off ...
(CL 1212/03; BPs 180984-85) 36/03

COAST PILOT 5 30 Ed 2003 Change No. 46

Page 389—Paragraph 116, lines 5 to 12; read:
W of the creek. The channels are privately marked. In 2002, the channel leading N had a reported depth of 8 feet and the channel leading W had a reported depth of 12 feet. Water, ice, wet storage, and open or covered berths with electricity are available for over 300 boats to 48-feet at the two marinas. A 60-ton marine hoist at the marina at the creek entrance can handle craft to 80 feet for hull, engine and electronic repairs.
(CL 590/03) 36/03

Page 389—Paragraph 122, line 7; read:
bridge are close N of the highway bridge. A marina, south of the bridge and on the E side, has gasoline, water, ice, pump-out station, wet and dry storage, and marine supplies available. Engine repairs can be made. A marina north of the bridge and on the W side has gasoline, water, ice, marine supplies, a 6-ton lift and dry storage available.
(CL 721/03; CL 1018/03) 36/03

Page 389—Paragraph 125, lines 10 to 11; read:
about 5 feet in January 2003, leads to the municipal marina at Madeira Beach. Gasoline, diesel fuel, pump-out station, water, ice, marine supplies, dry storage, a ...
(CL 721/03) 36/03

Page 389—Paragraph 128, lines 1 to 2; read:
Berths, electricity, gasoline, diesel fuel, water, ice, wet and dry storage, pump-out station, lifts to 30-tons, and hull, engine and radio repairs are available at several marinas along The Narrows ...
(CL 591/99; CL 1018/03; NOS 11411) 36/03

Page 390—Paragraph 140, lines 5 to 7; read:
water, ice, pump-out station, launching ramp, wet and dry storage and marine supplies are available; hull, engine are electronic repairs can be made. At Clearwater just E of **Mile 136.6**, a 60-ton mobile hoist can handle craft up to 70 feet.
(CL 591/99; CL 1018/03) 36/03

Page 390—Paragraph 148, lines 4 to 6; read:
ramp, pump-out station and water are available. A motel is on the N mole, and a boat club is on the S mole. In May 2003, the reported approach and alongside depth was 4 feet. The entrance ...
(CL 1018/03) 36/03

Page 390—Paragraph 150, lines 3 to 5; read:
ice, wet and dry storage, and engine repairs are available. In May 2003, 4 feet was reported in the approach channel; thence in 1982, 2.5 ...
(CL 1018/03) 36/03

Page 390—Paragraph 153, lines 5 to 12; read:
The channel is marked by private daybeacons. There are several marinas in the basins, which in 2000 had a reported depth of 3 feet. There are forklifts and a 10-ton mobile hoist. Hull, engine, and electronic repairs can be made. Gasoline, diesel fuel, water, ice, marine supplies, wet and dry storage, launching ramps and covered berths with electricity are available.
(CL 676/00; CL 760/00; NOS 11411) 36/03