

## NAVIGATION PUBLICATIONS

## COAST PILOT CORRECTIONS

**COAST PILOT 2      38 Ed 2009      Change No. 12  
LAST NM 13/09**

Page 65—Paragraph 908 to Page 66—Paragraph 915; read:

(ii) *Romer Shoal*. All waters bound by the following points:

40°28'27.2"N., 073°56'45.8"W.; thence to  
40°29'47.7"N., 073°56'46.2"W.; thence to  
40°31'25.4"N., 074°00'53.5"W.; thence to  
40°32'11.4"N., 074°01'39.5"W.; thence to  
40°32'12.4"N., 074°02'05.5"W.; thence to  
40°31'27.4"N., 074°02'05.5"W.; thence to  
40°30'13.4"N., 074°00'05.5"W.; thence to the point of  
origin.

(FR 3/11/09)

15/09

Page 132—Paragraphs 2452 to 2458; read:

(a) *Naval Ammunition Depot Piers*. The navigable waters within the following boundaries are a security zone: A line beginning on the shore at

40°25'55.6"N., 074°04'31.4"W.; thence to  
40°26'54.0"N., 074°03'53.0"W.; thence to  
40°26'58.0"N., 074°04'03.0"W.; thence to  
40°27'56.0"N., 074°03'24.0"W.; thence to  
40°27'28.5"N., 074°02'10.4"W.; thence to  
40°26'29.5"N., 074°02'51.2"W.; thence to  
40°26'31.4"N., 074°02'55.4"W.; thence to  
40°25'27.1"N., 074°03'39.7"W.; thence northwest along  
the shoreline to the beginning point.

(FR 2/13/09)

15/09

Page 136—Paragraphs 2552 to 2558; strike out.

(FR 2/13/09)

15/09

Page 137—Paragraphs 2572 to 2574; read:

(3) *Part 105 Facilities*. (i) *Definition*. For the purposes of this section, *Part 105 Facility* means any facility subject to the regulations contained in 33 CFR part 105, including those designated as “Public Access Facilities” as defined in 33 CFR 101.105. For public identification purposes, all of these facilities are required to have signs posted along the shoreline, facing the water, indicating that there is a 25 yard waterfront security zone surrounding the facilities.

(ii) *Location*. All waters within 25 yards of each Part 105 Facility. When a barge, ferry, or other commercial vessel is conducting transfer operations at a Part 105 Facility, the 25-yard zone is measured from the outboard side of the commercial vessel.

(iii) *Regulations*. (A) Vessels not actively engaged in passenger, cargo, provision, facility maintenance, or inspection, bunker transfer operations, or docking or undocking operations, authorized in advance by the Facility Security Plan, Facility Security Officer or designated representative, must not enter within any part of a zone described in paragraph (a)(3) of this section without the express permission of the Coast Guard Captain of the Port, a designated representative or designated on-scene patrol personnel.

(B) Persons seeking Captain of the Port permission to enter within a particular zone for official business other than authorized passenger, cargo, provision, facility maintenance or inspection, bunker transfer operations or authorized docking or undocking operations may request such authorization by contacting: Commander Coast Guard Sector New York, via the Sector Command Center (SCC), at: 212 Coast Guard Drive, Staten Island, NY 10305 or via fax to (718) 354-4125 or by contacting the Sector Command Center Duty Officer by phone at: (718) 354-4353.

(C) Vessels may transit through any portion of the zone that extends into the navigable channel for the sole purpose of direct and expeditious transit so long as they as they remain within the navigable channel, maintain the maximum safe distance from the Part 105 Facility, and do not stop or loiter within the zone.

(FR 2/13/09)

15/09

Page 137—Paragraphs 2577 to 2579; read:

(6) *New York City Passenger Ship Terminal, Hudson River, NY*. (i) *Location*. All navigable waters of the Hudson River bound by the following points: From the point 40°46'09"N., 073°59'48.7"W. on the seawall midway between Pier 92 and 94, thence northwest to approximate position 40°46'14"N., 074°00'00.9"W., approximately 125 yards northwest of Pier 92, thence southwest to approximate position 40°45'56.7"N., 074°00'15.3"W., approximately 150 yards west of Pier 86, thence east to the seawall between Pier 84 and Pier 86 at the approximate position 40°45'49.6"N., 073°59'58.1"W. (NAD 1983), thence northeast along the shoreline to the point of origin.

(ii) *Regulations*. Vessels not actively engaged in passenger, cargo, provision, facility maintenance or inspection, bunker transfer operations, or docking or undocking operations, authorized in advance by the Facility Security Plan, Facility Security Officer or designated representative, must not enter within any part of a zone described in paragraph (a)(6) of this section without express permission

**COAST PILOT 2 (Continued)**

of the Coast Guard Captain of the Port, a designated representative or designated on-scene patrol personnel. Persons seeking Captain of the Port permission to enter within the zone described in paragraph (a)(6) of this section for official business other than authorized passenger, cargo, provision, facility maintenance or inspection, bunker transfer operations or authorized docking or undocking operations may request such authorization by contacting: Commander Coast Guard Sector New York, via the Sector Command Center (SCC), at: 212 Coast Guard Drive, Staten Island, NY 10305, or via fax to (718) 354-4125 or by contacting the Sector Command Center Duty Officer by phone at (718) 354-4353.

(FR 2/13/09)

15/09

Page 139—Paragraphs 2704 to 2715; read:

(12) *Approaches to New York, Atlantic Ocean.* (i) *Location.* All waters of the Atlantic Ocean between Ambrose and Hudson Canyon Traffic Lane and the Barnegat to Ambrose Traffic lane bound by the following points:

40°21'29.9"N., 073°44'41.0"W., thence to  
40°21'04.5"N., 073°45'31.4"W., thence to  
40°15'28.3"N., 073°44'13.8"W., thence to  
40°15'35.4"N., 073°43'29.8"W., thence to  
40°19'21.2"N., 073°42'53.0"W., (NAD 1983) thence to  
point of origin.

(ii) *Enforcement Period.* Enforcement periods for the zone in paragraph (a)(12) of this section will be announced through marine information broadcast or other appropriate method of communication and the zone is activated whenever a vessel is anchored in the area described in paragraph (a)(12)(i) or a Coast Guard patrol vessel is on-scene.

(iii) *Regulations.* (A) The area described in paragraph (a)(12) of this section is not a Federal Anchorage Ground. Only vessels directed by the Captain of the Port or his or her designated representative to enter this zone are authorized to anchor here.

(B) Vessels do not need permission from the Captain of the Port to transit the area described in paragraph (a)(12) of this section during periods when that security zone is not being enforced.

(13) *Liquefied Hazardous Gas (LHG) Vessels.* (i) *Definitions.* For the purposes of this section, *LHG Vessel* means any vessel constructed to carry, in bulk, any of the flammable or toxic products listed in 33 CFR 127.005, Table 127.005.

(ii) *Location.* All waters within a 200-yard radius of any LHG Vessel that is underway and all waters within a 100-yard radius of any LHG vessel that is moored or at anchor.

(iii) *Enforcement period.* The zone described in paragraph (a)(13) of this section will be activated upon entry of a LHG Vessel into the navigable waters of the United States (see 33 CFR 2.36(a) to include the 12 NM territorial sea) in the New York Captain of the Port Zone (33 CFR 3.05-30). The LHG Vessel will be identifiable by the requirement to fly the Bravo flag (red international signal flag under Pub. 102, International Code of Signals) from the outermost halyard (above the pilot house) where it can most easily be seen. In addition to visual identification of the LHG Vessel, the Captain of the Port will notify the maritime community of periods during which this zone will be enforced by methods in accordance with 33 CFR 165.7.

(14) *Cruise ships.* (i) *Definition.* For the purposes of this section, *cruise ship* means a passenger vessel as defined in 46 U.S.C. 2101 (22) that is authorized to carry more than 400 passengers and is 200 or more feet in length. A cruise ship under this section will also include ferries as defined in 46 CFR 2.10-25 that are authorized to carry more than 400 passengers and are 200 feet or more in length.

(ii) *Location.* All waters within a 100-yard radius of any cruise ship whether underway, anchored, or at berth.

(iii) *Enforcement period.* The zone described in paragraph (a)(14) of this section will be activated upon entry of any cruise ship into the navigable waters of the United States (See 33 CFR 2.36(a) to include the 12 NM territorial sea) in the New York Captain of the Port Zone (33 CFR 3.05-30). This zone will remain activated at all times while the cruise ship is within the navigable waters of the United States in the New York Captain of the Port Zone.

(15) *Designated Vessels.* (i) *Definition.* For the purposes of this section, *Designated Vessels* are vessels carrying government officials, dignitaries, or other passengers requiring protection by the U.S. Secret Service, or other Federal, State or local law enforcement agency; barges or ships carrying petroleum products, chemicals, or other hazardous cargo; and passenger vessels (as defined in 46 U.S.C. 2101(22)), that are authorized to carry more than 400 passengers and are less than 200 feet in length.

(ii) *Location.* All waters within a 100-yard radius of any Designated Vessel.

(iii) *Enforcement period.* The zone described in paragraph (a)(15) of this section will be activated upon entry of any Designated Vessel into the navigable waters of the United States (see 33 CFR 2.36(a) to include the 12 NM territorial sea) in the New York Captain of the Port Zone. (33 CFR 3.05-30). This zone will remain activated at all times while the Designated Vessel is within the navigable waters of the United States in the New York Captain of the Port Zone. The Designated Vessels, including ships and

## COAST PILOT 2 (Continued)

barges carrying petroleum products, chemicals, and other hazardous cargo will be recognized by the requirement to fly the Bravo flag (red international signal flag under Pub 102, International Code of Signals) from the outermost halyard (above the pilot house) where it can be most easily seen. Vessels that are constrained by draft from leaving the channel may transit through the zone for the sole purpose of direct and expeditious transit so long as they remain within the navigable channel, maintain the maximum possible safe distance from the Designated Vessel, and do not stop or loiter within the zone. Designated Vessels carrying government officials, dignitaries, or other passengers requiring protection, and passenger vessels authorized to carry more than 400 passengers and are less than 200 feet in length will be recognizable by their being escorted by a federal, state or local law enforcement or security vessel. The law enforcement or security vessel will be identifiable by flashing light, siren, flags, markings and/or through other means that clearly identify the vessel as engaged in law enforcement or security operations.

(16) *134<sup>th</sup> Street Pipeline Metering and Regulating Station.* (i) *Location.* All waters of the Hudson River within 25 yards of the 134<sup>th</sup> Street Pipeline Metering and Regulating Station.

(ii) *Regulations.* (A) Vessels not actively engaged in facility maintenance or inspection operations authorized in advance by the Pipeline Security Officer or designated representative, or authorized docking or undocking operations, must not enter within any part of a zone described in paragraph (a)(16) of this section without the express permission of the Coast Guard Captain of the Port, a designated rep-representative or designated on-scene patrol personnel.

(B) Persons seeking Captain of the Port permission to enter within a particular zone for official business other than authorized passenger, cargo, provision, facility maintenance or inspection, bunker transfer operations or authorized docking or undocking operations may request such authorization by contacting: Commander Coast Guard Sector New York, via the Sector Command Center (SCC), at: 212 Coast Guard Drive, Staten Island, NY 10305, or via fax to (718) 354-4125 or by contacting the Sector Command Center Duty Officer by phone at: (718) 354-4353.

(17) *Waterfront Heliports.* (i) *Location.* All waters on the East River within 25 yards of the East 34<sup>th</sup> Street and Wall Street Heliports, and all waters of the Hudson River within 25 yards of the West 30<sup>th</sup> Street Heliport and the Jersey City/Newport Helistop, areas of land or water under and in immediate proximity to them; buildings on such structures or contiguous to them; and equipment and materials on such

structures and in such buildings. When a barge, ferry, or other commercial vessel is conducting transfer operations at a waterfront heliport, the 25-yard zone is measured from the outboard side of the commercial vessel.

(ii) *Regulations.* (A) Vessels not actively engaged in passenger, cargo, provision, facility maintenance or inspection, bunker transfer operations, or docking and undocking operations, authorized in advance by the Facility Security Plan, Facility Security Officer or designated representative, must not enter within any part of a zone described in paragraph (a)(17) of this section without the express permission of the Coast Guard Captain of the Port, a designated representative, or designated on-scene patrol personnel.

(B) Persons seeking Captain of the Port permission to enter within a particular zone for official business other than authorized passenger, cargo, provision, facility maintenance or inspection, bunker transfer operations or authorized docking and undocking operations may request such authorization by contacting: Commander Coast Guard Sector New York, via the Sector Command Center (SCC), at: 212 Coast Guard Drive, Staten Island, NY 10305, or via fax to (718) 354-4125 or by contacting the Sector Command Center Duty Officer by phone at: (718) 354-4353.

(C) Vessels entering or departing the marina north of the Newport Helistop are authorized to transit through the safety/security zone around the Newport Helistop during their transit, provided that helicopters are not taking off or landing. No loitering or unnecessary delay is authorized during these transits.

(FR 2/13/09)

15/09

## COAST PILOT 2      38 Ed 2009      Change No. 13

Page 174—Paragraph 131, line 7 to Paragraph 134; read: Appendix C, for additional information.)

**NOAA Data Lighted Buoy 44008** (40°30'09"N., 69°14'48"W.) is about 57 miles south-southeastward of Nantucket Island. This buoy is located inside the traffic separation zone of the traffic separation lanes of "Eastern Approach Off Ambrose" to the "Traffic Separation Scheme Off New York". (See charts 12300 and 13006.)

Nantucket Shoals is made up of the following parts:  
(48/08 CG1)

15/09

Page 201—Paragraph 149, line 6; read:

1981, but is subject to shoaling. A private light marks the end of the jetty. **Centerville River**, ...

(06/09 CG1)

15/09

**COAST PILOT 2 (Continued)**

Page 201—Paragraph 152, lines 5 to 9; read:  
private light marks the end of the east jetty. A seasonal lighted bell buoy about 1 mile southeastward of the entrance marks the approach. Private seasonal buoys mark the channel ...

(06/09 CG1; LL/09) 15/09

Page 299—Paragraph 156, lines 13 to 15; read:

**Middle Cove**, northward of **Thatchbed Island**. In November 2008, the small-boat channel had a reported midchannel controlling depth of 4½ feet to the marina at the north end of the cove.

(DB 17529) 15/09

Page 314—Paragraph 362, line 2; read:

a least depth of 6 feet, are offshore in the vicinity of ...

(CL 359/09) 15/09

Page 314—Paragraph 362; insert after:

Several rocks can be found out to 0.5 mile offshore between Rocky Point and Inlet Point, about 2 miles to the southwest. A wreck with a least depth of 29 feet is 0.4 mile north of Inlet Point.

(CL 359/09) 15/09

Page 314—Paragraph 367, lines 9 to 14; read:

danger. In December 2008, the midchannel controlling depth was 6.4 feet from the entrance to about 0.3 mile above the mouth of Mattituck Creek; thence in 2006-December 2008, 4.2 feet at midchannel for about 1.8 miles to the turning basin at Mattituck with 5.5 to 7 feet available in the basin in 2006. The ...

(CL 47/09; BPs 192873-74) 15/09

Page 333—Paragraph 199, lines 4 to 7; read:

**Mill Pond**. In October 2008, the midchannel controlling depth was 0.7 foot to the boat basin, thence 1.3 feet at midchannel in the basin's north channel and 3.6 feet at midchannel in the basin's south channel; in ...

(CL 109/09; BPs 192875-78) 15/09

Page 360—Paragraph 74, lines 4 to 10; read:

The jetties are marked by lights. In March 2008, the midchannel controlling depth was 3.7 feet to the first bend (at Browns River Road); thence in 2005-March 2008, 1.4 feet at midchannel to the upstream limit of the project. In 1976, a ...

(CL 74/09; BPs 192869-72) 15/09

Page 372—Paragraph 36; read:

The pilot boat maintains station southeast of the Ambrose Channel Lighted Whistle Buoy A at 40°26'47"N.,

73°48'27"W. See Pilotage, New York Harbor and Approaches (indexed as such), this chapter.

(CL 282/09) 15/09

Page 376—Paragraph 128; read:

The pilot boat maintains station southeast of Ambrose Channel Lighted Whistle Buoy A at 40°26'47"N., 73°48'27"W. Vessels making their approach to the pilot station are advised to use extreme caution, particularly in poor visibility. Traffic in this area may consist of vessels making the transition between operating in Ambrose or Sandy Hook Channel and one of the traffic lanes. The pilot boats have a black hull and white superstructure, with the name PILOT NO. 1 or PILOT NO. 2 in yellow on each side and are equipped with AIS and transmit either "PILOT NO. 1" or "PILOT NO. 2". A pilot boat is always on station; boarding is made from smaller boats which are also AIS equipped and broadcast "P/B (name)". The pilot boat monitors VHF-FM channels 16, 13, 73, and works on 73.

(CL 282/09) 15/09

Page 376—Paragraph 131; read:

Vessels are generally boarded in the charted, designated pilot boarding area, located southeast of the Ambrose Channel Lighted Whistle Buoy A at 40°26'47"N., 73°48'27"W. Arrangements for pilot services are made in advance through ship's agents or directly to Interport Pilots Agency, Inc.

(CL 282/09; CL 1236/08) 15/09

Page 390—Paragraph 285, lines 9 to 12; read:

above the jetties. In June 2008, the controlling depth was 1.4 feet. In 1987, the reported controlling ...

(CL 35/09; BPs 192863-66) 15/09

**COAST PILOT 5      36 Ed 2008      Change No. 17  
LAST NM 14/09**

Page 428—Paragraph 185, lines 4 to 5; read:

several small shrimp-packing plants. In October 2007, the controlling depth in the ferry channel was 7.8 feet.

(CL 276/09) 15/09

Page 433—Paragraph 249, lines 4 to 5; read:

basin. In September 2008, the controlling depth was 33 feet (40 feet at midchannel) in the canal and 38 to 40 ...

(CL 276/09) 15/09

Page 436—Paragraph 278, lines 5 to 6; read:

thence upstream for about 1.7 miles. In February 2009, the controlling depth was 2.0 feet, thence 2.0 feet (3.0 feet at midchannel) for ...

(CL 276/09) 15/09

**COAST PILOT 5 (Continued)**

Page 436—Paragraph 280, line 4; read:

November 2008, the controlling depth was 2.0 feet. The ...  
(CL 276/09) 15/09

Page 436—Paragraph 282, lines 5 to 9; read:

November 2008, the controlling depth was 1.0 foot from the mouth of the river at Anahuac through **Browns Pass**, thence 4.0 feet on the centerline to **Devers Canal**, about 17 miles above the mouth, thence 0.4 foot to the cutoff channel, thence 1.6 feet to Liberty. Sulfur is moved ...  
(CL 276/09) 15/09

Page 438—Paragraph 309, lines 8 to 10; read:

October 2008, the controlling depth was 6.0 feet in the entrance channel, thence 2.0 feet through Clear Lake, thence 7.0 feet in ...  
(CL 276/09) 15/09

Page 439—Paragraph 315, line 7; read:

settlement about 7 miles up the bayou. In October-November 2008, ...  
(CL 276/09) 15/09

Page 444—Paragraph 384, lines 2 to 7; read:

in December 2008, had a controlling depth of 7.0 feet at mid-channel to Lockwood Drive fixed highway bridge, about 2 miles above Houston Turning Basin, thence 6.0 feet for another 1.7 miles to the Jensen Street bridge; thence in June 2008, a depth of 1.0 foot at midchannel for about another 0.6 mile to the ...  
(CL 276/09) 15/09

Page 448—Paragraph 454, line 1; read:

In February 2009, the controlling depth was 4.6 feet (5.7 ...  
(CL 276/09) 15/09

Page 448—Paragraph 458, lines 6 to 7; read:

Waterway. In January 2009, the controlling depth was 9.2 feet (10.8 feet at midchannel) to the Monsanto basin. It was reported that shell ...  
(CL 276/09) 15/09

Page 455—Paragraph 59, lines 8 to 9; read:

Intracoastal Waterway. In June 2008, the controlling depth was 3.3 feet (8.3 feet at midchannel) to about ...  
(CL 276/09) 15/09

Page 456—Paragraph 74, line 3; read:

Lavaca, in depths of about 8 to 12 feet; **Chocolate Bay**, with ...  
(CL 276/09) 15/09

Page 459—Paragraph 115, line 8; read:

March 2008, the controlling depth was ...  
(CL 276/09) 15/09

Page 469—Paragraph 267, lines 12 to 14; read:

it. In February-November 2007, the controlling depth was 10.0 feet in the approach and connecting ...  
(CL 276/09) 15/09

Page 474—Paragraph 349, lines 3 to 6; read:

at Port Brownsville. In June 2007, the channel leading into Brownsville Fishing Harbor had a controlling depth of 13.4 feet, thence 13.8 feet in the connecting channels with 12.4 to 13.5 feet in the basins. Berthing facilities ...  
(CL 276/09) 15/09

Page 474—Paragraph 352, lines 3 to 7; read:

the Port Isabel small-boat basin. In April 2007, the controlling depths were 2.0 feet (2.5 feet at midchannel) from the Intracoastal Waterway to the harbor entrance, thence 2.0 feet in the harbor channel, with depths of 3.0 to 4.4 feet in the basin.  
(CL 276/09) 15/09

Page 475—Paragraph 353, lines 9 to 11; read:

vessels. In August 2007, the controlling depth was 7.0 feet (8.0 feet at midchannel) in the channel around the island, thence 11.2 feet in the Port Isabel Side Channel.  
(CL 276/09) 15/09

Page 503—Paragraph 407, lines 3 to 4; read:

River. In January 2009, the controlling depth was 2.0 feet (6.9 feet at midchannel).  
(CL 276/09) 15/09

Page 503—Paragraph 410, line 6; read:

2006-January 2009, the controlling depth was 0.8 foot ...  
(CL 276/09) 15/09

Page 504—Paragraph 411, lines 3 to 5; read:

of Bay City Barge Terminal. In January 2009, the midchannel controlling depth was 2.4 feet with 4.7 to 8.1 feet in the basin. The head of navigation in the ...  
(CL 276/09) 15/09

**COAST PILOT 7      41 Ed 2009      Change No. 13  
LAST NM 14/09**

Page 272—Paragraph 102, lines 1 to 4; read:

In November 2008, the controlling depth was 10 feet (14 feet at midchannel) in the dredged channel to the highway bridge; general depths of 14 to 15 feet were available in ...  
(DD 13158) 15/09

**COAST PILOT 7 (Continued)**

Page 295—Paragraph 431, lines 3 to 6; read:

is just N of the entrance basin. In December 2008, the controlling depth was 19 feet in the entrance channel to the entrance basin, thence depths of 19 to 20 feet were available in the entrance basin; thence in July 2008, depths of 8 to 9 feet were available in the inner basin.

(DD 13156; DD 12141) 15/09

Page 395—Paragraph 158, line 4 to Paragraph 159, line 5; read:

awash about 230 yards apart. **Blunts Reef Lighted Bell Buoy 40** (40°26'24"N., 124°30'19"W.), is an exposed location buoy (ELB) 2 miles WSW of the outer rock. The currents at the buoy are described in the Tidal Current Tables.

The area as far W as Blunts Reef Lighted Bell Buoy 40 and for about 4 miles N and S of Cape Mendocino includes dangerous rocks and covered ledges. Vessels should not attempt the passage between Blunts Reef Lighted Bell Buoy 40 and the cape under any circumstances.

(LL/09; NOS 18623) 15/09

Page 396—Paragraph 180, lines 1 to 2; read:

**From South**

From a position 1.5 miles 260° from Blunts Reef Lighted Bell Buoy 40, steer **356½°** for 5 miles, when Cape ...

(LL/09; NOS 18623) 15/09

Page 403—Paragraph 288, line 4; read:

Friday from 0700 to 1700.

(CL 183/09) 15/09

Page 416—Paragraph 131, lines 6 to 8; read:

bascule bridge. In April 2008, the controlling depth was 16 feet to the bridge, with lesser depths to 11 feet just N of the bridge. The channel from the junction ...

(DD 11363) 15/09

Page 424—Paragraph 228, lines 3 to 5; read:

feet; thence in February 2009, depths of 6 to 8 feet were available in the basin with lesser depths to 3 feet in the SE corner. In 1994, shoaling to 4 feet was reported ...

(DD 13352) 15/09

Page 594—Paragraph 451, lines 4 to 6; read:

which is an unmarked opening in the reef.

(09/09 CG14) 15/09