

SECTION II
NAVIGATION PUBLICATIONS

NM 16/09

COAST PILOT CORRECTIONS

**COAST PILOT 2 38 Ed 2009 Change No. 14
LAST NM 15/09**

Page 307—Paragraph 275, lines 4 to 8; read:
above the mouth. In 2000, the controlling depth was 15.7 feet at midchannel to the Ferry Street Bridge about 0.5 mile above the mouth, thence 8.4 feet at midchannel to the Grand Avenue Bridge.
(CL 48/09; DDs 12980-81) 16/09

Page 316—Paragraph 406; read:
Small-craft facilities in the harbor provide berths and moorings, electricity, gasoline, diesel fuel, water, ice, marine supplies, pumpout facilities, a lift to 10 tons, storage, and hull and motor repairs. The minimum approach and along-side depths to the facilities are 13 feet.
(DB 17540) 16/09

Page 326—Paragraph 105, line 3; read:
Greens Ledge Light. The least found depth is 25 feet. A ...
(H 10354; NOS 12368) 16/09

Page 328—Paragraph 131, lines 7 to 8; read:
Great Island, is good for about 9 feet. A rock, covered 4 feet, lies almost in mid-entrance to this ...
(H 10565; NOS 12368) 16/09

Page 328—Paragraph 132, lines 4 to 6; read:
mile off the point. Numerous obstructions exist up to 1.2 miles west-southwest of Long Neck Point.
(H 10565; NOS 12368) 16/09

Page 329—Paragraph 142, line 1; read:
A dredged anchorage area with depths of 10 to 18 feet ...
(CL 485/03; NOS 12368) 16/09

Page 330—Paragraph 154, line 5; read:
the easterly end of the reefs is covered 2 feet. A buoy ...
(NOS 12367) 16/09

Page 336—Paragraph 242; insert after:
City Island, on the northeast side of Eastchester Bay, is narrow and over 1 mile in length. It is thickly settled and has a commercialized appearance. The west side is residential and the east side is industrialized with several shipyards and other marine-related facilities.

Pilotage, City Island

A pilot boat of United New York New Jersey Sandy Hook Pilot Association moors at City Island. See Pilotage, New

York Harbor from Long Island Sound (indexed as such), chapter 11.

High Island is 200 yards northeastward of the north end of City Island to which it is connected by a fixed footbridge with a clearance of 11 feet. The ground under the bridge is reported to bare about 1 foot at low water. A 528-foot-high radio tower, marked on top by red lights, is prominent on High Island.

Anchorage

The usual anchorage for deep-draft vessels is southeastward of City Island, southward of a line joining the south ends of Hart and City Islands. When anchoring, avoid **Deep Reef**, a small rocky patch covered 29 feet. Other **general** and **special anchorages** are in the vicinity. (See **110.1, 110.60, and 110.155**, chapter 2, for limits and regulations.)

A long pier in ruins and a wide stone pier, the top of which is used as a parking area, are at the south end of City Island at **Belden Point**. The western shore of Hart Island and the wharves on City Island should be given a berth of about 150 yards.
(DD 9613; NOS 12366) 16/09

Page 337—Paragraphs 246 to 251; strike out.
(H 10541; NOS 12366) 16/09

Page 337—Paragraph 260, lines 1 to 7; read:
In June-July 2008, the midchannel controlling depths were 4.4 feet from Eastchester Bay Channel Lighted Buoy 2 to the Hutchinson River Parkway Bridge, thence 1.2 feet at mid-channel to the junction of the East Y and West Y at Pelham, thence 3.2 feet in the entrance to East Y with shoaling to bare in the northern half and shoaling to bare in West Y; mariners are cautioned ...
(CL 141/09; BPs 192882-895) 16/09

Page 337—Paragraph 262, lines 1 to 4; read:
The dangers in Eastchester Bay include **Big Tom** on the east side near the entrance, covered 2 feet and marked by a buoy on the east end, and **Cuban Ledge**, covered at half tide and ...
(H 10541) 16/09

Page 343—Paragraph 355; read:
A small-craft facility is close eastward of the entrance to the boat basin. Berths and mooring, electricity, gasoline, diesel fuel, water, ice, a pumpout facility, a 15-ton lift, storage, and full repairs are available.
(DB 17537) 16/09

COAST PILOT 2 (Continued)

Page 347—Paragraph 419; strike out.
(H 10625; NOS 12366) 16/09

Page 347—Paragraph 422; strike out.
(H 10625; NOS 12366) 16/09

Page 347—Paragraph 424; insert after:
Numerous obstructions exist in East River between Throgs Neck and the entrance to Westchester Creek. Mariners are advised to use the chart as a guide.
(H 10625; NOS 12366) 16/09

Page 363—Paragraph 127, line 4; read:
Island State Park System. A tower is prominent east of Cedar Beach.
(DB 17547) 16/09

Page 366—Paragraph 176, line 5; read:
controlling depth of 5 feet. Barnums Channel, heading west from Garrett Lead, leads to a small-craft facility providing berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, a pumpout facility, a lift to 35 tons, storage, and full repairs. The facility has an approach depth of 17 feet and an alongside depth of 14 feet.
(DB 17516) 16/09

Page 367—Paragraph 185; strike out.
(DB 17516) 16/09

Page 407—Paragraph 137, line 1; read:
A **general anchorage** is just west of Hyde Park. (See ..
(CL 256/04; 33 CFR 110.155) 16/09

Page 409—Paragraph 171; strike out.
(FR 6/19/08; 33 CFR 110.60) 16/09

**COAST PILOT 4 40 Ed 2008 Change No. 11
LAST NM 12/09**

Page 222—Paragraph 40, lines 7 to 8; read:
In November 2008, the controlling depth was 2.4 feet in the channel with 5.9 feet in the basin.
(DD 13298) 16/09

Page 253—Paragraph 118, line 1; read:
An overhead power cable with a clearance of 149 ...
(CL 356/09; 10/09 CG5) 16/09

Page 301—Paragraph 25, line 13; read:
close northwestward of the bridge. A marina on the W side of the river, close S of the bridge has berths, electricity, gasoline and diesel fuel, water, ice, and some boat repairs.
(DB 17607) 16/09

Page 395—Paragraph 133, lines 3 to 4; read:
water, ice, marine supplies, and wet storage. In January 2009, the reported alongside depth was 10.5 feet. A yacht basin is off ...
(DB 17567) 16/09

Page 396—Paragraph 150, lines 3 to 6; read:
electricity, gasoline, water, ice, pumpout, marine supplies, wet storage, and a launching ramp are available. In October 2008, 15 feet was reported in the approach and alongside.
(DB 17345) 16/09

Page 398—Paragraph 180, line 6; read:
In January 2009, the reported alongside and approach depth was 16 feet. The town is described ...
(DB 17586) 16/09

Page 399—Paragraph 197, line 4; read:
of the river where berthage with electricity, pump-out, gasoline, ...
(DB 17595) 16/09

**COAST PILOT 5 36 Ed 2008 Change No. 18
LAST NM 15/09**

Page 236—Paragraph 210, lines 9 to 12; read:
Naples about 2.5 miles above Gordon Pass. In June 2008, the controlling depth was 5.1 feet to the junction with the inland waterway, thence 7.7 feet to the highway bridge at Naples.
Gordon Pass Shoal Light ...
(DDs 12805-15; LL/09) 16/09

Page 238—Paragraph 237, lines 4 to 5; read:
easternmost, over the main channel has a fixed span with a clearance of 70 feet. Bridge "B" ...
(CL 390/09) 16/09

Page 268—Paragraph 281, lines 6 to 10; read:
September 2008, the controlling depth in the entrance channel was 4.8 feet (5.4 feet at midchannel) to the bridge over the pass, thence 7.5 feet (8.0 feet at midchannel) to Daybeacon 8, thence 5.3 feet to the intersection with the Intracoastal ...
(DDs 13078-83) 16/09

Page 269—Paragraph 304, lines 4 to 6; read:
Springs. In 1999, the controlling depth from the Gulf to the Anclote River Entrance Light 1 was 8.3 feet; thence in November 2008, the controlling depth was 7.5 feet (8.4 feet at midchannel) in the entrance channel to the turning basin, thence 3.4 to 8.8 feet in the turning ...
(DDs 12722-30; CL 547/06) 16/09

COAST PILOT 5 (Continued)

Page 275—Paragraph 369, lines 11 to 13; read:
100-foot marginal county wharf. In April 2008, the controlling depth in the channel was 2.2 feet (2.7 feet at midchannel) with depths of 2 to 3 feet available in the basin. The channel is marked by ...
(DDs 11992-98) 16/09

Page 323—Paragraph 223, lines 7 to 10; read:
3.5 miles above the State Route 613 bridge. In October 2008, the controlling depth was 7.2 feet (11.5 feet at midchannel) to the State Route 613 bridge; thence in November 2008, 4.9 feet to the head of the project.
(CL 1361/08; CL 383/09) 16/09

Page 388—Paragraph 124, lines 6 to 7; read:
maintained by the Corps of Engineers. In February-May 2008, the controlling depth was 8 feet. The ...
(DDs 11050-56; DDs 10907-08; DDs 11706-09) 16/09

Page 390—Paragraph 155, line 5; read:
Boudreaux Canal and 5 feet through Lake Boudreaux; thence in March 2009, 2 feet was reported through Bayou Dulac.
(11/09 CG8) 16/09

Page 401—Paragraph 295, lines 13 to 15; read:
in operation continuously. In June 2008, the controlling depth was 9 feet in the entrance channel to the lock, thence 5 feet through the canal ...
(DDs 11687-11705) 16/09

Page 417—Paragraph 36, lines 7 to 9; read:
by coasting vessels as a wintertime harbor of refuge.
(NOS 11341) 16/09

Page 489—Paragraph 205, line 6; read:
tons is available for engine repairs. In January 2009, ...
(DB 17598) 16/09

Page 490—Paragraph 209, line 6; read:
as Pirates Cove, empties into the N side of Arnica Bay.
At **Mile 162.8**, on the N Side of waterway, a privately marked channel leads to a marina. Gasoline, diesel fuel, pumpout, berths, dry storage, a 35-ton travel lift, and supplies are available. In February 2009, 10 feet was available in the approach and alongside.
(CL 195/09) 16/09

COAST PILOT 5 36 Ed 2008 Change No. 19

Page 159—Paragraph 2529, line 1; read:
§165.776 Security Zone; Coast Guard Base San Juan, San Juan Harbor, Puerto Rico

(a) *Location*. The following area is a security zone: All waters from surface to bottom, encompassed by an imaginary line connecting the following points, beginning at 18°27'39"N., 66°06'56"W.; then east to 18°27'39"N., 66°06'52"W.; then south to 18°27'35"N., 66°06'52"W.; then southwest to 18°27'30"N., 66°06'59"W.; then northeast to 18°27'35"N., 66°07'07"W.; then north to 18°27'46"N., 66°07'12"W.; then back to shore at the northwest end of the CG facility at 18°27'46"N., 66°07'07"W. These coordinates are based upon North American Datum 1983.

(5) *Definitions*. As used in this section-

Vessels means every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, except U.S. Coast Guard or U.S. naval vessels.

(c) *Regulations*. (1) No person or vessel may enter into the security zone described in paragraph (a) of this section unless authorized by the Captain of the Port San Juan.

(2) Vessel seeking to enter the security zone established in this section may contact the COTP on VHF channel 16 or by telephone at (787) 289-2041 to request permission.

§165.802 Lower Mississippi River vicinity of Old River Control Structure—Safety Zone.

(a) The area enclosed by the following boundary is a ...
(FR 3/6/09; CL 387/09) 16/09

Page 284—Paragraph 75, lines 6 to 7; read:
protected by twin jetties. In November 2008, the controlling depth was 2.3 feet (3.6 feet at midchannel). The channel ...
(CL 364/09) 16/09

Page 483—Paragraph 97, lines 3 to 9; read:
yards W of the Sunshine Skyway bridge between **Mile 97.8** and **Mile 110.8**. The channel is marked by lights and daybeacons. In June 2008, the controlling depth was 5.9 feet with shoaling to 3.9 feet in about 27°38'14"N., 82°40'26"W.
(DDs 12203-11; LL/09; NOS 11411) 16/09

Page 515—Paragraph 166, lines 1 to 4; read:
Arecibo Light (18°28'55"N., 66°41'55"W.), 120 feet above the water, is shown from a 120-foot white hexagonal tower attached to a dwelling on the hill close to the shore near the N end of Punta Morrillos. Radio towers ...
(LL/09; NOS 25668) 16/09

COAST PILOT 5 (Continued)

Page 515—Paragraph 167, line 3 to Paragraph 168, line 2; read:

the breakwater of Puerto Arecibo. In May 2008, a depth of 19.8 feet was available in the entrance channel with 3.3 to 18.1 feet in the basin off the wharf.

The 400-foot bulkhead wharf had depths of about 18.1 feet alongside in May 2008, and much lesser ...

(DDs 13237-38)

16/09

Page 518—Paragraph 218, line 2; read:

Appendix A for address.) A **security zone** has been established off the coast of La Puntilla in San Juan Harbor around the San Juan Coast Guard marine safety office. (See **165.776**, chapter 2, for limits and regulations.)

(FR 3/6/09; CL 387/09)

16/09

COAST PILOT 7 41 Ed 2009 Change No. 14
LAST NM 15/09

Page 188—Paragraph 3424, line 6; read:

port security, safety or environmental safety.

§165.1322 Regulated Navigation Area: Willamette River
Portland, Oregon Captain of the Port Zone.

(a) *Location.* The following is a regulated navigation area (RNA): All waters of the Willamette River encompassed by a line commencing at

45°34'47"N., 122°45'28"W. along the shoreline to 45°34'47"N., 122°45'30"W., thence to

45°34'47"N., 122°45'30"W., thence to

45°34'48"N., 122°45'30"W., thence to

45°34'48"N., 122°45'30"W., thence to

45°34'48"N., 122°45'28"W., thence to

45°34'47"N., 122°45'28"W. and back to the point of origin. All coordinates reference 1983 North American Datum (NAD 83).

(b) *Regulations.* (1) Motoring, anchoring, dragging, dredging, or trawling are prohibited in the regulated area.

(2) All vessels transiting or accessing the regulated area shall do so at a no wake speed or at the minimum speed to maintain steerage.

§165.1323 Regulated Navigation Area: Willamette River
Portland, Oregon Captain of the Port Zone.

(a) *Location.* The following is a regulated navigation area (RNA): All waters of the Willamette River encompassed by a line commencing at

45°34'33"N, 122°44'17"W to

45°34'32"N, 122°44'18"W thence to

45°34'35"N, 122°44'24"W thence to

45°34'35"N, 122°44'27"W thence to

45°34'35"N, 122°44'36"W thence to

45°34'35"N, 122°44'37"W thence to

45°34'38"N, 122°44'42"W to

45°34'39"N, 122°44'43"W thence to

45°34'44"N, 122°44'51"W thence to

45°34'45"N, 122°44'53"W thence to

45°34'47"N, 122°44'51"W thence to

45°34'45"N, 122°44'46"W to

45°34'45"N, 122°44'45"W thence to

45°34'47"N, 122°44'43"W thence to

45°34'46"N, 122°44'42"W thence to

45°34'48"N, 122°44'40"W thence to

45°34'48"N, 122°44'38"W and along the shoreline to

45°34'46"N, 122°44'39"W and back to the point of origin. All coordinates reference 1983 North American Datum (NAD 83).

(b) *Regulations.* (1) Anchoring, spudding, dredging, laying cable, dragging, trawling, conducting salvage operations, operating commercial vessels of any size, and operating recreational vessels greater than 30 feet in length are prohibited in the regulated area.

(2) All vessels transiting or accessing the regulated area shall do so at no wake speed or at the minimum speed necessary to maintain steerage.

(FR 2/4/09)

16/09

Page 292—Paragraph 376, lines 4 to 8; read:

its seaward end.

(09/09 CG11)

16/09

COAST PILOT 8 30 Ed 2008 Change No. 7
LAST NM 10/09

Page 210—Paragraph 149, line 9; read:

daymark on the N end of Sukkwan Island. A rock covered 1 fathom is at 55°12'15"N., 132°50'19"W.

(DD 13337; CL 209/09)

16/09

Page 378—Paragraph 181, line 6; read:

of the entrance to the inlet. A prominent scarp can be found of the N side of the inlet 1.2 miles from the entrance. Extensive areas of loose rock on this steep shattered cliff present a continuing hazard of landslides, falling debris and potential avalanches. Destructive waves caused by massive rock falls can occur at any time. A giant wave could result from sudden failure of this scarp with little or no warning to mariners in or near the Tidal Inlet area. Anchorage is possible in 5 to 20 ...

(DD 13334)

16/09