

SECTION II
NAVIGATION PUBLICATIONS

NM 12/10

**USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS**

VOLUME I (USCG)	Ed 2010	NEW EDITION 12/10
VOLUME II (USCG)	Ed 2010	NEW EDITION 12/10
VOLUME III (USCG)	Ed 2010	NEW EDITION 12/10
VOLUME VI (USCG)	Ed 2010	NEW EDITION 12/10

SAILING DIRECTIONS CORRECTIONS

PUB 120 (NGA)	7 Ed 2010	NEW EDITION 12/10
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COAST PILOT CORRECTIONS

COAST PILOT 1	39 Ed 2009	Change No. 14 LAST NM 9/10
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Page 213—Paragraph 179; insert after:

No-Discharge Zone

The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the municipal waters of Mount Desert, Southwest Harbor, portions of Cranberry Isles, and Tremont (see chart 13318).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 1513/09) 12/10

Page 215—Paragraph 206, line 4; read:

diesel fuel, water, sewage pump-out, limited marine supplies, and electronic ...

(CL 1513/09) 12/10

Page 254—Paragraph 359; insert after:

No-Discharge Zone

The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the coastal waters of Camden, Rockport, Rockland, and portions of Owls Head (see chart 13307).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 119/10) 12/10

Page 256—Paragraph 377, line 6; read:
maintained. Sewage pump-out is available.
(CL 119/10) 12/10

Page 256—Paragraph 387; insert after:

No-Discharge Zone

The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the coastal waters of Camden, Rockport, Rockland, and portions of Owls Head (see chart 13307).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 119/10) 12/10

Page 257—Paragraph 406; insert after:

No-Discharge Zone

The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the coastal waters of Camden, Rockport, Rockland, and portions of Owls Head (see chart 13307).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 119/10) 12/10

Page 322—Paragraph 17, lines 3 to 6; read:

basin about 0.3 mile above Pine Point. In March-April 2008, the channel shoaled to bare about 250 feet above the Prouts Neck Yacht Club. Better water is available to the east of the channel; the chart is the guide. Above the shoaling, 2.1 feet (3.2 feet at midchannel) could be carried to the anchorage basin with 3.9 to 6.0 feet available in the southern half of the basin. The channel is ...

(CL 1740/09) 12/10

Page 335—Paragraph 219, line 6; read:

Island in Piscataqua River. In 2005-August 2007, the controlling ...

(CL 93/10) 12/10

COAST PILOT 1	39 Ed 2009	Change No. 15
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Page 13—Paragraph 138, line 7 to Paragraph 143; read:
waters in the Bering Sea.

In February 2010, the U.S. Coast Guard permanently terminated transmission of the U.S. LORAN-C signal and commenced a decommissioning of the LORAN-C infrastructure of 18 LORAN stations in the contiguous United States and 6

COAST PILOT 1 (Continued)

LORAN stations in Alaska. This termination does not affect U.S. participation in the Russian-American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements.

(06/10 CG1; FR 01/07/10) 12/10

Page 334—Paragraph 194, line 2; read:

feet above the water, is shown from a 59-foot gray granite ...
(02/10 CG1) 12/10

Page 382—Paragraph 55, lines 13 to 14; read:

Nantasket Roads. President Roads has a least depth of 36.8 feet with sand and mud bottom. The south part of ...
(CL 627/09; DD 14148) 12/10

Page 390—Paragraph 183, lines 4 to 6; read:

mile. In 2007-November 2008, the channel had a controlling depth of 34.8 feet. A fixed bridge ...
(CL 627/09; DD 14148) 12/10

Page 391—Paragraph 196, lines 5 to 6; read:

highway bridge to 11 feet covering a wreck nearly 0.2 mile westward of the bridge. A wreck, covered 18 feet, is just eastward of the bridge in the middle of the channel. The fixed highway bridge over the channel has a ...
(H 11736) 12/10

Page 391—Paragraph 198; read:

In 2005-December 2008, the controlling depth in Chelsea River was 32.4 feet (37.4 feet at midchannel) to just past the Chelsea Street Bridge, thence 37.1 feet to the basin about 0.6 mile above the Chelsea Street Bridge, thence 36.3 feet in the basin.
(CL 627/09; DD 14148) 12/10

Page 392—Paragraph 203, lines 1 to 2; read:

In 2005-December 2008, the midchannel controlling depth in the dredged channel was 22.3 feet to within 200 feet of ...
(CL 627/09; DD 14148) 12/10

COAST PILOT 1 39 Ed 2009 Change No. 16

Page 420—Paragraphs 113 to 122; read:

U.S. Coast Guard Navigation Center (NAVCEN)

The Coast Guard Navigation Center provides cutting edge services for safe, secure, and efficient maritime transportation. The center operates the Navigation Information Service (NIS), the Maritime Differential GPS (DGPS) and the developing Nationwide Differential Global Positioning System (NDGPS). In addition, NAVCEN serves as the civilian interface for the Global Positioning System and manages other navigation-related projects.

The U.S. Coast Guard has terminated the transmission of

LORAN-C signals effective February 2010. At this time, the U.S. LORAN-C signal will be unusable and permanently discontinued. This termination does not affect U.S. participation in the Russian-American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements.

For further information and/or operational questions regarding GPS, DGPS or LORAN-C, visit the NAVCEN website at: <http://www.navcen.uscg.gov/>, or contact:

NAVCEN MS 7310

7323 Telegraph Road

Alexandria, VA 20598-7310

703-313-7598

(CL 196/10; 06/10 CG1; FR 01/07/10) 12/10

**COAST PILOT 2 39 Ed 2010 Change No. 8
LAST NM 10/10**

Page 13—Paragraph 141, line 7 to Paragraph 146; read:

waters and in the Bering Sea.

In February 2010, the U.S. Coast Guard permanently terminated transmission of the U.S. LORAN-C signal and commenced a decommissioning of the LORAN-C infrastructure of 18 LORAN stations in the contiguous United States and 6 LORAN stations in Alaska. This termination does not affect U.S. participation in the Russian-American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements.

(06/10 CG1; FR 01/07/10) 12/10

Page 172—Paragraph 18; strike out.

(06/10 CG1; FR 01/07/10) 12/10

Page 339—Paragraphs 198 to 199; read:

Channels

A Federal project provides for a 10-foot channel entering the harbor and leading about 0.5 mile west-northwestward to the intersection with two dredged branch channels leading to basins northward and westward of the junction. The channel leading northward to the east basin has a project depth of 10 feet, thence 6 feet in the main anchorage area; to the west of the junction, the channel and anchorage area have a project depth of 6 feet. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The entrance channel and the branch channel to the northern basin are marked by lighted and unlighted buoys. The basins are usually filled with moorings of local craft.

(CL 1385/09, BPs 193551-56; 46/09 CG1) 12/10

Page 348—Paragraph 335; insert after:

No-Discharge Zone

The State of New York, with the approval of the Environmental Protection Agency, has established a No-Discharge

COAST PILOT 2 (Continued)

Zone (NDZ) in the Oyster Bay/Cold Spring Harbor Complex (see chart 12365).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 1277/09) 12/10

Page 349—Paragraph 351; insert after:

No-Discharge Zone

The State of New York, with the approval of the Environmental Protection Agency, has established, a No-Discharge Zone (NDZ) in Hempstead Harbor south of Mott Point (see chart 12366).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 1277/09) 12/10

Page 424—Paragraphs 118 to 127; read:

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The U.S. Coast Guard has terminated the transmission of LORAN-C signals effective February 2010. At this time, the U.S. LORAN-C signal will be unusable and permanently discontinued. This termination does not affect U.S. participation in the Russian-American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements.

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NAVCEN MS 7310

7323 Telegraph Road

Alexandria, VA 20598-7310

703-313-7598

(CL 196/10; 06/10 CG1; FR 01/07/10) 12/10

**COAST PILOT 3 43 Ed 2010 Change No. 2
LAST NM 9/10**

Page 68—Paragraph 694, line 10; read:
(609) 368-4591.

§117.722 Great Egg Harbor Bay.

The draw of the U.S. Route 9/Beesleys Point Bridge, mile 3.5, shall open if at least two hours' notice is given from

October 1 to May 14 from 8 p.m. to 6 a.m., from May 15 to September 30 from 10 p.m. to 6 a.m., and from 8 p.m. on December 24 until and including 6 a.m. on December 26 of every year; and shall open on signal at all other times.

(FR 1/25/10) 12/10

Page 202—Paragraph 155, lines 2 to 6; read:

105.2 has a fixed span with a clearance of 55 feet. The route enters **Grassy Sound** at **Mile ...**

(CL 103/10) 12/10

Page 346—Paragraph 157 to Paragraph 159, line 3; read:

A group of rocks at about 38°37.0'N., 76°21.8'W., sometimes awash at low tide, is all that remains of **Sharps Island**. Submerged pilings are about 0.2 mile southward of the rocks.

Fish havens with an authorized minimum depth of 15 feet are about 4 miles south-southwestward of Sharps Island.

Little Choptank River joins the eastern side of Chesapeake Bay 6 miles south-southeastward of Sharps Island. Although obstructed by shoals, the river ...

(02/10 CG5; NOS 12266) 12/10

Page 375—Paragraph 240, lines 3 to 4; read:

highway connections. In July 2009, the controlling depth was 2 feet in the dredged channel ...

(CL 1436/09; DD 1) 12/10

**COAST PILOT 4 41 Ed 2009 Change No. 10
LAST NM 9/10**

Page 267—Paragraph 40, lines 10 to 11; read:

(See Notice to Mariners and latest editions of charts for controlling depths.) The channel ...

(CL 1301/09; DDs 15537-39; NOS 11532) 12/10

Page 387—Paragraph 136, lines 6 to 7; read:

August 2009, the controlling depth was 2.8 feet (4.7 feet at midchannel) in the channel; thence in 2001-August 2009, 8 feet in the ...

(DDs 16409-16) 12/10

Page 400—Paragraph 91, lines 6 to 8; read:

about midlength of the channel. In September 2009, the controlling depths were 4.0 feet from the east entrance to the turning basin, thence 3.1 feet in the basin, thence 4.0 ...

(DD 15934) 12/10

Page 410—Paragraph 243, line 5; read:

regulations.) In September 2009, a fixed highway bridge with a design clearance of 65 feet was under construction close north of the bascule bridge; upon completion, it will replace the bascule bridge. An overhead power cable 35 feet north of the ...

(CL 104/10; 38/09 CG7) 12/10

COAST PILOT 4 (Continued)

Page 417—Paragraph 347, lines 4 to 6; read:

entrance to the creek has a fixed span with a clearance of 18 feet. About 1 mile above the highway bridge, the ...

(CL 96/10) 12/10

COAST PILOT 4 41 Ed 2009 Change No. 11

Page 158—Paragraph 2597; insert after:

§165.769 Security Zone; Escorted Vessels, Charleston, South Carolina, Captain of the Port

(a) *Definitions.* The following definitions apply to this section:

COTP means Captain of the Port Charleston, SC.

Designated representative means Coast Guard Patrol Commanders including Coast Guard coxswains, petty officers and other officers operating Coast Guard vessels, and federal, state, and local officers designated by or assisting the COTP, in the enforcement of the security zone.

Escorted vessel means a vessel, other than a large U.S. naval vessel as defined in 33 CFR 165.2015, that is accompanied by one or more Coast Guard assets or other Federal, State or local law enforcement agency assets clearly identifiable by lights, vessel markings, or with agency insignia as listed below:

Coast Guard surface or air asset displaying the Coast Guard insignia.

State and/or local law enforcement asset displaying the applicable agency markings and/or equipment associated with the agency.

When escorted vessels are moored, dayboards or other visual indications such as lights or buoys may be used. In all cases, broadcast notice to mariners will be issued to advise mariners of these restrictions.

Minimum safe speed means the speed at which a vessel proceeds when it is fully off plane, completely settled in the water and not creating excessive wake. Due to the different speeds at which vessels of different sizes and configurations may travel while in compliance with this definition, no specific speed is assigned to minimum safe speed. In no instance should minimum safe speed be interpreted as a speed less than that required for a particular vessel to maintain steerageway. A vessel is not proceeding at minimum safe speed if it is:

- (1) On a plane;
- (2) In the process of coming up onto or coming off a plane; or
- (3) Creating an excessive wake.

(b) *Regulated area.* All navigable waters, as defined in 33 CFR 2.36, within the Captain of the Port Zone, Charleston, South Carolina 33 CFR 3.35-15.

(c) *Security zone.* A 300-yard security zone is established around each escorted vessel within the regulated area described in paragraph (b) of this section. This is a moving se-

curity zone when the escorted vessel is in transit and becomes a fixed zone when the escorted vessel is anchored or moored. A security zone will not extend beyond the boundary of the regulated area of this section.

(d) *Regulations.* (1) The general regulations for security zones contained in § 165.33 of this part applies to this section.

(2) A vessel may request the permission of the COTP Charleston or a designated representative to enter the security zone described in paragraph (c) of this section. If permitted to enter the security zone, a vessel must proceed at the minimum safe speed and must comply with the orders of the COTP or a designated representative. No vessel or person may enter the inner 50-yard portion of the security zone closest to the vessel.

(e) *Notice of security zone.* The COTP will inform the public of the existence or status of the security zones around escorted vessels in the regulated area by Broadcast Notice to Mariners. Coast Guard assets or other Federal, State or local law enforcement agency assets will be clearly identified by lights, vessel markings, or with agency insignia. When escorted vessels are moored, dayboards or other visual indications such as lights or buoys may be used.

(f) *Contact information.* The COTP Charleston may be reached via phone at (843) 724-7616. Any on scene Coast Guard or designated representative assets may be reached via VHF-FM channel 16.

(FR 2/8/10) 12/10

Page 407—Paragraph 194, lines 6 to 7; insert after:

drawbridge regulations.) The bridgetender monitors and works VHF-FM channel 9, and monitors channel 16. No crosscurrents are experienced ...

(DB 18488-coast) 12/10

Page 407—Paragraph 202, line 9; read:

and works VHF-FM channel 9, and monitors channel 16; voice ...

(DB 18488-coast) 12/10

Page 407—Paragraph 206, lines 7 to 8; read:

pump-out station are available. In January 2010, the reported approach depth was 4.5 feet. The ...

(DB 18488-coast) 12/10

Page 407—Paragraph 209, line 5; read:

main route at **Mile 623.1**. Shoaling to 4 feet at low tide was reported in January 2010 at the southern junction with the waterway. This alternate route is not ...

(DB 18488-coast) 12/10

**COAST PILOT 5 37 Ed 2009 Change No. 23
LAST NM 10/10**

Page 271—Paragraph 272, lines 8 to 9; read:

July 2009, the controlling depth in North Channel was 4.6

COAST PILOT 5 (Continued)

- feet (7.5 feet at midchannel) to the main channel ...
(CL 43/10; DDs 16811-19) 12/10
- Page 304—Paragraph 298, lines 15 to 20; read:
approach to the pass. In November 2009, the controlling
depth was 8.6 feet in the entrance channel to the intersection
of the east and west channels, thence 5.2 feet in the west
channel leading to Terry and Johnson Coves, thence 5.2 feet
(7.1 feet at midchannel) in the east channel reading to Bayou
St. John. In February 2009, ...
(CL 13/10; DDs 16609-12) 12/10
- Page 310—Paragraph 43, line 12; read:
Buoy M (30°07'30"N., 88°04'07"W.) For boarding, ...
(04/10 CG8) 12/10
- Page 311—Paragraph 54, lines 4 to 5; read:
daybeacons. In August 2009, the controlling depth was 6.8
feet (7.4 feet at midchannel) from the entrance in Mobile
Bay to the ...
(CL 1853/09; DDs 16577-82) 12/10
- Page 311—Paragraph 58, lines 13 to 14; read:
November-December 2009, the controlling depth in the
channel was 3.2 feet (4.1 feet at midchannel) with 5.3 feet in
the turning basin. An overhead ...
(CL 14/10; DDs 16661-62) 12/10
- Page 328—Paragraph 271, line 7; read:
In November 2009, the controlling depth was 7.0 feet (7.6
feet at midchannel) to ...
(CL 10/10; DDs 16457-61) 12/10
- Page 329—Paragraph 286, lines 4 to 6; read:
Channel for about 1.7 miles to the small-craft harbor. In
July-August 2009, the controlling depth was 6.5 feet in the
channel with 2.8 to 3.3 feet in the basin. The ...
(CL 1833/09; DDs 16553-54) 12/10
- Page 330—Paragraph 294, lines 12 to 13; read:
Gulfport Ship Channel Lighted Buoy GP (30°07'10"N.,
88°52'40"W.) to 2 miles S of the W end of ...
(04/10 CG8) 12/10
- Page 333—Paragraph 325, lines 6 to 7; read:
moles. In August 2009, the controlling depth was 7 feet in
the entrance channel and 5.4 to 6.2 feet in the ...
(CL 1833/09; DDs 16553-54) 12/10
- Page 333—Paragraph 332, lines 4 to 5; read:
for 1.6 miles to the mouth of the river. In October 2009, the
controlling depth was 5.3 feet (6.8 feet at midchannel).
(CL 11/10; DDs 16452-55) 12/10
- Page 334—Paragraph 342, lines 9 to 14; read:
August 2009, the controlling depth was 5.3 feet to the
turning basin just inside the mouth, thence 4.9 to 6.4 feet in
the turning basin, thence 1.8 feet to the head of the project.
Diesel fuel, water, and ice are available at the fuel ...
(CL 1831/09; DDs 16537-46) 12/10
- Page 428—Paragraph 192, line 1; read:
Galveston Bay Entrance Lighted Buoy GA ...
(02/10 CG8) 12/10
- Page 453—Paragraph 33, line 3; read:
Buoy FP (28°52'37"N., 95°14'09"W.). The pilot ...
(04/10 CG8) 12/10
- Page 456—Paragraph 68, lines 1 to 2; read:
**Matagorda Ship Channel Approach Lighted Buoy
MSC** (28°12'01"N., 96°05'13"W.), about 18 ...
(04/10 CG8) 12/10
- Page 461—Paragraph 149, line 2; read:
lighted buoy, 5.5 miles offshore, and a lighted ...
(04/10 CG8) 12/10
- Page 463—Paragraph 181, line 2; read:
Aransas Pass Entrance Lighted Buoy AP, and ...
(04/10 CG8) 12/10
- Page 471—Paragraph 302, line 1; read:
The entrance is marked by a lighted buoy ...
(04/10 CG8) 12/10
- Page 503—Paragraph 405, lines 3 to 12; read:
2031 fixed highway bridge crosses at **Mile 440.7W** and has
a clearance of 73 feet.
(CL 1844/09) 12/10
- COAST PILOT 5 37 Ed 2009 Change No. 24**
- Page 13—Paragraph 141, line 7 to Paragraph 146; read:
waters and in the Bering Sea.
In February 2010, the U.S. Coast Guard permanently ter-
minated transmission of the U.S. LORAN-C signal and com-
menced a decommissioning of the LORAN-C infrastructure
of 18 LORAN stations in the contiguous United States and 6
LORAN stations in Alaska. This termination does not affect
U.S. participation in the Russian-American or Canadian LO-
RAN-C chains. U.S. participation in these chains will con-
tinue temporarily in accordance with international agree-
ments.
(06/10 CG1; FR 01/07/10) 12/10

COAST PILOT 5 (Continued)

Page 206—Paragraph 12; strike out.
(06/10 CG1; FR 01/07/10) 12/10

Page 227—Paragraph 29, lines 5 to 6; read:
Garrison Bight. In August 2009, the controlling depth was 2.8 feet (4.7 feet at midchannel); thence in 2001-August 2009, 8 feet in the ...
(DDs 16409-16) 12/10

Page 317—Paragraph 136; read:
Six lock and dam systems are on the waterway. Each lock is 600 feet long and 110 feet wide, with a least depth of 11 feet over the sill.
(CL 162/10) 12/10

Page 340—Paragraph 405, line 7; read:
crossing at the bridges have a minimum clearance of 60 feet.
(CL 151/10) 12/10

Page 576—Paragraphs 118 to 127; read:

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For further information and/or operational questions regarding GPS, DGPS or LORAN-C, visit the NAVCEN website at: <http://www.navcen.uscg.gov/>, or contact:

NAVCEN MS 7310
7323 Telegraph Road
Alexandria, VA 20598-7310
703-313-7598
(CL 196/10; 06/10 CG1; FR 01/07/10) 12/10