COAST PILOT CORRECTIONS

COAST PILOT 3 43 Ed 2010 Change No. 3
LAST NM 12/10

Page 13—Paragraph 142, line 7 to Paragraph 147; 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) 14/10

Page 163—Paragraph 14; strike out.
(06/10 CG1; FR 01/07/10) 14/10

Page 233—Paragraph 365, lines 7 to 9; read:

reservation, is used to store vessels of the reserve fleet.
(CL 221/10) 14/10

Page 235—Paragraph 390; insert after:

A ferry operates across Delaware River from Penns Landing to the Camden waterfront.
(CL 221/10) 14/10

Page 295—Paragraph 93, line 6; read:

Capes. **Stingray Point Light** (37º33'41"N., 76º16'12"W.), …
(06/10 CG5) 14/10

Page 300—Paragraph 164, lines 9 to 15; read:

fixed highway bridge over the entrance has a width of 41 feet and a clearance of 10 feet. An overhead power cable …
(CL 102/10) 14/10

Page 340—Paragraph 66, line 4; read:

gut. In 1995-April 2008, the controlling depth was 1.5 …
(DD 13501) 14/10

Page 380—Paragraphs 117 to 126; 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) 14/10

COAST PILOT 4 41 Ed 2009 Change No. 12
LAST NM 12/10

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

waters and in the Bering Sea.

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(06/10 CG1; FR 01/07/10) 14/10

Page 197—Paragraph 11, lines 3 to 4; read:
The critical dangers are buoyed. Radar, though always a valuable navigational …
(06/10 CG1; FR 01/07/10) 14/10

Page 289—Paragraph 29, line 5; read:

(32º22'32"N., 80º26'16"W.), and the elevated tank on …
(05/10 CG7) 14/10

Page 442—Paragraphs 117 to 126; read:

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COAST PILOT 4 (Continued)

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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(CL 196/10; 06/10 CG1; FR 01/07/10) 14/10

COAST PILOT 5 37 Ed 2009 Change No. 25
LAST NM 12/10

Page 158—Paragraph 2540; insert after:

§165.768 Security Zone; MacDill Air Force Base, Tampa Bay, FL.

(a) *Location*. The following area is a security zone which exists concurrent with an Army Corps of Engineers restricted area in Sec. 334.635 of this title. All waters within Tampa Bay, Florida in the vicinity of MacDill Air Force Base, including portions of the waters of Hillsborough Bay, Old Tampa Bay, and Tampa Bay, encompassed by a line connecting the following coordinates:

27°51'53"N., 82°29'18"W., thence directly to
27°52'01"N., 82°28'51"W., thence directly to
27°51'29"N., 82°28'10"W., thence directly to
27°51'01"N., 82°27'45"W., thence directly to
27°50'43"N., 82°27'36"W., thence directly to
27°50'20"N., 82°27'35"W., thence directly to
27°49'39"N., 82°27'44"W., thence directly to
27°49'20"N., 82°27'48"W., thence directly to
27°49'06"N., 82°27'53"W., thence directly to
27°48'53"N., 82°28'06"W., thence directly to
27°48'45"N., 82°28'32"W., thence directly to
27°48'52"N., 82°29'27"W., thence directly to
27°49'04"N., 82°30'24"W., thence directly to
27°48'45"N., 82°31'10"W., thence directly to
27°49'09"N., 82°32'24"W., thence directly to
27°49'39"N., 82°33'02"W., thence directly to
27°49'57"N., 82°32'45"W., thence directly to
27°50'05"N., 82°32'49"W., thence directly to
27°50'34"N., 82°32'45"W., thence directly to a point on the western shore of the base at
27°50'43"N., 82°32'11"W.

(b) *Definitions*. The following definition applies to this section. 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 Captain of the Port St. Petersburg (COTP), in the enforcement of regulated navigation areas, safety zones, and security zones.

(c) *Regulations*. In accordance with the general regulations in Sec. 165.33 of this part, entry into, anchoring, mooring, or transiting this zone by persons or vessels is prohibited without the prior permission of the Coast Guard Captain of the Port St. Petersburg or a designated representative.

(33 CFR 165.768) 14/10

Page 245—Paragraph 280, lines 2 to 3; read:

Island. The pass is unmarked and subject to change.

(DB 18507-coast) 14/10

Page 250—Paragraph 336, lines 6 to 8; read:

the Gulf to the Intracoastal Waterway. In July 2009, the controlling depth was 1.5 feet to the highway bridge, thence 5.4 feet to the Intracoastal Waterway.

(DDs 15723-27) 14/10

Page 274—Paragraph 312, lines 7 to 9; read:

Richey, about 1.2 miles above the mouth. In July 2009, the controlling depth was 3.8 feet (4.9 feet at midchannel) to the basin with 5.7 feet …

(DDs 15623-29) 14/10

Page 405—Paragraph 340, line 5; read:

Channel Lighted Buoy CC (29°20'01"N., …

(36/09 CG8; LL/10) 14/10

Page 406—Paragraph 357, line 3; read:

Lighted Buoy CC (29°20'01"N., 93°13'18"W.).

(36/09 CG8; LL/10) 14/10

Page 407—Paragraphs 377 to 378; read:

The channel is marked by lighted buoys and lights. A lighted **351°51.7'** range leads across the bar between the jetties and into the pass.

(36/09 CG8; LL/10) 14/10

Page 435—Paragraph 280, line 4; read:

February 2010, the controlling depth was 3.0 feet. The …

(CL 210/10; CO 30/00) 14/10

Page 435—Paragraph 282, lines 4 to 7; read:

Pass, and not through Trinity River Channel. In February 2010, the channel was shoal to bare at the mouth of the river at Anahuac to Texas Gulf Sulphur Slip, thence 4.0 feet on the centerline to **Devers Canal**, …

(CL 210/10) 14/10