

COAST PILOT 2 (Continued)

Page 276—Paragraph 118, line 9; read:

631-668-7732.

(DB 18416-coast)

16/10

Page 343—Paragraph 254, lines 1 to 7; read:

In June-July 2009, the midchannel controlling depth was 4.2 feet from Eastchester Bay Channel Lighted Buoy 2 to the Hutchinson River Parkway Bridge, thence shoaling to bare; mariners are ...

(CL 1548/09; BPs 193608-611; BPs 193613-621) 16/10

Page 394—Paragraph 274, lines 3 to 6; read:

Bay to the entrance and basin of a State marina. In June 2009, the controlling depths were 1.1 feet (2.1 feet at mid-channel) to the basin; thence in ...

(CL 134/10; BP 193664) 16/10

Page 396—Paragraph 300, line 7 to Paragraph 301, line 4; read:

2009, the dredged channel had a controlling depth of 3.9 feet (6.1 feet at midchannel).

Matawan Creek, entered at the head of Keyport Harbor, is used mostly by local craft. In June 2009, the controlling depth was 4.0 feet to the first highway bridge, thence 1.9 feet to the Route 35 highway bridge, ...

(CL 1468/09; BPs 193587-589) 16/10

Page 396—Paragraph 306, lines 9 to 10; read:

above the jetties. In May 2009, the channel was shoal to bare with 4.3 feet available in the right outside quarter. In 1987, the reported controlling depth ...

(CL 1540/09; BPs 193604-607) 16/10

Page 399—Paragraph 338, lines 5 to 7; read:

2008, a depth of 22 feet was alongside the south half of the dock with 12 to 28 feet available alongside the northern half in 2007, except for shoaling to 8 feet along the north edge of the channel.

(H 11398; H 11399; DD 15525; DD 15642) 16/10

**COAST PILOT 5 37 Ed 2009 Change No. 26
LAST NM 14/10**

Page 288—Paragraph 75, lines 6 to 7; read:

protected by twin jetties. In November 2009, the controlling depth was 7.2 feet (10 feet at midchannel). The ...

(DDs 16883-84) 16/10

Page 308—Paragraph 26, lines 3 to 4; read:

The wreck is marked by a buoy. The vessel is reported to be in unstable condition, ...

(LL/10) 16/10

Page 385—Paragraph 75, line 2; read:

horizontal clearance is 56 feet with 9 feet over the sill.

(NOS 11365; BPs 127446-51) 16/10

Page 416—Paragraph 13, lines 3 to 4; read:

cylindrical steel tower on piles at the S end of the jetty.

(09/10 CG8) 16/10

Page 519—Paragraph 225, line 1; read:

Pier 7; N of Wharf 6; 472 feet long; 34 feet alongside; ...

(CL 223/10) 16/10

Page 519—Paragraph 228, lines 1 to 2; read:

Pier 10: 50 yards E of Pier 9; 600 feet long; 34 feet alongside; general cargo, operated by Puerto ...

(CL 223/10) 16/10

Page 519—Paragraph 230, line 2; read:

wharf, 600 feet long; 34 feet alongside; 15,000 square ...

(CL 223/10) 16/10

Page 519—Paragraph 231, line 2; read:

wharf, 600 feet long; 34 feet alongside; 55,000 square ...

(CL 223/10) 16/10

Page 519—Paragraph 232, line 2; read:

wharf, 600 feet long; 34 feet alongside; general cargo; ...

(CL 223/10) 16/10

Page 519—Paragraph 235, line 2; read:

66°06'12"W.); 1,000-foot marginal wharf; 34 feet alongside

... (CL 223/10) 16/10

Page 519—Paragraph 238, lines 1 to 2; read:

Pier 15 (18°26'58"N., 66°05'21"W.): 600 feet long; 34 feet alongside; floating drydock; ship repair facility; ...

(CL 223/10) 16/10

Page 519—Paragraph 239, line 2; read:

wharf, 600 feet long; 34 feet alongside; open storage; ...

(CL 223/10) 16/10

Page 544—Paragraph 663, line 2; read:

the easternmost one, is about 525 feet long with 20 feet ...

(CL 223/10) 16/10

Page 556—Paragraph 129, line 1; read:

Tugs up to 2,000 hp are available for docking vessels.

(CL 223/10) 16/10

Page 556—Paragraph 137, line 2; read:

marginal wharf with depths of 4 to 14 feet alongside. It ...

(CL 223/10) 16/10

COAST PILOT 5 (Continued)

Page 556—Paragraph 138, line 4; read:

the N side and 13 feet along the S side. A 6-foot depth is ...
(NOS 25649) 16/10

Page 556—Paragraph 140, lines 5 to 7; read:

face, and depths of 28 to 32 feet alongside. Just N are the Cargo Port docks, which are 1,680 to 1,754 feet with 17 to 25 feet alongside.
(CL 223/10) 16/10

COAST PILOT 5 37 Ed 2009 Change No. 27

Page 167—Paragraphs 2759 to 2760; read:

(5) *Freeport, Texas.* (i) The Dow Barge Canal, containing all waters of the Dow Barge Canal north of a line drawn between

28°56'49"N., 95°18'20"W. and
28°56'38"N., 95°18'32"W. (NAD 1983).

(ii) The Brazos Harbor, containing all waters west of a line drawn between

28°56'27"N., 95°20'00"W. and
28°56'09"N., 95°20'00"W. (NAD 1983) at its junction with the Old Brazos River.

(iii) The Dow Chemical plant, containing all waters of the Brazos Point Turning Basin within 100' of the north shore and bounded on the east by the longitude line drawn through

28°56'35"N., 95°18'38"W. and on the west by the longitude line drawn through
28°56'38"N., 95°19'08"W. (NAD 1983).

(iv) The Seaway Teppco Facility, containing all waters of the Brazos Port Turning Basin bounded on the south by the shore, the north by the Federal Channel, on the east by the longitude line running through

28°56'26"N., 95°18'50"W. and
28°56'29"N., 95°18'50"W. and on the west by the longitude line running through
28°56'07"N., 95°19'16"W. and
28°56'07"N., 95°19'20"W. (NAD 1983).

(v) The Conoco Phillips Facility docks, containing all waters within 100' of a line drawn from a point on shore at 28°55'58"N., 95°19'46"W., extending west to a point on shore at

28°56'11"N., 95°20'04"W. (NAD 1983).
(FR 2/25/10) 16/10

Page 167—Paragraph 2770, line 6; read:

officers of the U.S. Coast Guard.

§165.818 Moving Security Zones, for Certain Vessels in Freeport Entrance Channel, Freeport, Texas.

(a) *Location.* The following areas are security zones: All waters within the Captain of the Port Houston-Galveston Zone commencing at U.S. territorial waters through the Freeport Entrance Channel, from surface to bottom, one thousand (1000) yards ahead and astern and five hundred (500) yards on each side of any vessel that has a moving security zone established around it.

(b) *Regulations.* Entry into or remaining in the zones described in paragraph (a) of this section is prohibited unless authorized as follows:

(1) Moored vessels or vessels anchored in a designated anchorage area are permitted to remain moored or anchored if they come within a security zone described in paragraph (a) of this section. A moored or an anchored vessel in a security zone must remain moored or anchored unless it obtains permission from the Captain of the Port to do otherwise.

(2) Commercial vessels operating at the waterfront facilities within these zones.

(3) Commercial vessel transiting directly to or from waterfront facilities within these zones.

(4) Vessels providing direct operational/logistic support to commercial vessels within these zones.

(5) Vessels operated by the port authority or by facilities located within these zones.

(6) Vessels operated by Federal, State, county, or municipal agencies.

(7) All persons and vessels within the moving security zone must comply with the instructions of the Captain of the Port Houston-Galveston and designated on-scene U.S. Coast Guard patrol personnel. On-scene U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard.

(8) To request permission as required by these regulations, contact the Sector Houston-Galveston Command Center by telephone at 713-671-5113. In Freeport, vessels should contact the Captain of the Port's designated on-scene representative for the moving security zone on VHF Channel 16, or by telephone at 979-233-7551.

(c) *Certain vessel definition.* For the purposes of this section, certain vessel means any vessel within the 12 nautical mile U.S. Territorial Waters and bound for the Port of Freeport that is deemed to be in need of a moving security zone by the Captain of the Port, Houston-Galveston for security reasons. In making this determination, the Captain of the Port considers all relevant security factors, including but not limited to the presence of unusually harmful or hazardous substances and the risk to population or infrastructure.

(d) *Informational broadcasts.* The Captain of the Port Houston-Galveston will inform the public when moving security zones have been established around certain vessels via

COAST PILOT 5 (Continued)

Broadcast Notice to Mariners on VHF channel 16 and 13. Vessels that have a moving security zone in place around them will display the international signal flag or pennant number five.

(e) *Authority*. In addition to 33 U.S.C. 1231 and 50 U.S.C. 191, the authority for this section includes 33 U.S.C. 1226.

§165.836 Security Zone; Escorted Vessels, Mobile, Alabama, Captain of the Port.

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

COTP means Captain of the Port Mobile, AL.

Designated representatives 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 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 flashing lights, vessel markings, or with agency insignia as follows: 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. Escorted vessel also means a moored or anchored vessel that was escorted by Coast Guard assets or other Federal, State or local law enforcement agency assets to its present location and is identifiable by the use of day boards or other visual indications such as lights or buoys when law enforcement assets are no longer on-scene.

Minimum safe speed for navigation means the speed at which a vessel proceeds when it is fully off plane, completely settled in the water and not creating excessive wake or surge. 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 for navigation. In no instance should minimum safe speed be interpreted as speed less than required for a particular vessel to maintain steerage. 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 or surge.

(b) *Regulated area*. All navigable waters, as defined in 33 CFR 2.36, within the Captain of the Port Zone, Mobile, Alabama, as described in 33 CFR 3.40-10.

(c) *Security zone*. A 500-yard security zone is established around each escorted vessel within the regulated area described in paragraph (b) of this section. This is a moving security 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 in this section.

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

(2) A vessel may request the permission of the COTP Mobile 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 a minimum safe speed and must comply with the orders of the COTP or a designated representative.

(e) *Notice of security zone*. The COTP will inform the public of the existence or status of security zones around escorted vessels in the regulated area by broadcast notices to mariners, normally issued at approximately 30-minute intervals while the security zones remains in effect. Escorted vessels will be identified by the presence of Coast Guard assets or other Federal, State or local law enforcement agency assets, or the use of day boards or other visual indications such as lights or buoys when the vessels are moored or anchored and law enforcement assets are no longer on-scene, as specified in the definition of *escorted vessel* in paragraph (a) of this section.

(f) *Contact information*. The COTP Mobile may be reached via phone at (251) 441-6211. Any on scene Coast Guard or designated representative assets may be reached via VHF-FM channel 16.

(FR 2/25/10; FR 5/12/09; 33 CFR 165.836) 16/10

COAST PILOT 5 37 Ed 2009 Change No. 28

Page 167—Paragraph 2761, line 1; read:

(vi) The Freeport LNG Basin containing all waters shoreward of a line drawn between the eastern point at 28°56'25"N., 95°18'13"W., and the western point at 28°56'28"N., 95°18'31"W., east towards the jetties.

(b) *Effective dates*. This section is effective on April ... (FR 3/10/10; CL 289/10) 16/10

Page 167—Paragraph 2768; read:

(2) Other persons or vessels requiring entry into a zone described in this section must request express permission to enter from the Captain of the Port Houston-Galveston, or designated representative. The Captain of the Port Houston-Galveston's designated representatives are any personnel granted authority by the Captain of the Port Houston-Galveston to receive, evaluate, and issue written security

COAST PILOT 5 (Continued)

- zone entry permits, or the designated on-scene U.S. Coast Guard patrol personnel described in paragraph (c)(4).
(FR 3/10/10; CL 289/10) 16/10
- Page 260—Paragraph 112, lines 11 to 12; read:
marked by a **127.9°** lighted range, lights, and lighted buoys.
(LL/10) 16/10
- Page 261—Paragraph 129, line 4; read:
Big Bend. In 2000-2004, the controlling depth was 25 feet in the ...
(DDs 14875-82; NOS 11416) 16/10
- Page 268—Paragraph 232, line 1; read:
Private daybeacons mark the channel leading to basins at the E end of ...
(LL/10) 16/10
- Page 268—Paragraph 233, line 1; read:
A private light and daybeacons mark the channel leading along the S side of the ...
(LL/10) 16/10
- Page 272—Paragraph 279, lines 6 to 8; read:
September 2008-May 2009, the controlling depth in the entrance channel was 4.8 feet to the bridge over the pass; thence in September 2008, 7.5 feet (8.0 feet at ...
(DD 15664) 16/10
- Page 297—Paragraph 205, lines 12 to 14; read:
advised. In January 2010, the controlling depth was 12 feet from Buoy CB to the bridge; thence in April 2009, 8.5 feet (9.3 feet at midchannel) through North ...
(DDs 17188-89; DDs 15728-29; CL 848/09) 16/10
- Page 298—Paragraph 228, lines 13 to 14; read:
bridge. In January 2010, the controlling depth was 5.8 feet. It is reported that the ...
(DD 17190) 16/10
- Page 319—Paragraph 166, lines 5 to 9; read:
March -November 2009, the controlling depth was 10.2 feet (11.2 feet at midchannel) in the entrance channel to the mouth of the bayou; thence in July-August 2009, 13.6 feet (14.5 feet at midchannel) to the turning basin, and 17.1 feet in the basin, thence 9.6 feet (13.9 feet at midchannel) to the highway bridge. The channel is marked ...
(CL 528/09; CL 1836/09;
DDs 16555-60; DDs 17013-24) 16/10
- Page 354—Paragraph 113, lines 2 to 5; read:
river via the Jump with the Gulf. In September-October 2009, the controlling depth was 6 feet to Light 18; thence in 2008-October 2009, 3 feet at midchannel to Buoy 58; thence in February 2008, 14 feet to the junction with the Mississippi ...
(DD 15550; DD 16505; DDs 12413-14; NOS 11361) 16/10
- Page 388—Paragraph 123, lines 5 to 6; read:
buoys. In September 2008-November 2009, the controlling depth through the pass was 6 feet. The current in Cat Island ...
(DD 16535; DD 12922) 16/10
- Page 388—Paragraph 124, lines 6 to 7; read:
maintained by the Corps of Engineers. In November 2009, the controlling depth was 10 feet. The ...
(DD 16535) 16/10
- Page 478—Paragraph 24, lines 3 to 7; read:
diesel fuel, pump-out, and some marine supplies are available in Captiva. The approach channel, marked by a light and daybeacons, had a reported depth of 6.0 feet in February 2009.
(DB 18572-small; DB 17649-small; NOS 11427) 16/10
- COAST PILOT 5 37 Ed 2009 Change No. 29**
- Page 255—Paragraphs 39 to 43; strike out.
(CL 327/10) 16/10
- Page 255—Paragraphs 48 to 53; read:
Inbound
(1) ETA berth or anchorage outbound or shifting
(2) ETD berth or anchorage
Outbound or Shifting
(1) ETA Sunshine Skyway Bridge
(2) All clear time
(CL 327/10) 16/10
- Page 258—Paragraph 80, lines 7 to 8; read:
3737; FAX 813-247-4425; email: dispatch@tampabaypilots.com. Copy all ETA's to Tampa Bay Pilots by FAX. The office is in ...
(CL 327/10) 16/10
- Page 258—Paragraph 84, lines 1 to 7; read:
Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional

COAST PILOT 5 (Continued)

instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are ...
(CL 327/10) 16/10

Page 276—Paragraph 329, line 5; read:
electricity, gasoline, diesel fuel, pump-out, water, ice, marine supplies, a ...
(DB 18589-coast) 16/10

Page 276—Paragraph 330, line 10; read:
gasoline, diesel fuel, pump-out, water, ice, provisions, marine supplies, ...
(DB 18589-coast) 16/10

Page 354—Paragraph 116, lines 5 to 8; read:
September 2009, the controlling depth was 4 feet in the entrance channel to Light 7, thence 11 feet through the jetties; thence in 1997-September 2009, 9 feet to the Mississippi ...
(DD 16504) 16/10

Page 382—Paragraph 42, lines 7 to 12; read:
Bayou Barataria to the Intracoastal Waterway. In May 2009, the controlling depth was 11 feet across the bar; thence in 2006-May 2009, 2 feet (4 feet at midchannel) to Light 50 at Bayou Cutler; thence in February 2009, 7 feet to the junction with the Intracoastal Waterway.
(DD 15562; DD 12416; DDs 14076-77) 16/10

Page 394—Paragraph 199, lines 5 to 6; read:
feet and width of 400 feet. In November 2009, the controlling depth was 6 feet (12 feet at midchannel).
(DDs 16526-28) 16/10

Page 394—Paragraph 200, lines 4 to 8; read:
width of 400 feet. In November 2009, the controlling depth was 11 feet (16 feet at midchannel) from the cutoff to the Intracoastal Waterway.
(DDs 16524-25) 16/10

Page 436—Paragraph 293, line 7; read:
32 feet and reported minimum clearance of 6 feet. Overhead ...
(CL 329/10) 16/10

Page 519—Paragraph 226, lines 2 to 3; read:
sides 600 feet long; 34 feet alongside; 215,000 square feet of open storage; operated by ...
(CL 223/10) 16/10

**COAST PILOT 7 42 Ed 2010 Change No. 6
LAST NM 15/10**

Page 305—Paragraph 352, lines 6 to 8; read:
for navigating the openings. In November 2009, the controlling depths were 12½ feet in the entrance channel to just past Basins B and H; thence in 2006-November 2009, 10 feet to ...
(DD 16868) 16/10

Page 309—Paragraph 418; read:
A Federal project provides for a 20-foot entrance channel that leads NE from the breakwater and between the jetties, then turns N into an entrance basin of the same depth, thence to a 10-foot inner basin just N of the entrance basin. (See Notice to Mariners and latest editions of charts for depths.)
(CEM-Los Angeles/78; NOS 18725) 16/10

Page 367—Paragraph 250, lines 5 to 10; read:
is at the entrance. In January 2008-December 2009, the controlling depth was 5 feet in the entrance channel to the basin, thence 4 feet in the access channel through the basin. The access channel branching E from the entrance to the basin had a depth of 5 feet.
(DDs 10749-50; DD 16930) 16/10

Page 514—Paragraph 253, lines 3 to 6; read:
here frequently in the summer. The marina has about 100 berths, including 65 transient berths that can accommodate craft up to 100 feet. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, launching ramp, marine supplies, a 40-ton marine railway and full repairs can be made.
(DB 18510-small) 16/10

Page 521—Paragraph 353, lines 6 to 21; read:
bulkheaded. A marina at La Conner operates an S and N basin along the E side of the channel about 0.6 and 0.8 mile N of the highway fixed bridge, respectively. The marina has 500 covered and uncovered berths, including about 60 transient berths, and can also provide dry storage. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, launching ramp, marine supplies, an 82-ton marine lift and complete repairs (hull, engine, electrical) can be made. An extensive log storage and sorting yard is on the W side of the channel opposite the marina basins.
(DB 18410-small; NOS 18427) 16/10

Page 524—Paragraph 402, line 6; read:
undergoing changes within the next five years. Debris and several submerged pilings and dolphins exist along the formerly industrialized areas of the Bellingham waterfront between Squalicum Creek Waterway and the piers of South

COAST PILOT 7 (Continued)

Bellingham; mariners are urged to use caution when navigating in or around this area.

(H 11420) 16/10

Page 539—Paragraph 95, lines 3 to 14; read:
the administration of the **Port of Edmonds**. The protected basin is entered from the NW at about the midpoint of the marina; the entrance is marked by lights and a light is on the SW corner. The reported depth in the entrance was 12 feet with 15 feet alongside the piers. There are open and covered berths for about 600 craft up to 50 feet, including 20 transient moorings; berth assignments are made by the harbor-master. Services available include: electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and full repairs can be made. A 50-ton marine travel lift and 10-ton fork lift are also available at the marina. The marina monitors VHF-FM channels 16 and 69.

(DB 18517-small; NOS 18446) 16/10

Page 552—Paragraph 221, line 3 to Paragraph 223; read:

The **Port of Everett Marina** is about a mile above the mouth of and on the E side of the Snohomish River Channel. The marina consists of two separate N and S basins and has berths for more than 2,200 small craft including about 45 transient berths. The reported depths in the entrance to the S basin are 10 with 13 feet alongside and 12 feet in the entrance and alongside the berths in the N basin. Services available include; electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out facility, launching ramps, full repairs (hull, engine, electrical) and a 75-ton marine lift. A harbor-master, whose office is on the S side of the harbor, assigns all berths.

(DB 18459-small) 16/10

Page 562—Paragraph 369; read:

The city of **Des Moines**, on the E shore of East Passage, operates a small-craft marina about 3.7 miles SE of Three Tree Point. The marina, protected by a rock breakwater, offers shelter for over 700 craft including 50 transient berths. The entrance to the marina is from the W around the N end of the breakwater; reported depths were 13 feet in the entrance and alongside the berths. Lights mark the N end and SW corner of the breakwater. Services available include electricity, gasoline, diesel fuel, water, ice, pump-out station, wet and dry storage, marine supplies, and a 25-ton marine lift; full repairs can be made.

(DB 18500-small; NOS 18474) 16/10

Page 564—Paragraph 396, line 6; read:

the water, is shown from a 35-foot white concrete house on

...
(LL/10) 16/10

Page 570—Paragraph 460; read:

A marina is on the W shore of Nisqually Reach about 0.8 mile SSE of Johnson Point. The marina provides open and covered berths with 6 transient berths. Services available include: electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramp, pump-out station, and a 3-ton marine lift.

(DB 18532-small) 16/10