



## COAST PILOT 4 (Continued)

(3) *Sherman Creek restricted area.* All persons, vessels, or other craft are prohibited from entering, transiting, drifting, dredging, or anchoring within the area described in paragraph (a)(4) of this section without the permission of the Commanding Officer, NAVSTA Mayport or his/her authorized representative. This restriction will be in place 24 hours a day, seven days a week. Warning signs notifying individuals of the restricted area boundary and prohibiting entry into the area will be posted at 500-foot intervals along the property boundary where practicable (e.g., not in the wetlands). In addition, a floating Small Craft Intrusion Barrier will be placed across Sherman Creek just east of the A1A bridge and another will be placed across tributaries to Sherman Creek just north of the Wonderwood Expressway.

(4) *Danger zone.* During periods of munitions movement at wharves Bravo and Charlie, no person or vessel shall be allowed to remain within the 1,250-foot Explosive Safety Quantity-Distance arcs generated by the activity. NAVSTA Mayport will not announce or publish notification prior to enforcing this regulation due to the unacceptable security threat posed by advance public notice of military munitions movements.

(c) *Enforcement.* The regulations in this section shall be enforced by the Commanding Officer, NAVSTA Mayport and/or such persons or agencies as he/she may designate. Military vessels will patrol the areas identified in this section 24 hours a day, 7 days a week. Any person or vessel encroaching within the areas identified in this section will be asked to immediately leave the area. Failure to do so will result in the forceful removal of the person or vessel from the area in question.

(FR 4/16/10) 24/10

Page 283—Paragraph 243, line 3; read:

Reach, about 6.7 miles above the two fixed bridges. An overhead power cable crosses Cooper River just N of the highway bridge with a least clearance of 104 feet. The ...  
(CL 156/10) 24/10

Page 331—Paragraph 69, lines 7 to 14; read:  
somewhat constricted.

(CL 7/96; FR 12/20/95; NOS 11491) 24/10

Page 407—Paragraph 200, lines 3 to 7; read:  
wharves and a marina. The marina has berthage with electricity, gasoline, diesel fuel, water, ice, pump-out, marine supplies, and a lift to 5 tons; engine and electronic repairs can be made. In February 2010, 12 feet was reported in the approach and alongside.

(DB 18538-small) 24/10

## COAST PILOT 4 41 Ed 2009 Change No. 16

Page 13—Paragraphs 140 to 147; read:

## LORAN-C

LORAN, an acronym for LOnG RAnge Navigation, is an electronic aid to navigation consisting of shore-based radio transmitters. In accordance with the DHS Appropriations Act, the U.S. Coast Guard has terminated the transmission of all U.S. LORAN-C signals as of February 2010, rendering them 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 more details, view <http://www.navcen.uscg.gov/>. The Coast Guard strongly urges mariners accustomed to using LORAN-C for navigation to shift to a GPS navigation system and become familiar with its operation. NOAA will begin removing LORAN-C lines of position from all of its charts as new editions are published.

(06/10 CG1; FR 01/07/10; NOS/10) 24/10

Page 337—Paragraph 134, lines 27 to 29; read:

clearance of 34 feet.

(CL 373/09) 24/10

Page 380—Paragraph 35, lines 3 to 4; read:

dredged, but the channel has shoaled. The channel ...

(H11871; DD 17187; NOS 11465) 24/10

COAST PILOT 6 40 Ed 2010 Change No. 4  
LAST NM 23/10

Page 252—Paragraph 520, lines 3 to 4; read:

entrance channel that crosses a bar. In May-July 2008, the controlling depth in the channel was 1 foot with shoaling to bare in the right and left outside channel quarters at the river mouth. The channel is ...

(BP 193658) 24/10

Page 257—Paragraph 580, line 5; read:

2009, 10 feet was reported in the entrance ...

(DB 18086-small) 24/10

Page 257—Paragraph 584, lines 2 to 7; read:

Creek. There are several marinas along the S side of the creek which provide transient berths, gasoline, diesel fuel, water, ice, electricity, pump-out facilities, marine supplies, launching ramps and hull/engine repairs.

(DB 18086-small; NOS 14846) 24/10

Page 324—Paragraph 332; read:

A private marina is in the harbor basin and a marina developed by the Michigan State Waterways Commission is in the basin on the N side of the State Dock. Services available at the marinas include transient berths, gasoline, diesel fuel,

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water, ice, electricity, pump-out facilities, and launching ramps. A 12-ton hoist for hull and engine repairs is available at the marina in the harbor basin. The harbormaster monitors VHF-FM channels 16 and 9.

(DB 18343-small; NOS 14881) 24/10

Page 345—Paragraph 167; read:

In September-October 2009, the controlling depth was 22 feet in the entrance, through the outer basin and between the piers to the inner basin (except for lesser depths to 17 feet along the N edge of the channel near the outer end of the N breakwater and to 13 feet along the S edge near the outer end of the S breakwater), thence depths of 12 to 18 feet were available in the inner basin and 9 to 10 feet in the anchorage basin just E of the inner basin. In 2004, the areas N and S of the entrance channel in the outer basin had a depth of 20 feet with lesser depths to 15 feet along the edges.

(DDs 17455-56; DD 5207) 24/10

Page 404—Paragraph 792; read:

In April 2010, the controlling depths were 15½ feet (22 feet at midchannel) in the entrance and between the breakwaters to Light 6 at the mouth of the canal, thence 21 feet through the canal to Light 7 (except for lesser depths to 15 feet along the channel edges); thence in November 2009-April 2010, 12 feet (17½ feet at midchannel) to the Bay View (State Route 42/57) bascule bridge; thence in June-November 2009, 18 feet (20 feet at midchannel) to Hills Point on the W side of Sturgeon Bay; thence in July 2009, 22 feet to Green Bay.

(DDs 17581-83; DDs 16667-73; DDs 16099-102) 24/10

Page 411—Paragraph 887, lines 8 to 11; read:

Fox River, in March 2010, the controlling depth in the river channel was 21 feet to the second turning basin just above the Canadian National Railroad bridge (44°29'38"N., 88°01'26"W.), except for lesser depths to 19 feet along the edges of the channel and the right draw of the railroad bridge; ...

(DDs 17522-27) 24/10

**COAST PILOT 7      42 Ed 2010      Change No. 11  
LAST NM 23/10**

Page 230—Paragraph 4201; insert after:

**§334.866 Pacific Ocean at Naval Base Coronado, in the City of Coronado, San Diego County, California; Naval Danger Zone.**

(a) *The area.* A fan-shaped area extending westerly into the waters of the Pacific Ocean from a point on the beach of Naval Base Coronado, Coronado, California beginning at

32°41'13"N., 117°12'45"W.; thence easterly, along the mean high water mark, to

32°41'14"N., 117°12'32"W.; thence southerly to 32°40'31"N., 117°12'12"W.; thence westerly to 32°40'25"N., 117°12'43"W.; thence northerly, landward, to the point of origin.

(b) *The regulations.* (1) Range live firing on the Naval Base Coronado, Coronado, California small arms range may occur at any time. Information on live firing schedules and coordination for community concerns can be obtained by calling the Naval Base Coronado Small Arms Range Safety Officer at 619-545-8413 during normal working hours. Assistance is also available via the Naval Base Coronado Hotline at 619-545-7190 or the Naval Base Coronado operator at 619-545-1011. If the phone numbers are changed, they will be updated on the Naval Base Coronado Web site <http://www.cnic.navy.mil/Coronado>.

(2) The danger zone will be open to fishing and general navigation when no weapons firing is scheduled, which will be indicated by the absence of any warning flags or flashing lights on land in the locations specified in paragraphs (b)(3) and (b)(4) of this section.

(3) When live firing is about to be undertaken or is in progress during daylight hours, three (3) large red warning flags will be displayed at the top of the flag poles on the southern berm of the small arms range, so as to be clearly visible from all points of entry into the danger zone. The west flag pole is located on the southern berm at

32°41'21.5"N., 117°12'42.8"W., the middle flag pole is located at

32°41'21.7"N., 117°12'40.9"W., and the east flag pole is located at

32°41'22.4"N., 117°12'38.7"W.

(4) When live firing is about to be undertaken or is in progress during periods of darkness, three (3) red flashing warning lights will be displayed at the top of the flag poles on the southern berm of the small arms range at the locations described in paragraph (b)(3) of this section, so as to be clearly visible from all points of entry into the danger zone.

(5) The danger zone is not considered safe for vessels or individuals when live firing is in progress. When live firing is about to begin or is scheduled as indicated by the warning flags or flashing warning lights described in paragraphs (b)(3) and (b)(4) of this section, all vessels will be required to expeditiously vacate the danger zone.

(6) Anchoring by any vessel within the danger zone is prohibited.

(7) Prior to conducting live firing, Navy personnel will visually scan the danger zone to ensure that no vessels or individuals are located within it. Any vessels or individuals in the danger zone will be notified by the Navy Range Safety Officer using a marine VHF-FM marine radio and

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by other means as necessary, to exit the danger zone and remain outside the area until conclusion of live firing. As new technology becomes available, the VHF-FM marine radio communications system may be updated.

(8) Safety observers will be posted in accordance with range standard operating procedures at all times when the warning flags or flashing lights described in paragraphs (b)(3) and (b)(4) of this section are displayed. Operation of the small arms range will only occur when visibility is sufficient to maintain visual surveillance of the danger zone and vicinity. In the event of limited visibility due to rain, fog or other conditions, live firing will be postponed until the danger zone can be confirmed clear of all vessels and individuals.

(9) Naval Base Coronado will maintain a schedule of live firing at the small arms range on its Web site, <http://www.cnic.navy.mil/Coronado>, which will be accessible to the public, mariners, and recreationists. The Navy will maintain the Web site on a year round basis and update information as needed for public safety.

(c) *Enforcement.* The regulation in this section will be enforced by the Commanding Officer, Naval Base Coronado, and such agencies and persons as he/she may designate.  
(FR 5/11/10) 24/10

Page 392—Paragraph 478, line 2; read:

has gasoline. A water intake facility at 38°28'21"N., 121°30'24"W. is marked by four private white lights.  
(CL 510/10) 24/10

Page 481—Paragraph 60; read:

The bay at the entrance is about 1 mile wide, but shoals extending S from Damon Point and N from Westport reduce the navigable channel to a width of 0.6 mile. From its entrance the bay extends E for 15 miles to the mouth of Chehalis River. The bay is filled by shoals and flats; thence bare at low water and are cut by numerous channels with a marked maintained channel.  
(CL 353/10) 24/10

Page 481—Paragraph 63, lines 11 to 14; read:

basin entrance. Reported depths of 5 feet are available through the natural channel leading to the basin with depths of 3 feet or less inside the basin due to silting.  
(CL 353/10) 24/10

Page 481—Paragraph 70, line 4; read:

mile, respectively, from the visible sections. Both N and S jetties should be given a wide berth during periods of heavy weather due to hazardous breakers. Lighted ...  
(CL 353/10) 24/10

Page 568—Paragraph 426, lines 4 to 10; read:  
point. **Tacoma Narrows Bridge**, a dual-span highway suspension bridge, crosses The Narrows a mile S of Point Evans. The clearance is 160 feet at the piers and 180 feet at the center. Two private fog signals mark the piers.

(CL 378/10) 24/10

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