

COAST PILOT 5 (Continued)

tion must remain moored or anchored unless it obtains permission from the Captain of the Port to do otherwise;

(ii) Commercial vessels operating at waterfront facilities located within the zone;

(iii) Vessels providing direct operational support to commercial vessels within a moving security zone;

(iv) Vessels operated by federal, state, county, or municipal agencies.

(3) Other persons or vessels requiring entry into security zones described in this section must request permission from the Captain of the Port, Port Arthur or designated representatives.

(4) To request permission as required by these regulations, contact Marine Safety Unit Lake Charles at 337-491-7800 or the on scene patrol vessel.

(5) All persons and vessels within a security zone described in this section must comply with the instructions of the Captain of the Port, Port Arthur, designated on-scene U.S. Coast Guard patrol personnel or other designated representatives. On-scene U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard. Designated representatives include federal, state, local and municipal law enforcement agencies.

(c) *Informational Broadcasts.* The Captain of the Port, Port Arthur will inform the public when moving security zones have been established around vessels via Broadcast Notices to Mariners and written notice provided by escort vessels.

(FR 4/13/10) 26/10

Page 280—Paragraph 323, line 11; read:

with a clearance of 65 feet. In February 2010, two fixed highway bridges were under construction with a design clearance of 40 feet that will replace the existing highway bridge. A Florida Marine Patrol station ...

(08/10 CG7; CL 276/10) 26/10

Page 301—Paragraph 205, lines 13 to 14; read:

feet from Buoy CB to the bridge, thence 9.1 feet through North Channel ...

(CL 281/10) 26/10

Page 389—Paragraph 79, lines 2 to 7; read:

miles above the entrance, a fixed highway bridge crosses the bayou with a clearance of 73 feet.

(CL 424/10) 26/10

Page 432—Paragraphs 190 to 191; read:

Galveston South Jetty Light 5A (29°19'38"N., 94°41'16"W.), 30 feet above the water, is shown from a

skeleton tower with a square green daymark at the outer end of the S jetty.

Galveston Bay Entrance Lighted Buoy GB (29°14'44"N., 94°32'41"W.), is 9.6 miles off Galveston South Jetty Light 5A.

(14/10 CG8; 19/10 CG8) 26/10

Page 441—Paragraph 311; strike out.

(DB 18729-coast) 26/10

Page 474—Paragraph 284, lines 10 to 11; read:

dredged channel is marked by a light off the ends of the N and ...

(14/10 CG8) 26/10

**COAST PILOT 7 42 Ed 2010 Change No. 12
LAST NM 24/10**

Page 384—Table, Line 18; insert after:
New tables from back of this Subsection.

(CL 461/10; 16/10 CG11) 26/10

**COAST PILOT 9 27 Ed 2009 Change No. 7
LAST NM 22/10**

Page 161—Paragraph 438, lines 5 to 8; read:

plant piers are just inside on the S shore. In 2009, the controlling depth was 11 feet in the entrance channel to the basin; thence in 2006, 10.4 to 12 feet in ...

(DD 17049) 26/10

Page 255—Paragraph 261, lines 3 to 4; read:

Island and Near Island. In 2009, the controlling depth was 21.5 feet (3.6 fathoms) in the 200-foot wide ...

(DD 17051) 26/10

Page 328—Paragraph 534; read:

Pavlof Islands, consisting of seven islands, extend over 15 miles from the Alaska Peninsula coast S of Pavlof Bay. The area inside the outer perimeter of Wosnesenski, Ukolnoi, Poperechnoi, and Dolgoi Islands should be avoided except by those with significant local knowledge until surveyed. Many isolated covered and uncovered rocks and reefs are in the area, often rising abruptly in otherwise deep water.

(CL 345/10) 26/10

Page 328—Paragraph 535, lines 3 to 8; read:

the E side. Most of the shore around the island is foul with kelp. Small vessels can anchor in the small bay with sand bottom on the NE side of the island. The bight on the N shore of Wosnesenski Island just W of Egg Island provides a suitable anchorage in 6 to 10 fathoms for larger vessels with good protection from south winds and seas with flat bottom composed of fine sand. This anchorage should be approached from the NNW being careful to avoid the charted shoals and anchoring inside of the 10 fathom curve. Anchor-

COAST PILOT 9 (Continued)

ing S of the island is inadvisable due to the seafloor's rocky nature. Dangerous rocks, covered less than 10 fathoms and surrounded with kelp, extend 3 miles N of the island. A submerged rock, covered $\frac{3}{4}$ -fathom, is 1.2 miles N of the NE end of the island. The area between Wosnesenski and Ukolnoi Islands has an average depth range between 10 to 15 fathoms, gradually shoaling near shore with numerous submerged rocks with a least depth of about 2 fathoms.

(CL 345/10) 26/10

Page 328—Paragraph 536, lines 7 to 8; read:

of the island should be cleared by more than 1 mile in order to remain in waters deeper than 20 fathoms. The N shore gradually shoals towards shore with isolated shoal grounds to 3 fathoms in about $55^{\circ}15'47''\text{N.}, 161^{\circ}35'11''\text{W.}$ to the N of the highest point of the island and near the charted islets in about $55^{\circ}15'35''\text{N.}, 161^{\circ}33'29''\text{W.}$ Vessels can anchor in the bight on the SW shore of the island in 5 to 10 fathoms with good holding ground on flat bottom composed of mud and broken shells. Anchorage should be approached from the S, anchoring at least 0.3 mile from shore; care should be taken to avoid the dangerous submerged rock in about $55^{\circ}11'25''\text{N.}, 161^{\circ}39'23''\text{W.}$ This anchorage provides some protection from north winds, but in extreme north winds, which are common in the area, Ukolnoi Island provides only minimal wind break. The S shore of Ukolnoi Island is foul with extensive kelp growth in the summer months.

(CL 345/10) 26/10

Page 328—Paragraph 537, line 4; read:

surrounds the island. A sand spit extends from the N point of the island towards Dolgoi Island and passage between the spit and Dolgoi Island is restricted by a minimum depth of 4 fathoms and should be attempted only with local knowledge. The bay between Poperechnoi and Dolgoi Islands is generally over 20 fathoms and is unsuitable for anchorage due to exposure to S seas and swell. The S shore of Poperechnoi Island is foul with extensive kelp growth in the summer months.

(CL 345/10) 26/10

Page 328—Paragraph 538, line 9; read:

headland with a cliff over 900 feet high. Protected anchorage for weather from all directions, except E, can be found for small vessels in the small bay along the NE shore of Dolgoi Island just to the E of the low headland. The bay has a flat, sandy bottom with depths ranging between 1 and 4 fathoms. Anchorage for larger vessels can be found to the E of the bay along the shore of Dolgoi Island. Good holding ground with a sticky mud bottom can be found about 1 mile SE of the 177-foot islet about 0.2 mile off the shore.

(CL 345/10; NOS 16549) 26/10

Structures Across the Principal Tributaries of the San Joaquin River

Name-Description-Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Water Datum (feet)		Information
			Low	High	
Mokelumne River					
1 Mokelumne River highway swing bridge	38°07'34"N., 121°34'47"W.	100	11	8	Bridgtender monitors VHF-FM channel 16 and works channel 9; call sign KMJ-382 Mokelumne River Bridge. (Note 1)
South Fork Mokelumne River					
2 Overhead power cable	38°07'04"N., 121°29'44"W.			110	
3 Overhead power cable	38°13'32"N., 121°29'30"W.			110	
4 San Joaquin County highway bridge (removable span)	38°13'32"N., 121°29'30"W.	58	16	13	(Note 1)
North Fork Mokelumne River					
5 Millers Ferry highway swing bridge	38°13'25"N., 121°30'25"W.	85	15	12	Bridgtender monitors VHF-FM channel 16 and works channel 9; call sign WBE-8326 Millers Ferry Bridge. (Note 1)
6 Wilson Bridge/Deadhorse Island Bridge (removable span)	38°13'28"N., 121°30'17"W.	56	14	11	
Mokelumne River					
7 Interstate 5 fixed highway bridges	38°15'18"N., 121°26'52"W.	65	24	21	
8 Franklin Road swing bridge	38°15'20"N., 121°26'23"W.	80	21	18	Clearances are for the south draw only. (Note 1)
9 Union Pacific Railroad swing bridge	38°15'17"N., 121°25'54"W.	61	19	16	Clearances are for the south draw only. (Note 1)
10 Galt-New Hope Road fixed bridge	38°14'12"N., 121°25'07"W.	62	18	2	
Little Potato Slough					
11 Potato Slough (swing, highway) Bridge	38°06'56"N., 121°29'52"W.	100	37	35	Bridgtender monitors VHF-FM channel 16 and works channel 9; call sign KSK-278 Potato Slough Bridge. (Note 2)
Georgiana Slough					
12 Overhead power cable	38°08'47"N., 121°36'03"W.			85	
13 Tyler Island (swing) Bridge Road	38°09'43"N., 121°35'05"W.	80	13	10	Bridgtender monitors VHF-FM channel 16 and works channel 9; call sign WHU-246 Tyler Island Bridge. (Note 3)
Old River					
14 Overhead power cable	38°04'16"N., 121°34'32"W.			110	
15 Overhead power cable	37°58'57"N., 121°34'53"W.			110	
16 BNSF Railroad Bascule Bridge	37°56'24"N., 121°33'38"W.	95 (75 feet open)	14	11	Bridgtender monitors VHF-FM channel 16 and works channel 9; call sign WHU-322 Santa Fe Railroad Bridge.
17 Overhead power cable	37°55'44"N., 121°33'32"W.			125	
18 State Route 4 highway swing bridge	37°53'28"N., 121°34'13"W.	98	16	12	(Note 4)
19 Overhead power cable	37°53'13"N., 121°34'32"W.			50	Cable is temporary with estimated duration through April 2011; vertical clearance is approximate.
20 Old River Fixed Bridge	37°50'36"N., 121°32'16"W.	24	18	14	
21 Overhead power cable	37°50'36"N., 121°32'16"W.			110	
22 Overhead power cable	37°50'21"N., 121°32'20"W.			115	
23 Overhead power cable	37°49'44"N., 121°33'09"W.			110	
24 Overhead power cable	37°49'08"N., 121°33'15"W.				data unavailable
25 Overhead power cable	37°48'54"N., 121°33'11"W.			26	
26 Overhead power cable	37°47'26"N., 121°30'51"W.				data unavailable
27 Tracy Boulevard Fixed Bridge	37°48'16"N., 121°26'59"W.	46	18	15	
28 Overhead power cable	37°48'28"N., 121°24'36"W.			110	
Junction with San Joaquin River	37°48'30"N., 121°19'39"W.				
Middle River					
29 Bacon Island Swing Bridge	37°57'23"N., 121°31'41"W.	37 ¹ 90 ²	18 ¹ 11 ²	15 ¹ 8 ²	¹ Clearances for west span ² Clearances for east span Bridgtender monitors VHF-FM channel 16 and works channel 9; call sign WHU-8326 Bacon Island Bridge. (Note 5)
30 Overhead power cable	37°56'33"N., 121°31'57"W.			110	
31 BNSF Railroad Bascule Bridge	37°56'23"N., 121°32'00"W.	85 (79 feet open)	14	11	(Note 5)

Structures Across the Principal Tributaries of the San Joaquin River *(continued)*

Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Water Datum (feet)		Information
			Low	High	
32 Overhead power cable	37°56'09"N., 121°31'52"W.			125	
33 Overhead power cable	37°54'24"N., 121°30'26"W.			114	
34 State Route 4 Highway Fixed Bridge	37°53'28"N., 121°29'21"W.	105	14	11	(Note 5)
35 Overhead power cable	37°53'04"N., 121°28'15"W.			110	
36 Tracy Boulevard Fixed Bridge	37°52'56"N., 121°27'23"W.	68	15	12	
37 Overhead power cable	37°53'28"N., 121°26'25"W.			110	
38 Overhead power cable	37°53'35"N., 121°25'51"W.			70	
39 Howard Road Fixed Bridge	37°52'39"N., 121°23'00"W.	24	18	15	
40 Undine Road Fixed Bridge	37°50'05"N., 121°23'02"W.	45	18	15	
41 Overhead power cable	37°49'57"N., 121°23'07"W.				data unavailable
42 Overhead power cable	37°49'45"N., 121°23'11"W.			110	
Junction with Old River	37°49'20"N., 121°22'30"W.				
Turner Cut					
43 Zuckerman Bridge (retractable span)	37°58'35"N., 121°28'30"W.	30	19	16	Bridgetender monitors VHF-FM channel 16 and works channel 9; call sign WHV-959 Zuckerman Brothers Bridge (202-464-1253). (Note 6)

Note 1 – See 117.1 through 117.59 and 117.175, chapter 2 for limits and regulations

Note 2 – See 117.1 through 117.59 and 117.167, chapter 2 for limits and regulations

Note 3 – See 117.1 through 117.59 and 117.157, chapter 2 for limits and regulations

Note 4 – See 117.1 through 117.59 and 117.183, chapter 2 for limits and regulations

Note 5 – See 117.1 through 117.59 and 117.171, chapter 2 for limits and regulations

Note 6 – bridge maintained in the open position except when being crossed by a vehicle. If it is necessary for the bridge to be in the closed position for an extended period, the bridgetender may be contacted.