

SECTION II
NAVIGATION PUBLICATIONS

NM 52/10

COAST PILOT CORRECTIONS

**COAST PILOT 2 40 Ed 2011 Change No. 4
LAST NM 51/10**

Page 255—Paragraph 126; strike out.
(NOS 13223) 52/10

Page 270—Paragraph 14, line 3; read:
1.3 miles wide, with a depth of about 31 feet. Vessels using
...
(NOS 13215) 52/10

Page 329—Paragraph 32, lines 5 to 10; read:
Railroad bridge, bascule, 0.5 mile, 26 feet; highway bridge,
bascule, 0.7 mile, 4 feet. (See **117.1 through 117.59 and
117.219**, chapter 2 for drawbridge regulations.) The bridge-
tender at the railroad bridge monitors VHF-FM channel 13;
call sign KU-6033. The draw spans at the Congress Street
bridge, 0.6 mile, have been removed due to deterioration but
the approach spans have been retained.
(FR 9/13/10) 52/10

**COAST PILOT 3 43 Ed 2010 Change No. 14
LAST NM 51/10**

Page 163—Paragraph 11, line 2; read:
76°20'15.0"W.); Chart 12233
Gooses Reef (38°33'22.5"N., 76°24'52.9"W.); Chart
12266
Upper Potomac River (38°47'15.6"N., 77°02'08.3"W.);
Chart 12285
Annapolis (38°57'49.0"N., 76°26'48.4"W.); Chart 12283
(25/10 CG5; 49/09 CG5; LL/10) 52/10

Page 280—Paragraph 23, lines 4 to 5; read:
channel into **Bennett Creek**. In 2010, the controlling depth
was 1.6 feet in the entrance channel ...
(CL 1291/10; DD 18693) 52/10

COAST PILOT 3 43 Ed 2010 Change No. 15

Page 269—Paragraph 121, lines 5 to 9; read:
channel with a Federal project depth of 10 feet, 0.4 mile
westward of Fort Wool, leaves to a small-boat harbor behind
the hook of Willoughby Spit. (See Notice to Mariners and
latest editions of the charts for controlling depths.)
(CL 1290/10; DD 18692; 49/10 CG5) 52/10

Page 290—Paragraph 18, lines 5 to 6; read:
Messick Point. In 2010, the controlling depth was 4.8 feet in
the channel with 4.4 feet in the turning basin.
(CL 1298/10; DD 18698) 52/10

Page 298—Paragraph 128, lines 5 to 6; read:
inside the creek. In 2010, the controlling depth in the creek
was 7 feet. There are ...
(CL 1299/10; DD 18699) 52/10

**COAST PILOT 5 38 Ed 2010 Change No. 11
LAST NM 49/10**

Page 430—Paragraph 160, lines 4 to 6; read:
Orangefield. In April 2010, the controlling depth in the
channel was 6.8 feet, thence 2.5 to 5.0 feet in the basin. In
1996, a draft of 4.5 feet ...
(CL 1068/10) 52/10

Page 430—Paragraph 161, lines 3 to 4; read:
Sabine River to the first fixed highway bridge. In April 2010,
the controlling depth was 3.9 feet (7.1 feet at ...
(CL 1068/10) 52/10

Page 439—Paragraph 278, lines 5 to 7; read:
thence upstream for about 1.7 miles. In May 2010, the con-
trolling depth to the bayou was 1.0 foot (2.0 feet at midchan-
nel), thence 2.0 feet (4.0 feet at midchannel) ...
(CL 1068/10; CO 030/00) 52/10

Page 441—Paragraph 309, lines 8 to 10; read:
May 2010, the controlling depth was 2 feet (7 feet at mid-
channel) in the entrance channel; thence in July 2009, 4 feet
through Clear Lake, thence 7 feet in Clear Creek to ...
(CL 1068/10; CO 030/00) 52/10

Page 442—Paragraph 315, lines 6 to 9; read:
Bayou to the highway bridge about 1.2 miles above the
mouth of the bayou. In May 2010, the controlling depth was
6 feet to Light 27, thence 5 feet to the highway bridge. The
entrance ...
(CL 1068/10; CO 030/00; NOS 11327) 52/10

Page 447—Paragraph 384; read:
Buffalo Bayou, above the Houston Turning Basin, is fre-
quently used by barge traffic. The principal commodities
handled on the bayou are shell, petroleum, clay, steel prod-
ucts, cotton, sand and gravel. In May 2010, the controlling
depths were 10 feet to the 69th Street bridge, 0.8 mile above
Houston Turning Basin; thence in July 2009-May 2010, 4.9
feet (7.7 feet at midchannel) for 3 miles to the Jensen Drive
bridge; thence in May-August 2010, 2 feet (4 feet at mid-
channel) for 0.6 mile to the Southern Pacific Dock. The
channel through the bayou is crossed by several bridges, all
of which are fixed with the exception of two swing bridges.
The minimum clearance for the swing bridges is 25 feet. The
minimum clearances for the fixed bridges are 27 feet to the

COAST PILOT 5 (Continued)

Main Street bridge and 9 feet to the Franklin Avenue bridge. (See **117.1 through 117.59 and 117.955**, chapter 2, for drawbridge regulations.) Several overhead pipeline and telephone/power cables cross the bayou with a minimum clearance of 46 feet.

(CL 1068/10; NOS 11325) 52/10

Page 451—Paragraph 454, line 1; read:

In March 2010, the controlling depth was 5.5 feet (7.1 feet

...

(CL 1068/10; CO 030/00) 52/10

Page 451—Paragraph 455; strike out.

(H 10660; NOS 11324) 52/10

Page 451—Paragraph 458, lines 6 to 7; read:

Waterway. In May 2010, the controlling depth was 9.5 feet (10.9 feet at midchannel) to the Monsanto basin.

(CL 1068/10; CO 030/00) 52/10

Page 463—Paragraph 115, lines 8 to 9; read:

May 2010, the controlling depth was 3.9 feet (11.1 feet at midchannel) to the turning basin, thence 11 to 12 feet was available ...

(CL 1068/10) 52/10

Page 463—Paragraph 117, lines 3 to 5; read:

turning basin at the town of **Seadrift**. In May 2010, the controlling depth in the channel and basin was 9 feet.

(CL 1068/10) 52/10

Page 464—Paragraph 138, lines 5 to 7; read:

channel marked by lights and daybeacons. In May 2010, the controlling depth in the entrance channel was 4.6 feet (6.1 feet at midchannel), thence 5.6 to 7.5 feet was available in the basin.

(CL 1068/10) 52/10

Page 465—Paragraph 142, lines 9 to 11; read:

concrete breakwater. In May 2010, the controlling depth in the entrance channel was 2.8 feet (4 feet at midchannel), thence 1.6 feet was available in the basin. To enter, ...

(CL 1068/10) 52/10

Page 466—Paragraph 163, lines 4 to 7; read:

to a turning basin in **Kinney Bayou**. In June 2010, the controlling depth was 7.1 feet (14.8 feet at midchannel) in the channel and the basin. The entrance channel is marked by a light, daybeacons and an unlighted range.

(CL 1068/10; LL/10) 52/10

Page 472—Paragraph 250, line 5 to Paragraph 251; read:

channel leading into **Conn Brown Harbor**. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(31/10 CG8; NOS 11314) 52/10

Page 473—Paragraph 267, lines 12 to 13; read:

it. In May 2010, the controlling depth was 5.7 feet (7.7 feet at midchannel) in the approach channel and 9.6 feet in the connecting channels. The Industrial ...

(CL 1068/10) 52/10

Page 478—Paragraph 349, lines 3 to 6; read:

at Port Brownsville. In May 2010, the channel leading into Brownsville Fishing Harbor had a controlling depth of 14.6 feet, thence 13.7 feet in the connecting channels with 13 to 14 feet available in the basins. Berthing facilities ...

(CL 1068/10) 52/10

Page 478—Paragraphs 352 to 353; read:

Channels

North of Port Isabel, a dredged channel branches off the Intracoastal Waterway in a SW direction towards the Port Isabel small-boat basin. The channel turns S before entering the basin and, once inside, turns SE to a turning basin. In April 2010, the controlling depths were 2.6 feet in the entrance channel, thence 3 feet in the harbor channel and in the basin.

Another dredged channel branches off the Intracoastal Waterway between Port Isabel proper and Long Island in about 26°04'03"N., 97°12'25"W. The channel leads W from the waterway and curves around Port Isabel in a northerly direction. In May 2010, the controlling depth was 8 feet in the channel.

(CL 1068/10; CEM-Galveston/90; NOS 11302) 52/10

Page 507—Paragraph 406, lines 2 to 4; read:

440.8 leads SW for 0.5 mile and joins the Colorado River. In April 2010, the midchannel controlling depth was 6.2 feet.

(CL 1068/10) 52/10

Page 507—Paragraph 409, lines 4 to 13; read:

Matagorda Bay and Matagorda Bay. In June-August 2010, the channel had shoaled to 0.2 foot at the entrance; thence a depth of 1.6 feet was available at midchannel to the Intracoastal Waterway. The Gulf entrance to the flood discharge channel is marked by lights at the outer ends of the jetties. The entrance is subject to frequent change; caution and local knowledge are advised. The E side ...

(CL 1068/10) 52/10

COAST PILOT 5 (Continued)

Page 507—Paragraph 410, lines 3 to 5; read:
of Bay City Barge Terminal. In May-June 2010, the mid-channel controlling depth was 2 feet with 9 feet available in the basin. The head of navigation in the river ...

(CL 1068/10)

52/10

COAST PILOT 5 38 Ed 2010 Change No. 12

Page 168—Paragraph 2820; insert after:

§165.819 Security Zone; Sabine Bank Channel, Sabine Pass Channel and Sabine-Neches Waterway, TX.

(a) *Location.* (1) The following LNG facility mooring basins are designated as fixed security zones whenever LNG carriers are moored within them:

(i) *Golden Pass LNG, Sabine TX:* All waters south of a line connecting the following points—beginning at 29°45'58"N., 093°55'40"W.; then east to a point at 29°45'52.8"N., 093°55'20.8"W.; then bearing 120° T to the shoreline at 29°45'50"N., 093°55'17"W.

(ii) *Sabine Pass LNG, Cameron Parish, LA:* All waters north of a line connecting the following points—beginning at the shoreline in position 29°44'34.7"N., 093°52'29"W.; then southeast to a point at 29°44'31.4"N., 093°52'26.4"W.; then bearing 121°T to a point at 29°44'25.2"N, 093°52'14.6"W.; then bearing 116°T to the shoreline at 29°44'23.75"N., 093°52'00"W.

(2) The following areas are designated as moving security zones: All waters of the Captain of the Port, Port Arthur Zone commencing at U.S. territorial waters and extending from the surface to the bottom, channel edge to channel edge on the Sabine Bank and Sabine Pass Channels and shoreline to shoreline on the Sabine-Neches Waterway, 2 miles ahead and 1 mile astern of certain designated vessels while in transit within in the Captain of the Port, Port Arthur zone. Mariners would be notified of designated vessels by Broadcast Notice to Mariners and the presence of escort vessels displaying flashing blue law enforcement lights.

(b) *Regulations.* (1) Entry into or remaining in a fixed security zone described in paragraph (a)(1) of this section is prohibited for all vessels except:

(i) Commercial vessels operating at waterfront facilities within these zones;

(ii) Commercial vessels transiting directly to or from waterfront facilities within these zones;

(iii) Vessels providing direct operational or logistical support to commercial vessels within these zones;

(iv) Vessels operated by the appropriate port authority or by facilities located within these zones; and

(v) Vessels operated by Federal, State, county, or municipal law enforcement agencies.

(2) Entry into or remaining in a moving security zone described in paragraph (a)(2) of this section is prohibited for all vessels except:

(i) Moored vessels or vessels anchored in a designated anchorage area. A moored or an anchored vessel in a security zone described in paragraph (a)(2) of this section 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 law enforcement agencies.

(3) Meeting, crossing or overtaking situations are not permitted within the security zone described in paragraph (a)(2) of this section unless specifically authorized by the Captain of the Port.

(4) 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 representative.

(5) To request permission to enter a security zone described in this section, contact Vessel Traffic Service Port Arthur on VHF Channel 01A or 65A; by telephone at (409) 719-5070; by fax at (409) 719-5090; or contact the Captain of the Port's designated on-scene patrol vessel on VHF channel 13 or 16.

(6) 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. Designated 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.

§165.827 Regulated Navigation Area; Galveston Channel, TX.

(a) *Location.* The following area is a regulated navigation area: All waters of the Galveston Channel within the area from

29°20'19"N., 94°46'36"W., east to
29°20'06"N., 94°46'15"W., south to
29°19'47"N., 94°46'27"W., west to
29°19'51"N., 94°46'45"W., and north to
29°20'19"N., 94°46'36"W.

(b) *Regulations.* (1) Vessels navigating this area must do so at a minimum safe speed so as to not cause any wake.

(2) Vessels may proceed at greater than a minimum safe speed with permission of the Captain of the Port Houston-Galveston or a designated representative.

(3) To request permission as required by these regulations, contact the Sector Houston-Galveston Command Center by telephone at (713) 671-5113.

(FR 10/22/10; FR 8/9/10)

52/10

COAST PILOT 5 (Continued)

Page 421—Paragraph 39; insert after:

Security Zones

The Captain of the Port, Port Arthur has established a security zone in Sabine Bank Channel, Sabine Pass Channel and Sabine-Neches Waterway. (See **165.30 through 165.33 and 165.819**, chapter 2, for limits and regulations.)

(FR 10/22/10)

52/10