SAILING DIRECTIONS CORRECTIONS

PUB 120 8 Ed 2011 NEW EDITION
(NGA) 10/11

PUB 161 13 Ed 2011 NEW EDITION
(NGA) 10/11

COAST PILOT CORRECTIONS

COAST PILOT 1 40 Ed 2010 Change No. 17
LAST NM 8/11

Page 238—Paragraph 123, lines 5 to 8; read:
west. The pilot will board 3 miles east of Penobscot Bay Lighted Buoy WP at 43°55'30"N., 68°48'48"W. For the western entrance, pilots board near Manana Island Lighted Whistle Buoy 14M at 43°45'27"N., 69°22'37"W.
(CL 1139/10) 10/11

Page 263—Paragraph 505, line 7 to Paragraph 507; read:
feet. The channel is marked by buoys, daybeacons, and a lighted buoy to a point about 1.5 miles below South Brewer.
(CL 13/11; DD 19101; NOS 13309; LL/10) 10/11

Page 291—Paragraph 314, lines 5 to 8; read:
navigation at Augusta. (See Notice to Mariners and the latest editions of the chart for controlling depths.)
(CL 104/11; DD 19237) 10/11

Page 334—Paragraph 188; insert after:
A security barrier has been established inside the regulated navigation area and the western restricted area.
(CL 1529/10) 10/11

Page 371—Paragraph 140, lines 5 to 6; read:
head. In 2008, the controlling depth in the channel and boat basin was 5.7 feet.
(CL 1457/10; DD 18957) 10/11

Page 371—Paragraph 141, lines 6 to 9; read:
bridge, the head of navigation. In 2008, the controlling depth was 4 feet in the river.
(CL 1457/10; DD 18957) 10/11

Page 377—Paragraph 203, line 6; read:
feet. In 2010, a temporary bascule highway bridge with a clearance of 6 feet was under construction just below the existing bridge. The fixed highway bridge at East Saugus has a …
(CL 1493/10) 10/11

Page 384—Paragraph 89, lines 12 to 15; read:
controlling depths.)
(NOS 13272; 26/10 CG1) 10/11

Page 408—Paragraph 77, lines 8 to 14; read:
northeast sides, is in the harbor. A Federal project provides for a depth of 15 feet in the dredged channel to and in the turning basin; the anchorage basin in the harbor has a project depth of 8 feet. (See Notice to Mariners and latest editions of charts for controlling depths.) The channel is marked by a light with a …
(CL 55/11; DD 19188; NOS 13253) 10/11

COAST PILOT 3 44 Ed 2011 Change No. 1
LAST NM 8/11

Page 93—Paragraph 1267, lines 2 to 4; read:
maneuverability, such as cargo or tow arrangement, trim, loaded condition, underkeel or overhead clearance, speed capabilities, power availability, or similar characteristics, which may affect the positive control or safe handling of the vessel or the tow.
(FR 10/28/10) 10/11

Page 94—Paragraph 1287; insert after:

§161.6 Preemption.

The regulations in this part have preemptive impact over State laws or regulations on the same subject matter. The Coast Guard has determined, after considering the factors developed by the Supreme Court in U.S. v. Locke, 529 U.S. 89 (2000), that by enacting Chapter 25 of the Ports and Waterways Safety Act (33 U.S.C. 1221 et seq.), Congress intended that Coast Guard regulations preempt State laws or regulations regarding vessel traffic services in United States ports and waterways.
(FR 10/28/10) 10/11

COAST PILOT 3 (Continued)

Page 95 to Page 96, Portions of Table 161.12(c); read:

Lower Mississippi River[6] **0036699952** *New Orleans Traffic*	156.550 MHz (Ch. 11)	The navigable waters of the Lower Mississippi River below 29°55.3'N, 89°55.6'W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3'N, 89°25.7'W (Southwest Pass Entrance Light) at 20.1 miles Below Head of Passes.
New Orleans Traffic	156.600 MHz (Ch. 12)	The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3'N, 89°55.6'W (Saxonholm Light) at 86.0 miles AHP.
New Orleans Traffic	156.250 MHz (Ch. 05A)	The navigable waters of the Lower Mississippi River below 30°38.7'N, 91°17.5'W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP.
Notes		
[1] Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned by the Federal Communications Commission (FCC) that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.		
[6] Until rules regarding VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 164.46 of this subchapter.		

(FR 10/28/10) 10/11

Page 102—Paragraph 1382; insert after:

§161.65 Vessel Traffic Service Lower Mississippi River.

(a) The Vessel Traffic Service (VTS) area consists of navigable waters of the Lower Mississippi River (LMR) below 30°38.7'N., 91°17.5'W. (Port Hudson Light at 254.5 miles Above Head of Passes (AHP)), the Southwest Pass, and those within a 12-nautical mile radius around 28°54.3'N., 89°25.7'W. (Southwest Pass Entrance Light at 20.1 miles Below Head of Passes).

(b) The Algiers Point VTS Special Area consists of the navigable waters of the LMR bounded on the north by a line drawn from 29°57.62'N., 90°02.61'W. to 29°57.34'N., 90°02.60'W. and on the south by a line drawn from 29°56.89'N., 90°03.72'W. to 29°56.93'N., 90°03.34'W. (95.0 and 93.5 miles AHP) during periods of high water—that is, when the Carrolton Gage reads 8.0 feet or above on a rising stage or 9.0 feet or above on a falling stage, or under any other water conditions the Captain of the Port (COTP) deems necessary.

(c) *Additional Algiers Point VTS Special Area Operating Requirements.* The following additional requirements are applicable in the Algiers Point VTS Special Area:

(1) A vessel movement reporting system (VMRS) user must abide by the signals of the Governor Nicholls Street Wharf, 29°57.6'N., 90°03.4'W., and Gretna, 29°55.5'N., 90°03.7'W., Control Lights (94.3 and 96.6 miles AHP, respectively) in the following manner:

(i) *Green Light*—May proceed as intended.

(ii) *Red Light*—Do not proceed, unless otherwise directed by the VTS.

(iii) *No Light*—Do not proceed, immediately notify VTS and await further directions.

Note to §161.65(c)(1): To provide advance notification to downbound vessels, a traffic repeater signal of Gretna Light is located at Westwego, LA, 29°54.8'N., 90°08.3'W. (101.4 miles AHP).

(2) A vessel awaiting a signal change or VTS directions must keep clear of other vessels transiting the area.

(d) The Eighty-one Mile Point VTS Special Area consists of navigable waters of the LMR between 167.5 miles AHP and 187.9 miles AHP.

(e) *Additional Eighty-one Mile Point VTS Special Area Operating Requirements*. The following additional requirements are applicable in the Eighty-one Mile Point VTS Spe-

COAST PILOT 3 (Continued)

cial Area:

(1) Prior to proceeding upriver past 167.5 miles AHP, Sunshine Bridge, vessels must contact VTS New Orleans on VHF Channel 5A to check-in. Vessels must provide name and destination, confirm proper operation of their automated identification system (AIS) if required under 33 CFR 164.46, and, if applicable, size of tow and number of loaded and empty barges. At 173.7 miles AHP, Bringier Point Light, ascending vessels must contact VTS New Orleans and provide a follow-on position check. At both check-in and follow-on position check, VTS New Orleans will advise the vessel on traffic approaching Eighty-one Mile Point.

(2) Prior to proceeding downriver past 187.9 miles AHP COS–MAR Lights, vessels must contact VTS New Orleans on VHF Channel 5A to check-in. Vessels must provide name and destination, confirm proper operation of their AIS if required under 33 CFR 164.46, and, if applicable, size of tow and number of loaded and empty barges.

At 183.9 miles AHP, Wyandotte Chemical Dock Lights, descending vessels must contact VTS New Orleans and provide a follow-on position check. At both check-in and follow-on position check, VTS New Orleans will advise the vessel on traffic approaching Eighty-one Mile Point.

(3) All vessels getting underway between miles 167.5 and 187.9 AHP must check-in with VTS New Orleans on VHF Channel 5A immediately prior to getting underway and must comply with the respective ascending and descending check-in and follow-on points listed in paragraphs (e)(1) and (2) of this section.

(4) Fleet vessels must checkin with VTS New Orleans if they leave their respective fleet or if they move into the main channel. Fleet vessels are not required to checkin if they are operating exclusively within their fleet.

(f) *Reporting Points*. Table 161.65(f) lists the VTS Lower Mississippi River Reporting Points.

TABLE 161.65(f)-VTS LOWER MISSISSIPPI RIVER REPORTING POINTS

Designator	Geographic name	Geographic description	Latitude/ Longitude	Notes
A	Algiers Canal Forebay	88.0 AHP	29°56.6'N 90°10.1'W	Upbound transiting Algiers Point Special Area
B	Industrial Canal	92.7 AHP	29°57.2'N 90°01.68'W	Upbound transiting Algiers Point Special Area
C	Crescent Towing Smith Fleet	93.5 AHP	29°57.50'N 90°02.62'W	Upbound Towing vessels transiting Algiers Point Special Area
D	Marlex Terminal (Naval Ships)	99.0 AHP	29°54.65'N 90°05.87'W	Downbound transiting Algiers Point Special Area
E	Huey P Long Bridge	106.1 AHP	29°55.40'N 89°57.7'W	Downbound transiting Algiers Point Special Area

(FR 10/28/10) 10/11

Page 134—Paragraph 2334, line 5; read:

and outbound lanes for vessels drawing 12.8 meters (42 …
(FR 12/13/10) 10/11

Page 134—Paragraph 2334, line 8; read:

drafts exceeding 12.8 meters (42 feet) in fresh water …
(FR 12/13/10) 10/11

Page 134—Paragraph 2337; read:

36°56.13'N., 75°57.45'W.
(FR 12/13/10) 10/11

Page 134—Paragraph 2339 to Page 135—Paragraph 2371; read:

36°57.50'N., 75°48.21'W.
36°56.40'N., 75°52.40'W.
36°56.40'N., 75°54.95'W.

(b) A traffic lane for westbound traffic is established between the separation line and a line connecting the following geographical positions:

36°57.94'N., 75°48.41'W.
36°56.90'N., 75°52.40'W.
36°56.80'N., 75°55.14'W.

(c) A traffic lane for eastbound traffic is established between the separation line and a line connecting the following geographical positions:

36°57.04'N., 75°48.01'W.
36°55.88'N., 75°52.40'W.
36°55.88'N., 75°54.95'W.

COAST PILOT 3 (Continued)

§167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) A separation line connects the following geographical positions:

36°50.33'N., 75°46.29'W.
36°52.90'N., 75°51.52'W.
36°55.96'N., 75°54.97'W.

(b) A separation line connects the following geographical positions:

36°55.11'N., 75°55.23'W.
36°52.35'N., 75°52.12'W.
36°49.70'N., 75°46.80'W.

(c) A separation line connects the following geographical positions:

36°49.52'N., 75°46.94'W.
36°52.18'N., 75°52.29'W.
36°54.97'N., 75°55.43'W.

(d) A separation line connects the following geographical positions:

36°54.44'N., 75°56.09'W.
36°51.59'N., 75°52.92'W.
36°48.87'N., 75°47.42'W.

(e) A traffic lane for inbound traffic is established between the separation lines described in paragraphs (a) and (b) of this section.

(f) A traffic lane for outbound traffic is established between the separation lines described in paragraphs (c) and (d) of this section.

(g) A deep-water route is established between the separation lines described in paragraphs (b) and (c) of this section. The following vessels should use the deep-water route established in paragraph (g) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water); and

(2) Naval aircraft carriers.

(h) It is recommended that a vessel using the deep-water route established in paragraph (g) of this section—
(FR 12/13/10) 10/11

Page 135—Paragraph 2375, line 1; read:

(i) Vessels other than those listed in paragraph (g) …
(FR 12/13/10) 10/11

Page 267—Paragraph 32, line 8; read:

Rules (See **167.1 through 167.15 and 167.200 through 167.203**, chapter 2, for limits and regulations and Traffic Separation Schemes, chapter 1, for …
(FR 12/13/10) 10/11

Page 285—Paragraph 36, lines 3 to 4; read:

and gravel. (See Notice to Mariners and the latest edition of the chart for controlling depths.)
(CL 1269/10; 51/10 CG5) 10/11

COAST PILOT 4 42 Ed 2010 Change No. 6
LAST NM 8/11

Page 231—Paragraph 79, lines 7 to 12; read:

which leads to Pamlico Sound. In 2010, the midchannel controlling depth in the entrance channel to Silver Lake was 7.6 feet. Teaches Hole Channel is subject to frequent changes; buoys are frequently shifted in position. In 2010, the controlling depth in Big Foot Slough Channel was 9.4 feet. The channel is …
(DD 18904) 10/11

Page 238—Paragraph 175, lines 7 to 8; read:

the bay. In 2009-2010, the controlling depth was 5 feet to the basin and in the basin. The channel …
(DD 18764) 10/11

Page 238—Paragraph 183, lines 5 to 6; read:

Engelhard. In 2010, the midchannel controlling depth was 7 feet to the basin and in the basin.
(DD 18902) 10/11

Page 268—Paragraph 27, lines 9 to 11; read:

the best water, and therefore not charted. In 2010, the controlling depth in the marked channel leading northward of the eastern end of Waties Island was 3.7 …
(CL 1406/10; DD 18870) 10/11

Page 284—Paragraph 232, lines 4 to 7; read:

miles above the Battery. In 2010, the controlling depth was 14 feet to the U.S. Route 17 bascule highway bridges, thence 13 feet to the turning basin and in the turning basin. About 1.0 mile above the …
(CL 1479/10; DD 18995) 10/11

Page 325—Paragraph 241, line 5; read:

Heckscher Drive (State Routes 105-A1A) highway …
(CL 1454/10) 10/11

Page 333—Paragraph 70, line 20; read:

a clearance of 75 feet at the center.
(CL 1147/10) 10/11

Page 338—Paragraph 132, line 8; read:

regulations.) In 2010, a fixed highway bridge with a design clearance of 20 feet was under construction; upon completion, it will replace the bascule bridge.
(CL 9/11) 10/11

COAST PILOT 4 (Continued)

Page 402—Paragraph 93, lines 11 to 12; read:
marked. In 2010, the controlling depth was 2 feet in Causeway Channel, thence 5 feet in Money Island …
(DD 18762) 10/11

COAST PILOT 7 43 Ed 2011 Change No. 5
LAST NM 9/11

Page 378—Paragraph 282; read:

A **Federal project** provides for a depth of 50 feet from the Bar Channel to and including the Oakland Outer Harbor, 50 feet in the Inner Harbor Reach, thence 35 feet from the Grove Street Pier to the Park Street Bridge Reach, thence 18 feet in the Tidal Canal. (See Notice to Mariners and latest editions of charts for controlling depths.)
(DD 17097; 07/11 CG11) 10/11

Page 385—Paragraph 340, lines 3 to 8; read:
of the creek. In 2011, the controlling depth in the entrance channel was 11 feet, thence 13 to 14 feet in the turning basin. The channel …
(DD 19253) 10/11

Page 551—Paragraph 120, lines 5 to 7; read:
two entrances. In 2009, the controlling depths were 14 feet in the S entrance, and 15 feet in the N entrance.
(H 12024; DD 18441) 10/11