



**COAST PILOT 3 (Continued)**

sion barriers will be placed across the Chopawamsic Creek channel at the entrance to the channel from the Potomac River and immediately west of the CSX railroad bridge.

(c) *Enforcement.* The regulations in this section shall be enforced by the Commander, MCB Quantico or any such agencies he/she designates. The areas identified in paragraph (a) of this section will be monitored 24 hours a day, 7 days a week. Any person or vessel encroaching within the areas identified in paragraph (a) of this section will be directed to immediately leave the restricted area. Failure to do so could result in forceful removal and/or criminal charges.

(d) *Exceptions.* Commercial fisherman will be authorized controlled access to the restricted area (with the exception of Chopawamsic Creek channel) after registering with MCB Quantico officials and following specific access notification procedures.

(FR 2/4/11) 13/11

Page 201—Paragraph 73, lines 11 to 14; read:

Overhead cable clearances are: 19 feet between the westerly shore ...

(CL 136/11) 13/11

Page 270—Paragraph 71; read:

The Newport News to Craney Island pipeline is a 24-inch diameter submerged pipeline carrying natural gas and was completed in 2009. The method of construction involved directional drilling from five locations along the length of the pipeline termed “Stitch Points”, labeled A through E on charts 12245 and 12222.

From the shoreline in Newport News, the initial section of pipeline runs 65 feet below the seabed, rising to 6 feet below the seabed at Stitch Point A (36°58'23.9"N., 76°23'42.1"W.); thence 6 feet below the seabed to Stitch Point B (36°57'34.7"N., 76°23'28.8"W.); thence 20 feet below the seabed where it crosses the ship channel, rising to 10 feet below the seabed at Stitch Point C (36°57'04.0"N., 76°23'20.4"W.); thence 65 feet below the seabed, rising to 10 feet below the seabed at Stitch Point D (36°56'33.1"N., 76°23'12.0"W.); thence 65 feet below the seabed, rising to 10 feet below the seabed at Stitch Point E (36°55'55.7"N., 76°23'09.4"W.); thence 20 feet below the seabed to the shoreline at Craney Island.

(CL 342/10) 13/11

Page 294—Paragraph 25, lines 3 to 6; read:

from the mouth of Back Creek. In 2010, the dredged channel, marked by lights and daybeacons, had a controlling depth of 1.2 feet.

(CL 169/11; DD 19293) 13/11

Page 302—Paragraph 139, line 3; read:

buoys. In 2010, the controlling depth was 1.2 feet in the ...  
(CL 199/11; DD 19344) 13/11

Page 317—Paragraph 133; insert after:

A **restricted area** has been established on the Potomac River around Chopawamsic Creek and Chopawamsic Island. (See **33 CFR 334.235**, chapter 2, for limits and regulations.)  
(FR 2/4/11) 13/11

Page 341—Paragraph 30, lines 8 to 11; read:

2010, the midchannel controlling depths were 5 feet to Onancock, thence 7 feet in the North Branch, with 8 feet in the North Branch basin, thence 4.5 feet ...

(CL 98/11; DD 19242) 13/11

Page 343—Paragraph 64, lines 2 to 3; read:

Rhodes Point, in 2010, had a controlling depth of 5.5 feet. Local fishermen in shallow-draft ...

(CL 63/11; DD 19198) 13/11

Page 343—Paragraph 65, line 4; read:

gut. In 1995-2010, the controlling depth was 1.5 feet.

(CL 63/11; DD 19198) 13/11

Page 358—Paragraph 286, lines 11 to 17; read:

paralleling the waterfront. In 2010, the controlling depths were 4 feet in the entrance channel, thence 7 feet in the anchorage basin at the west end of the harbor and channel paralleling the waterfront, thence 7 feet in the basin at the east end of the harbor, thence 7.5 feet in the channel that runs northeast from ...

(CL 64/11; DD 19199) 13/11

Page 378—Paragraph 222, lines 8 to 11; read:

2011, the controlling depth was 10 feet to the mouth of Susquehanna River at Havre de Grace. In 2011, the controlling depth was 4 feet in the side channel and in the basin at City Park. It is reported ...

(CL 174/11; DD 19318) 13/11

**COAST PILOT 5      38 Ed 2010      Change No. 16  
LAST NM 12/11**

Page 276—Paragraph 274, lines 3 to 4; read:

hotel near the N end of Clearwater Beach Island, a large hotel on ...

(CL 252/11) 13/11

Page 292—Paragraph 80, lines 3 to 5; read:

basin in **Scipio Creek**. In August 2010, the controlling depth in the channel was 6.9 feet (8.0 feet at midchannel), thence 6.8 to 8.4 feet in the basin.

(CL 1326/10; DD 18746) 13/11

**COAST PILOT 5 (Continued)**

Page 301—Paragraph 212, lines 3 to 5; read: fixed highway bridge at Freeport. In August 2010, the controlling depth in the channel was 5.3 feet (9.1 feet at midchannel) to Fourmile Creek, thence 3.3 feet (9.2 feet at midchannel) to the basin with 7.6 to 12.0 feet in the basin. The channel ...

(CL 1302/10; DD 18703) 13/11

Page 328—Paragraph 223, lines 9 to 10; read: midchannel) to the State Route 613 bridge; thence in December 2010, 4.0 feet (7.3 feet at midchannel) to the head of the project. The channel ...

(CL 194/11; DD 19076) 13/11

Page 357—Paragraph 103, lines 2 to 5; read: River via the Jump with the Gulf. In 2010-2011, the midchannel controlling depth was 6 feet to Light 18, thence 7 feet at midchannel to the junction ...

(DD 18546; DD 19437) 13/11

Page 387—Paragraph 63, line 8; read: used as fishing piers. In 2009, the SE fishing pier was reported in ruins and partially submerged with debris; extreme caution is advised. A fixed highway bridge on the NE ...

(CL 222/11; 38/09 CG8) 13/11

Page 392—Paragraph 123, lines 5 to 6; read: buoys. In April-August 2010, the controlling depth through the pass was 17 feet. The current ...

(DD 18550; DD 17517) 13/11

Page 392—Paragraph 124, lines 6 to 7; read: maintained by the Corps of Engineers. In April-December 2010, the controlling depth was 5 feet. The channel is ...

(DD 18307; DD 17517; DD 19097) 13/11

**COAST PILOT 7      43 Ed 2011      Change No. 7  
LAST NM 12/11**

Page 108—Paragraph 1367, line 1; read: 46°00'51.32"N., 122°51'45.44"W.; thence continuing west-northwesterly to

46°01'24.38"N., 122°52'21.20"W.; thence continuing ...  
(FR 6/25/10) 13/11

Page 457—Paragraph 50, line 11; read: 97103; telephone 503-325-2641; Fax 503-325-5630; email pilotast@pacifier.com

(CL 230/11) 13/11

Page 457—Paragraph 51, lines 5 to 7; read: advance by telephone, fax, or email to the pilot office in Astoria. The Columbia River Bar Pilots ...

(CL 230/11) 13/11

Page 458—Paragraph 57, lines 4 to 5; read: VHF channel 9, 13, or 16 at least two hours before their ETA. The call sign for the Bar Pilot office is ...

(CL 230/11) 13/11

Page 458—Paragraph 59; read:

1. After initial contact, the arriving vessel shall call in to the Columbia River Bar Pilots on VHF channel 9 when 15 miles from the CR buoy.

(CL 230/11) 13/11

Page 458—Paragraphs 64 to 66; read:

3. **At night**, the vessel should be illuminated with all available deck lighting, but not in such a way as to blind the helicopter crew. Deck lights must remain ON until the helicopter has departed the area.

4. Assisting crewman should wear eye protective goggles.

5. Camera flashlight equipment must not be used as it will interfere with the helicopter crew's night vision.

6. If requested by helicopter-pilot, switch ship's radar to "stand-by".

7. **DO NOT CHANGE COURSE OR SPEED** unless instructed by helicopter.

8. If conditions are rough, a trail/tag line may be used:

a. The vessel crew tending the trail line must ensure that the line is not tied to the vessel and does not become fouled with the vessel.

b. The vessel crew tending the trail line shall use it to guide the Marine Pilot to the intended hoist area using only enough force to stabilize and keep the Pilot from swinging into hazards.

c. The trail line, when used, must **NOT** be fastened to the vessel.

(CL 230/11) 13/11

Page 458—Paragraphs 67 to 73; strike out.

(CL 230/11) 13/11

Page 459—Paragraph 76, line 8; read:

used, speed of the vessel should be approximately 10 to 12 knots and ...

(CL 230/11) 13/11

Page 459—Paragraph 76, lines 15 to 16; read: well lighted at night. When regulations require a combination ladder, it must be rigged 5 to 7 meters above the water. Manropes are required on outbound vessels.

(CL 230/11) 13/11

Page 572—Paragraph 365, lines 7 to 8; read:

this point is about 450 feet high.  
(03/94 CG13; 49/97 CG13; NOS 18474) 13/11

**COAST PILOT 7 (Continued)**

Page 572—Paragraph 367, lines 6 to 8; read:  
the W around the N end of the breakwater. Lights mark the  
N end of the SW corner of the ...  
(H 11826; DD 17960)

13/11