

COAST PILOT 3 (Continued)

national emergency, hazardous operations will take place between the hours of 6 a.m. and 10:30 p.m. daily except Sundays. Hazardous operations may involve firing large or small caliber guns and projectiles, aerial bombing, use of directed energy, and operating manned or unmanned watercraft.

(ii) When hazardous operations are in progress, no person, or fishing or oystering vessels shall operate within the danger zone affected unless so authorized by the Naval Surface Warfare Center, Dahlgren's patrol boats. Oystering and fishing boats or other craft may cross the river in the danger zone only after they have reported to the patrol boat and received instructions as to when and where to cross. Deep-draft vessels using dredged channels and propelled by mechanical power at a speed greater than five miles per hour may proceed directly through the danger zones without restriction except when notified to the contrary by the patrol boat. Unless instructed to the contrary by the patrol boat, small craft navigating up or down the Potomac River during hazardous operations shall proceed outside of the northeastern boundary of the Middle Danger Zone. All craft desiring to enter the Middle Danger Zone when proceeding in or out of Upper Machodoc Creek during hazardous operations will be instructed by the patrol boat; for those craft that desire to proceed in or out of Upper Machodoc Creek on a course between the western shore of the Potomac River and a line from the Main Dock of Naval Surface Warfare Center, Dahlgren to Line of Fire Buoy P, clearance will be granted to proceed upon request directed to the patrol boat.

(iii) Due to hazards of unexploded ordnance, no person or craft in the Middle Danger Zone shall approach closer than 100 yards to the shoreline of Naval Surface Warfare Center, Dahlgren, previously known as the Naval Surface Weapons Center.

(3) *Enforcement.* The regulations shall be enforced by the Commander, Naval Surface Warfare Center, Dahlgren and such agencies as he/she may designate. Patrol boats, in the execution of their mission assigned herein, shall display a square red flag during daylight hours for purposes of identification; at night time, a 32 point red light shall be displayed at the mast head. Naval Surface Warfare Center, Dahlgren (Range Control) can be contacted by Marine VHF radio (Channel 16) or by telephone 540-653-8791.

(4) *Exceptions.* Nothing in this regulation shall be intended to prevent commercial fishing or the lawful use of approved waterfowl hunting blinds along the shorelines of Naval Surface Warfare Center, Dahlgren, provided that all necessary licenses and permits have been obtained from the Maryland Department of Natural Resources, the Virginia Department of Game and Inland Fisheries, or the Potomac River Fisheries Commission. Waterfowl hunters shall provide a completed copy of their blind permit to the Natural Resources Manager at Naval Surface Warfare

Center, Dahlgren. Commercial fishermen and waterfowl hunters must observe all warnings and range clearances, as noted herein. Federal, State and local law enforcement agencies are exempt from the provisions of paragraph (a) of this section.

(FR 2/25/11) 20/11

COAST PILOT 3 44 Ed 2011 Change No. 6

Page 191—Paragraph 68, line 7; read:

knowledge. A lighted whistle buoy marks the approach to ...
(LL/11) 20/11

Page 318—Paragraph 149, lines 4 to 6; read:

small-boat basin on the lower side has depths of 4 feet. The upper wharf has depths of 12 to 15 feet at the face.
(49/10 CG5) 20/11

Page 374—Paragraph 160, lines 1 to 2; read:

Pooles Island Light (39°17'26"N., 76°15'59"W.), 38 feet above the water, is shown from a stone tower on the NW side of the island. On the island are the ...
(13/11 CG5) 20/11

**COAST PILOT 4 42 Ed 2010 Change No. 8
LAST NM 12/11**

Page 230—Paragraph 70, lines 8 to 10; read:

lights, buoys, and daybeacons. In 2011, a side channel to the Coast Guard pier and the ferry landing had a controlling depth of 4 feet and is marked by two lights.
(DDs 19402-03) 20/11

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

the bay. In 2011, the controlling depth was 3 feet to the basin, thence 4 feet in the basin. The channel ...
(DD 19401) 20/11

Page 257—Paragraph 85, lines 3 to 4; read:

U.S. Route 17 highway bridge at Jacksonville. In 2011, the controlling depth was 5 feet from the Intracoastal ...
(DD 19507) 20/11

Page 297—Paragraph 108, lines 4 to 5; read:

water, ice and wet storage are available. Electronic repairs can be made. In 2011, the reported approach and alongside depth was 5 feet.
(DB-19382-small) 20/11

Page 408—Paragraph 188, lines 10 to 12; read:

fuel, pump-out station, launching ramp and wet storage. In 2011 the reported approach depth was 6 feet.
(DB-19382-small) 20/11

**COAST PILOT 5 38 Ed 2010 Change No. 20
LAST NM 15/11**

Page 244—Paragraph 210, lines 9 to 11; read:
Naples about 2.5 miles above Gordon Pass. In 2010, the controlling depth was 8.4 feet to the junction with the inland waterway, thence 7 feet to the highway ...
(DD 18987) 20/11

Page 251—Paragraph 311, lines 3 to 8; read:
and daybeacons. In 2011, the reported controlling depth was 7 feet, thence 5.5 to 7 feet in the yacht basin. A riprap breakwater protects the NE and NW sides of the marina basin. The marina has berths with electricity, gasoline, diesel fuel, water, ice, and sewage pump-out.
(DB-19381-coast) 20/11

Page 254—Paragraph 336, lines 6 to 8; read:
the Gulf to the Intracoastal Waterway. In 2010, the controlling depth was 5 feet to the highway bridge, thence 5.3 feet to the Intracoastal Waterway. Aids to navigation mark the best water. Greater ...
(DD 19166) 20/11

Page 260—Paragraph 63, lines 5 to 7; read:
channels which it crosses. The high-level 500-foot fixed span has a clearance of 180 feet over the main ship channel in the middle of the bay. The clearances of the ...
(L-129-2011) 20/11

Page 337—Paragraph 331, lines 7 to 9; read:
and port are under development on the slip. In 2010, the controlling depth in the channel was 6 feet, thence 7.1 feet in the slip. Private ...
(DD 17693) 20/11

Page 337—Paragraph 332, lines 4 to 5; read:
for 1.6 miles to the mouth of the river. In 2011, the controlling depth was 5.6 feet (6.7 feet at midchannel).
(DD 19455) 20/11

Page 357—Paragraph 106, lines 5 to 7; read:
2010, the controlling depth was 7 feet in the entrance channel to Light 7, thence 12 feet through the jetties; thence in 1997-2010, 9 feet to the ...
(DD 18545; DD 18814) 20/11

Page 405—Paragraph 295, lines 13 to 16; read:
in operation continuously. In 2010, the controlling depth was 6 feet in the entrance channel to the lock, thence 5 feet through the canal to Light 20, thence 10 feet to the junction with the Intracoastal ...
(DD 18306) 20/11

Page 407—Paragraph 318, lines 1 to 6; read:

In 2010, the controlling depths were 7 feet from the Gulf of Mexico through the jettied entrance channel to Lower Mudd Lake and through the marked channel in Lower Mudd Lake to the junction with the natural channel, thence 5 feet to the State Route 82 highway bridge, thence 1 foot to the control ...
(DD 18308; DD 18309; DD 18310) 20/11

Page 412—Paragraph 387; insert after:

The NW Gulf Federal Pilots can provide pilotage to U.S. vessels within the Calcasieu Ship Channel leading to ports in Cameron and Lake Charles. A nine hour advance notice is requested prior to sea buoy arrival. For pilot boarding, it is advised that the pilot ladder be rigged 3 to 6 feet above the water on the leeward side at 6 to 8 knots. The pilot boat monitors VHF-FM channels 13 and 16 and works on channels 68 or 72. The NW Gulf Federal Pilots are available by telephone at 409-781-5522 or by fax at 409-842-5345, and detailed information and instructions are available at <http://www.nwgulffedpilot.com>.
(L-351-2011) 20/11

Page 430—Paragraph 167, lines 7 to 10; read:
which could pass over it in smooth water. A 33-foot spot, marked by a buoy, is about ...
(13/11 CG8; NOS 11323) 20/11

COAST PILOT 5 38 Ed 2010 Change No. 21

Page 430—Paragraph 160, lines 4 to 6; read:

Orangefield. In October 2010, the controlling depth in the channel was 4.8 feet (6.6 feet at midchannel), thence 2.2 to 5.0 feet in the basin. In 1996, a draft of 4.5 feet ...
(L-287-2011) 20/11

Page 430—Paragraph 161, lines 3 to 4; read:

Sabine River to the first fixed highway bridge. In October 2010, the controlling depth was 4.4 feet (7.4 feet at ...
(L-287-2011) 20/11

Page 447—Paragraph 384; read:

Buffalo Bayou, above the Houston Turning Basin, is frequently used by barge traffic. The principal commodities handled on the bayou are shell, petroleum, clay, steel products, 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 2009-September 2010, 7 feet (8 feet at midchannel) for 3 miles to the Jensen Drive bridge; thence in May 2010, 2 feet (4 feet at midchannel) 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 mini-

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imum clearance for the swing bridges is 25 feet. The minimum clearances for the fixed bridges are 27 feet to the 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.

(L-287-2011; NOS 11325) 20/11

Page 459—Paragraph 59, lines 8 to 10; read: Intracoastal Waterway. In April-September 2010, the mid-channel controlling depth was 5.1 feet to about 25.2 miles above the mouth; thence in 1994, the ...

(L-287-2011) 20/11

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 January 2011, the controlling depth in the channel was 7.2 feet (8.9 feet at midchannel).

(L-287-2011; CEM-Galveston/90; NOS 11302) 20/11

Page 507—Paragraph 409, lines 4 to 13; read: Matagorda Bay and Matagorda Bay. In June-October 2010, the channel had shoaled to 0.9-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 ...

(L-287-2011) 20/11

COAST PILOT 5 38 Ed 2010 Change No. 22

Page 487—Paragraph 109, line 6; read: chapter 2, for drawbridge regulations.) A marina is on the SW side of the bridge. Gasoline, diesel fuel, pump-out, water, marine supplies, wet and dry storage, berths, and a launching ramp are available. In 2011, 8 feet was reported alongside.

(DB-19397-small) 20/11

Page 545—Paragraph 616, lines 1 to 2; read:

For 0.6 mile inside Bajo Enmedio the depths are 21 to 35 feet. A ridge with depths of 20 to 13 feet extends in ...
(DD 14796) 20/11

Page 546—Paragraph 617, line 8; read:

between the 30-foot curves, with depths of 34 to 39 feet in ...
(DD 14796) 20/11

Page 546—Paragraph 620, line 1; read:

Bajo Ramito is a small shoal with a depth of 7 feet ...
(DD 14796) 20/11

Page 546—Paragraph 620, lines 6 to 7; read:

Boqueron. Several submerged rocks are scattered throughout a 0.5 mile radius W and SW of the village.
(DD 14796) 20/11

Page 546—Paragraph 623, line 3; read:

channels having depths of 36 to 49 feet; the S extremity ...
(DD 14796) 20/11

Page 546—Paragraph 624, line 2; read:

depth of 24 to 66 feet between them. The NW shoal, 1.3 ...
(DD 14796) 20/11

**COAST PILOT 6 41 Ed 2011 Change No. 3
LAST NM 16/11**

Page 76—Paragraph 717; read:

The draw of the Duluth Ship Canal Aerial bridge, mile 0.25 at Duluth, shall open on signal; except that, from the Friday before Memorial Day through the Tuesday after Labor Day each year, between the hours of 7 a.m. and 9 p.m., seven days a week, the drawbridge shall open on the hour and half-hour for vessels under 300 gross tons, if needed; and the bridge will open on signal for all vessels from 9 p.m. to 7 a.m., seven days a week, and at all times for Federal, state, and local government vessels, vessels in distress, commercial vessels engaged in rescue or emergency salvage operations, commercial-assist towing vessels engaged in towing or port operations, vessels engaged in pilot duties, vessels seeking shelter from severe weather, and all commercial vessels 300 gross tons or greater. From January 1 through March 15, the draw shall open on signal if at least 12 hours notice is given. The opening signal is one prolonged blast, one short blast, one prolonged blast, one short blast. If the drawbridge is disabled, the bridge authorities shall give incoming and outgoing vessels timely and dependable notice, by tug service if necessary, so that the vessels do not attempt to enter the canal.

(FR 3/2/11) 20/11

COAST PILOT 6 41 Ed 2011 Change No. 4

Page 203—Paragraph 152, lines 4 to 5; read:
placed in the closed-to-navigation position from November
1st to April 1st. State Route 104 highway bridge ...
(11/11 CG9) 20/11

Page 257—Paragraph 536, line 9 to Paragraph 537; read:
ridges, deep-draft vessels should pass **Safe Water Lighted
Buoy** (41°50'08"N., 83°10'11"W.) close aboard and enter the
entrance channel between Entrance Lighted Buoy 1 and En-
trance Light 2.
(LL/11; NOS 14846) 20/11

COAST PILOT 6 41 Ed 2011 Change No. 5

Page 255—Paragraph 509; read:
There are several small-craft facilities in West Harbor.
Supplies and services available include gasoline, diesel fuel,
water, ice, electricity, pump-out facilities, marine supplies,
launching ramps, hoists to 40 tons and full repairs (engine,
hull, electrical) can be made. Depths of 3 to 8 feet are avail-
able alongside the docks.
(DB-19219-small) 20/11

Page 260—Paragraph 580, line 5; read:
2010, 8 feet was reported in the entrance channel. Facilities
...
(DB-19276-small) 20/11

Page 263—Paragraph 616, lines 4 to 6; read:
In 2010, the controlling depth was 8 feet (except for lesser
depths to 5 feet along the N edge of the channel between
Buoys 8 and 10).
(L-350-2011) 20/11

Page 360—Paragraph 312, lines 8 to 12; read:
Mariners entering the harbor do so at their own risk and are
requested not to dispose of waste in Pigeon Lake. A **slow-no
wake speed** is enforced in the lake.
(L-341-2011; NOS 14906) 20/11

Page 407—Paragraph 781, lines 5 to 11; read:
canal 3 miles above the entrance. The Maple-Oregon Street
basculer bridge, 1.3 miles above the Bay View bridge, has a
clearance of 25 feet at the center, decreasing to 15 feet at the
channel limits. The Michigan Street bridge, 700 feet above
the Maple-Oregon bridge, has a basculer span with a clear-
ance of 14 feet. (See **33 CFR 117.1 through 117.59 and
117.1101**, chapter 2, for drawbridge regulations.)
(L-354-2011; L-303-2007) 20/11

Page 450—Paragraph 113, line 3; read:
berthing space with dolphins, a reported depth of 27 ...
(L-353-2011; DD 19607) 20/11

Page 455—Paragraph 165, line 14; read:
drawbridge regulations.) An overhead power cable, with a
reported clearance of 120 feet, crosses the channel about 1.7
miles west of the lift bridge.
(L-311-2011) 20/11

**COAST PILOT 7 43 Ed 2011 Change No. 9
LAST NM 15/11**

Page 434—Paragraph 60, line 8; read:
can be made. A **Federal project** provides for a depth of 16
feet in the channel leading to the wharf. (See Notice to
Mariners and latest editions of charts for controlling depths.)
At times, shoaling causes the water depth ...
(CL 255/11; 14/11 CG13) 20/11

Page 516—Paragraph 155, lines 15 to 19; read:
fathoms, muddy bottom. A marina is located on the W side
of the bay just N of **Pitship Point**. Lights mark the breakwa-
ter entrance. In 2011, the reported alongside depth was 8
feet. Services include transient berths, electricity, gasoline,
diesel fuel, water, ice, marine supplies, launching ramp, and
...
(DB-19385-coast) 20/11

Page 549—Paragraph 95, lines 6 to 7; read:
and a light is on the SW corner. The reported depth is 9 feet
alongside the ...
(DB-19357-small) 20/11

Page 563—Paragraph 236, lines 3 to 8; read:
beach between Langley and Sandy Point. The South Whid-
bey Harbor at Langley is protected on the N and E sides by a
timber breakwater marked by private lights. Transient
berths, water, electricity, launching ramp, and pump-out fa-
cility are available. In 2010, 12 feet was reported alongside
the berths. The harbormaster monitors VHF channels 16 and
66A; telephone: 360-221-1120. The ...
(DB-19375-coast) 20/11

COAST PILOT 7 43 Ed 2011 Change No. 10

Page 178—Paragraph 3023, line 2 to Paragraph 3028; read:
zones: All navigable water, extending from the surface to the
sea floor, within a 100-yard radius around any cruise ship
that is located within the San Diego port area landward of the
sea buoys bounding the Port of San Diego.

(c) Regulations. Under regulations in 33 CFR part 165,
subpart D, a person or vessel may not enter into or remain in
the security zones created by this section unless authorized
by the Coast Guard Captain of the Port, San Diego (COTP)

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or a COTP designated representative. Persons desiring to transit these security zones may contact the COTP at telephone number 619-278-7033 or on VHF-FM channel 16 (156.8 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(FR 3/21/11) 20/11

Page 490—Paragraph 54, line 4; read:
and nearly fills it. The waters surrounding Long Island encompass the Willapa National Wildlife Refuge, and its boundary is marked by numerous piles.

(CL 16/11) 20/11

**COAST PILOT 9 28 Ed 2010 Change No. 9
LAST NM 14/11**

Page 107—Paragraph 1477; insert after:

(d) *Special prohibitions relating to endangered Steller sea lion protection.* The regulatory provisions set forth in part 223 of this chapter, which govern threatened Steller sea lions, shall also apply to the western population of Steller sea lions, which consists of all Steller sea lions from breeding colonies located west of 144°W.

(50 CFR 224.103) 20/11

Page 107—Paragraph 1493; insert after:

§ 226.220 Critical habitat for the Cook Inlet beluga whale (*Delphinapterus leucas*).

Critical habitat is designated in Cook Inlet, Alaska, for the Cook Inlet beluga whale as described in paragraphs (a) and (b) of this section. The textual description of this critical habitat is the definitive source for determining the critical habitat boundaries. General location maps are provided for general guidance purposes only, and not as a definitive source for determining critical habitat boundaries. Critical habitat does not include manmade structures and the land on which they rest within the designated boundaries described in paragraphs (a)(1) and (2) of this section that were in existence as of May 11, 2011.

(a) *Critical Habitat Boundaries.* Critical habitat includes two specific marine areas in Cook Inlet, Alaska. These areas are bounded on the upland by Mean High Water (MHW) datum, except for the lower reaches of four tributary rivers. Critical habitat shall not extend into the tidally-influenced channels of tributary waters of Cook Inlet, with the exceptions noted in the descriptions of each critical habitat area.

(1) *Area 1.* All marine waters of Cook Inlet north of a line from the mouth of Threemile Creek (61°08.5'N., 151°04.4'W.) connecting to Point Possession (61°02.1'N., 150°24.3'W.), including waters of the Susitna River south of 61°20.0'N., the Little Susitna River south of 61°18.0'N., and the Chickaloon River north of 60°53.0'N.

(2) *Area 2.* All marine waters of Cook Inlet south of a line from the mouth of Threemile Creek (61°08.5'N.,

151°04.4'W.) to Point Possession (61°02.1'N., 150°24.3'W.) and north of 60°15.0'N., including waters within 2 nautical miles seaward of MHW along the western shoreline of Cook Inlet between 60°15.0'N. and the mouth of the Douglas River (59°04.0'N., 153°46.0'W.); all waters of Kachemak Bay east of 151°40.0'W.; and waters of the Kenai River below the Warren Ames bridge at Kenai, Alaska.

(b) A map of the designated critical habitat for Cook Inlet beluga whale follows (Figure 1).

(c) *Primary constituent elements.* The primary constituent elements essential to the conservation of the Cook Inlet beluga whale are:

(1) Intertidal and subtidal waters of Cook Inlet with depths <30 feet (MLLW) and within 5 miles of high and medium flow anadromous fish streams.

(2) Primary prey species consisting of four species of Pacific salmon (Chinook, sockeye, chum, and coho), Pacific eulachon, Pacific cod, walleye pollock, saffron cod, and yellowfin sole.

(3) Waters free of toxins or other agents of a type and amount harmful to Cook Inlet beluga whales.

(4) Unrestricted passage within or between the critical habitat areas.

(5) Waters with in-water noise below levels resulting in the abandonment of critical habitat areas by Cook Inlet beluga whales.

(d) *Sites owned or controlled by the Department of Defense, or of interest to national security.* Critical habitat does not include the following areas owned by the Department of Defense or for which the Secretary has determined to exclude for reasons of national security:

(1) All property and overlying waters of Joint Base Elmendorf-Richardson between Mean Higher High Water and Mean High Water; and

(2) All waters off the Port of Anchorage which are east of a line connecting Cairn Point (61°15.4'N., 149°52.8'W.) and Point MacKenzie (61°14.3'N., 149°59.2'W.) and north of a line connecting Point MacKenzie and the north bank of the mouth of Ship Creek (61°13.6'N., 149°53.8'W.).

(FR 4/11/11) 20/11

Page 232—Paragraph 1398, line 1; read:

Beluga Shoal, covered 4 fathoms, is in the middle ...

(NOS 16663) 20/11