

COAST PILOT 3 (Continued)

Page 77—Paragraph 869, line 1; read:

- (h) The draw of the Albemarle & Chesapeake Railroad
...
(33 CFR 117.997) 29/11

Page 77—Paragraph 870, line 1; read:

- (i) The draw of the Centerville Turnpike (SR170) ...
(33 CFR 117.997) 29/11

Page 77—Paragraph 877; insert after:

(j) The draw of the Gilmerton (US13/460) Bridge, mile 5.8, in Chesapeake.

(1) Shall open on signal at any time for commercial vessels carrying liquefied flammable gas or other hazardous materials.

(2) From 6:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m., Monday through Friday, except Federal holidays:

(i) Need not open for the passage of recreational or commercial vessels that do not qualify under paragraph (j)(2)(ii) of this section.

(ii) Need not open for commercial cargo vessels, including tugs, and tugs with tows, unless 2 hours advance notice has been given to the Gilmerton Bridge at (757) 545-1512.

(3) From 9:30 a.m. to 3:30 p.m. Monday through Friday and from 6:30 a.m. to 6:30 p.m. Saturdays, Sunday and Federal Holidays, the draw need only be opened every hour on the half hour, except the draw shall open on signal for commercial vessels that qualify under paragraphs (j)(1) and (j)(2)(ii) of this section.

(4) If any vessel is approaching the bridge and cannot reach the draw exactly on the half hour per paragraph (j)(3) of this section, the draw tender may delay the opening up to 10 minutes past the half hour for passage of the approaching vessel and any other vessels that are waiting to pass.

(5) If the Norfolk & Southern Railroad Bridge #7, at mile 5.8, is not opened during a particular scheduled opening for the Gilmerton Bridge and vessels were delayed, the draw tender at the Gilmerton Bridge may provide a single opening for waiting vessels, once the Norfolk & Southern Railroad Bridge #7 reopens for vessels.

(6) Shall open on signal at all other times.
(FR 6/15/11) 29/11

Page 109—Paragraph 1580, line 6 to Paragraph 1585, line 11; read:

engaged in commerce, must have a satellite navigation receiver with—

(1) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(2) Position updates derived from satellite information during each usable satellite pass.

(b) A system that is found by the Commandant to meet the intent of the statements of availability, coverage, and accuracy for the U.S. Coastal Confluence Zone (CCZ) contained in the U.S. “Federal Radionavigation Plan” (Report No. DOD–NO 4650.4–P, I or No. DOT–TSC–RSPA–80–16, 1). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Coast Guard Deputy Commander for Operations (CG-DCO), 2100 2nd St. SW., Stop 7471, Washington, DC 20593-7471. After reviewing the application, the Commandant ...

(FR 6/2/11) 29/11

Page 109—Paragraphs 1591 to 1594; strike out.

(FR 6/2/11) 29/11

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°56.90'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.

§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.

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(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; FR 6/2/11) 29/11

Page 352—Paragraph 187, line 1; read:

Choptank River Light (38°39'21"N., 76°11'04"W.), ...
(20/11 CG5) 29/11

**COAST PILOT 4 42 Ed 2010 Change No. 11
LAST NM 24/11**

Page 94—Paragraph 1106, lines 5 to 6; read:
every year and between 7 a.m. and 10:30 a.m. on the last Saturday of October each year or the first or second Saturday of November of every year the draw need not open for vessels due to annual triathlon events.
(FR 5/27/11) 29/11

Page 95—Paragraph 1112, lines 4 to 5; read:

July of every year, and from 7 a.m. to 11 a.m. on the first or second Sunday of November of every year to accommodate annual marathon races.
(FR 5/27/11) 29/11

Page 95—Paragraph 1124; read:

(4) From 8 a.m. to 10 a.m. on the second Saturday of July of every year, from 12 p.m. to 11:59 p.m. on the last Saturday of October or the first or second Saturday of November of every year, and from 7 a.m. to 11 a.m. on the first or second Sunday of November of every year, the draw need not open for vessels to accommodate annual marathon and triathlon races.
(FR 5/27/11) 29/11

Page 130—Paragraph 1905, line 6 to Paragraph 1910, line

11; read:

engaged in commerce, must have a satellite navigation receiver with—

(1) Automatic acquisition of satellite signals after initial operator settings have been entered; and

(2) Position updates derived from satellite information during each usable satellite pass.

(b) A system that is found by the Commandant to meet the intent of the statements of availability, coverage, and accuracy for the U.S. Coastal Confluence Zone (CCZ) contained in the U.S. “Federal Radionavigation Plan” (Report No. DOD-NO 4650.4-P, I or No. DOT-TSC-RSPA-80-16, I). A person desiring a finding by the Commandant under this subparagraph must submit a written application describing the device to the Coast Guard Deputy Commander for Operations (CG-DCO), 2100 2nd St. SW., Stop 7471, Washington, DC 20593-7471. After reviewing the application, the Commandant ...
(FR 6/2/11) 29/11

Page 131—Paragraphs 1916 to 1919; strike out.
(FR 6/2/11) 29/11

Page 174—Paragraph 2886; insert after:

(v) The waters within a circular band with an inner radius of 1.8 statute miles and an outer radius of 2.5 statute miles having its center at 35°02'12"N., 76°28'00"W.
(FR 5/24/11) 29/11

Page 174—Paragraph 2888; insert after:

(iii) The areas described in paragraph (b)(1)(v) of this section shall be used as a strafing area. Practice and dummy ammunition will be used. Operations will be conducted on five consecutive days (Monday through Friday) per month during the months of February through November between the hours of 4 p.m. to 11 p.m. The block training dates will be scheduled two weeks in advance of the actual training start date. Marine Corps Air Station Cherry Point will have a call-in number for public use to provide information on the current use of the training area. The Notification to Mariners System will also be utilized to inform the public on the status of the training area. No vessel or person shall enter the area during the scheduled block training session except for such vessels as may be directed by the enforcing agency to enter on assigned duties. The area will be patrolled and vessels “buzzed” by the patrol plane prior to the conduct of operations in the area. Vessels or personnel which have inadvertently entered the danger zone shall leave the area immediately upon being so warned.
(FR 5/24/11) 29/11

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

the bay. In February 2011, the controlling depth was 4 feet to the basin and in the basin. The channel ...
(DD 19837) 29/11

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Page 238—Paragraph 181, lines 5 to 6; read:
Inlet. In 2011, the controlling depth was 6.5 feet in the chan-
nel; thence in 2009, 7.7 feet in the basin; shoaling to 1 foot
...
(DD 19836) 29/11

Page 406—Paragraph 159, lines 7 to 9; read:
2010, the controlling depth was 5 feet. The mean range of
tide at McClellanville is ...
(L-472-2011; DD 19797) 29/11

**COAST PILOT 6 41 Ed 2011 Change No. 7
LAST NM 27/11**

Page 122—Paragraph 1826, line 2; read:
Michigan shoreline, including Burnham Park Harbor, to ...
(33 CFR 165.904) 29/11

Page 122—Paragraph 1846, lines 1 to 5; read:
(ii) *Regulations.* The Captain of the Port Lake Michigan
will normally permit those U.S. Coast Guard certificated
passenger vessels that normally load and unload passengers
at Navy Pier to operate in the zone. However, should the
Captain of the Port Lake Michigan determine ...
(33 CFR 165.910) 29/11

Page 123—Paragraph 1867, line 3 to Paragraph 1868, line
2; read:
Coast Guard Captain of the Port Lake Michigan. Section
165.33 also contains other general requirements.
(2) All persons and vessels shall comply with the instruc-
tion of the Captain of the Port Lake Michigan or the desig-
nated ...
(33 CFR 165.910) 29/11

Page 123—Paragraph 1869, line 3; read:
the Port at telephone number 414-747-7182 or on VHF...
(L-704-2011) 29/11

Page 151—Paragraph 2418; insert after:
**§334.815 Menominee River, at the Marinette Marine
Corporation Shipyard, Marinette, Wisconsin; Naval Re-
stricted Area.**

(a) *The area.* The waters 100 feet from Marinette Marine
Corporation's pier defined by a rectangular shaped area on
the south side of the river beginning on shore at the eastern
property line of Marinette Marine Corporation at
45°05'58.8"N., 87°36'56.0"W.; thence northerly to
45°05'59.7"N., 87°36'55.6"W.; thence westerly to
45°06'03.2"N., 87°37'09.6"W.; thence southerly to
45°06'02.2"N., 87°37'10.0"W.; thence easterly along the
Marinette Marine Corporation pier to the point of origin.
The restricted area will be marked by a lighted and signed
floating buoy line.

(b) *The regulation.* All persons, swimmers, vessels and
other craft, except those vessels under the supervision or
contract to local military or Naval authority, vessels of the
United States Coast Guard, and local or state law enforce-
ment vessels, are prohibited from entering the restricted area
when marked by a signed floating buoy line without permis-
sion from the United States Navy, Supervisor of Shipbuild-
ing Gulf Coast or his /her authorized representative.

(c) *Enforcement.* The regulation in this section shall be
enforced by the United States Navy, Supervisor of Ship-
building Gulf Coast and/or such agencies or persons as he/
she may designate.

(FR 5/24/11) 29/11

Page 331—Paragraph 365, lines 4 to 6; read:
St. Marys River.) **De Tour Reef**, with a least depth of 12
feet, extends about 0.7 ...
(NOS 14881) 29/11

Page 405—Paragraph 751, line 4; read:
entrance. A sound signal at the light is operated by keying
the microphone five times on VHF-FM channel 83A/
157.175 MHz.
(13/11 CG9) 29/11

Page 420—Paragraph 941, lines 4 to 7; read:
by private lighted buoys. In 2011, the controlling depth was
2½ feet in the entrance channel to the head of the project.
(DD 20142) 29/11

Page 422—Paragraph 965; insert after:
Restricted Area
A **restricted area** extends 100 feet from Marinette Marine
Corporation's pier on the south side of the channel. (See **33
CFR 334.815**, chapter 2, for limits and regulations.)
(FR 5/24/11) 29/11

Page 433—Paragraph 33, line 1; read:
De Tour Reef, a rocky ledge covered 12 feet, is 0.7 ...
(NOS 14881) 29/11