

COAST PILOT 4 (Continued)

Page 309—Paragraph 28, lines 7 to 8; read:
the bridges and 0.3 mile westward have reported minimum clearances of 32 feet. The velocity of the tidal current at ...
(L-495-2011) 32/11

Page 409—Paragraph 195, lines 10 to 11; read:
Overhead power cables close northward and southward of the bridge have reported minimum clearances of 72 feet.
(L-495-2011) 32/11

**COAST PILOT 5 39 Ed 2011 Change No. 2
LAST NM 27/11**

Page 257—Paragraph 328, line 7; read:
feet in the approach channel; thence in ...
(44/10 CG1) 32/11

Page 267—Paragraph 89, line 8; read:
channel is marked by lights and ...
(16/11 CG7) 32/11

Page 302—Paragraph 170, line 12; read:
between St. Andrew Bay Entrance Lighted Buoy ...
(13/11 CG8) 32/11

Page 466—Paragraph 69, lines 1 to 2; read:
Matagorda Ship Channel Entrance Lighted Buoy MB,
2.5 miles SE of the jetties, marks the ...
(15/11 CG8) 32/11

Page 467—Paragraph 78, line 6; read:
Lighted Buoy MB (28°23'01"N., 96°17'01"W.) ...
(15/11 CG8) 32/11

COAST PILOT 5 39 Ed 2011 Change No. 3

Page 102—Paragraph 1219; insert after:
§117.966 Galveston Channel.
The drawspan for the Pelican Island Causeway Draw-bridge across Galveston Channel, mile 4.5 of the Galveston Channel, (GIWW mile 356.1) at Galveston, Texas, must open on signal; except that, from 6:40 a.m. to 8:10 a.m., 12 noon to 1 p.m., and 4:15 p.m. to 5:15 p.m. Monday through Friday except Federal holidays, the drawspan need not be opened for passage of vessels. Public vessels of the United States must be passed at anytime.
(FR 6/2/11) 32/11

Page 102—Paragraph 1225; read:
(i) Telephone at 1-800-892-6295;
(FR 6/2/11) 32/11

Page 103—Paragraph 1231; strike out.
(FR 6/2/11) 32/11

Page 131; Replace with below:
New **Table 161.65(f)** from back of this Subsection.
(FR 5/31/11) 32/11

Page 141—Paragraph 2118, line 6 to Paragraph 2123, 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) 32/11

Page 141—Paragraphs 2129 to 2132; strike out.
(FR 6/2/11) 32/11

Page 439—Paragraph 204, line 7; read:
117.966, chapter 2, drawbridge regulations.) An ...
(FR 6/2/11) 32/11

Page 513—Paragraph 377, line 12; read:
117.59 and 117.966, Chapter 2, for drawbridge regulations.)
(FR 6/2/11) 32/11

**COAST PILOT 6 41 Ed 2011 Change No. 8
LAST NM 29/11**

Page 199—Paragraph 96, line 3; read:
Nuclear Station is on the headland west of Nine Mile Point. A **security zone** has been established in the waters just offshore of the power plant and station. (See **33 CFR 165.1** through **165.30** and **165.911**, chapter 2, for limits and regulations.)
(NOS/11; NOS 14803) 32/11

Page 226—Paragraphs 125 to 133; read:

Channels

A Federal project provides for dredged channels in an **Outer Harbor** formed by breakwaters parallel with the shore and in **Buffalo River, Buffalo Ship Canal and Black Rock Canal**. (See Notices to Mariners and the latest edition of the chart for controlling depths.)

The north and south entrances to the Outer Harbor are marked by lights on the ends of the breakwaters; the north

COAST PILOT 6 (Continued)

entrance is also marked by lighted buoys. There is a strong north current across the north entrance channel; navigators should guard against this by holding up toward the south. The Outer Harbor provides a safe harbor of refuge and anchorage and is also used extensively by large lake vessels as a channel. Vessels seeking anchorage and small vessels passing along the breakwaters are cautioned against approaching them nearer than 100 feet in order to avoid striking the stone riprap.

Lackawanna Canal extends south for 0.75 mile from the south end of the Outer Harbor. The entrance is marked by private lights. In 1977, the reported controlling depth was 26½ feet.

Union Canal extends east for about 0.8 mile from the south end of the Outer Harbor. In 1977, the controlling depth in the dredged section was 20½ feet.

The dredged section of the **Buffalo River** extends southeast and then generally east for about 5.8 miles from the north end of the Outer Harbor to the ConRail railroad bridge. The entrance to the river is marked by lights and buoys. The river is subject to extensive shoaling. Navigation is possible above the dredged channel to Bailey Avenue Bridge, however, submerged rocks above the bridge render navigation very hazardous.

From about 1,000 feet downstream from the junction of the Buffalo River and Buffalo Ship Canal upstream for about 1 mile, the river bottom is soft clay and mud overlying rock to a depth ranging from 1 to several feet. Vessels grounding in this portion of the river are seldom damaged by contact with the bottom. Above this point for about 1 mile, the channel is cut through solid rock.

Buffalo Ship Canal extends southeast for about 1.4 miles from the inner end of Buffalo River Entrance Channel.

Black Rock Canal Entrance Channel, marked by lights and buoys, extends north from the north end of the Outer Harbor. Black Rock Canal is the navigable channel of the upper Niagara River as far north as Tonawanda and is discussed more fully under Niagara River. The Lake Erie west terminus of the Erie branch of the New York State Canal System is at Tonawanda.

(L-133-1978; L-114-2011;
13/11 CG9; NOS 14833) 32/11

Page 227—Paragraph 135, lines 1 to 2; read:

An explosives anchorage is in the Outer Harbor.
(33 CFR 110.208; NOS 14833) 32/11

**COAST PILOT 7 43 Ed 2011 Change No. 16
LAST NM 30/11**

Page 313—Paragraph 320; read:

Point Vicente Light (33°44'31"N., 118°24'38"W.), 185 feet above the water, is shown from a cylindrical tower on the SW end of the point.
(24/11 CG11) 32/11

Page 323—Paragraph 478, lines 1 to 4; read:

Point Conception Light (34°26'55"N., 120°28'15"W.), 133 feet above the water, is shown from a 52-foot white tower behind a building near the W part of the point. A low black rock, nearly ...
(24/11 CG11) 32/11

Page 359—Paragraph 46, line 3; read:

ledge covered 29 to 36 feet extends from the reef to ...
(H-12111; DD 19762) 32/11

Page 365—Paragraph 143, lines 5 to 6; read:

including **Sears Rock**, covered 22 feet, 1.2 miles NW of Point Bonita.
(H-12111; DD 19762) 32/11

Page 430—Paragraph 6, lines 17 to 18; read:

end of the W jetty and a sound signal is on the inner end of the E jetty, activated by keying the microphone five times on VHF-FM channel 83A.
(25/11 CG13; LL/11) 32/11

Page 446—Paragraph 220, line 8; read:

bridge over the entrance of the basin. A sound signal, located on the S side of the entrance, is activated by keying the microphone five times on VHF-FM channel 83A. A lighted whistle ...
(25/11 CG13; LL/11) 32/11

**COAST PILOT 8 33 Ed 2011 Change No. 1
LAST NM 31/11**

Page 82—Paragraph 874, line 6 to Paragraph 879, 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) 32/11

Page 82—Paragraphs 885 to 888; strike out.
(FR 6/2/11) 32/11

DIGITAL Pubs - QUARTERLY CORRECTIONS
DIGITAL Pubs - QUARTERLY Ed 2011
(2ND QUARTER) NEW EDITION
(NGA) N32/11

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

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

COAST PILOT 5