

SECTION II
NAVIGATION PUBLICATIONS

NM 11/12

COAST PILOT CORRECTIONS

**COAST PILOT 1 41 Ed 2011 Change No. 7
LAST NM 5/12**

Page 193—Paragraph 56, lines 10 to 11; read:
depths of 8 to 24 feet, or southeast of **Bucks Neck** where
depths of 6 to 8 feet were available in 2011. The ruins ...
(L-684-2011; DD 20199) 11/12

Page 227—Paragraph 298; read:
There are four dredged anchorages available in the inner
harbor. The anchorages consist of a 10-foot basin in the mid-
dle of the harbor with 6-foot basins adjoining to northward
and westward and an 8-foot basin adjoining eastward. (See
Notices to Mariners and latest editions of charts for control-
ling depths.) Buoys mark the inner harbor.
(L-1006-2011; DD 20733; 46/11 CG1) 11/12

Page 247—Paragraph 163, line 2; read:
Island, is covered 5 feet. **Junken Ledge**, covered 20 feet ...
(H 12256; DD 20094) 11/12

Page 286—Paragraph 104, lines 1 to 6; read:
The Gut (43°51'44"N., 69°33'24"W.) is a thorofare con-
necting Damariscotta River at South Bristol with McFar-
lands Cove and Johns Bay. A submerged ...
(L-720-2011; DD 20248) 11/12

Page 319—Paragraph 657, lines 6 to 12; read:
and a 30-foot anchorage off Fish Point. (See Notice to
Mariners and the latest edition of the chart for controlling
depths.)
(L-1343-2011; DD 21026; NOS 13292) 11/12

Page 342—Paragraph 201, line 6; read:
times on the VHF-FM channel 83A is at the light.
(36/11 CG1) 11/12

Page 351—Paragraph 333, lines 3 to 5; read:
Route 4 twin highway bridges which are under construction
(2010).
(L-1034-2011) 11/12

Page 356—Paragraph 391, lines 9 to 19; read:
basin off the pier at Seabrook. (See Notice to Mariners and
the latest edition of the chart for controlling depths.) The
southern harbor channel is subject to shoaling ...
(L-623-2011; DD 20107; NOS 13278) 11/12

Page 358—Paragraph 420, lines 5 to 7; read:
The bridge crossing the north channel from Deer Island to
Salisbury Point is under construction (2010).
(L-1035-2011) 11/12

Page 358—Paragraph 423, lines 2 to 4; read:
State Route 113 highway bridge crosses the river to
Riverside on the north bank; the bridge is under construction
(2010).
(L-1037-2011) 11/12

Page 371—Paragraph 7, line 2; read:
between Black Rock Danger Daybeacon and **Fort Point**.
(LL/12) 11/12

Page 415—Paragraph 24, lines 3 to 4; read:
Point. **Scituate North Jetty Light 2A** (42°12'11"N.,
70°42'47"W.), 23 feet above the water, is shown from a ...
(51/11 CG1; LL/12) 11/12

Page 433—Paragraphs 1 to 7; read:
NOAA publications, nautical charts and unclassified Na-
tional Geospatial-Intelligence Agency (NGA) nautical charts
are sold by authorized sales agents in many U.S. ports and in
some foreign ports. Information on obtaining charting prod-
ucts and a listing of authorized agents can be found at <http://nauticalcharts.noaa.gov>.
(NOS/12; L-914-2011) 11/12

**COAST PILOT 2 41 Ed 2012 Change No. 3
LAST NM 5/12**

Chapter 6—Paragraph 137; read:
A privately dredged side channel, about 3.3 miles
northeastward of Common Fence Point and marked by
buoys and a **325.3°** private lighted range, leads north-
westward from the main channel to a powerplant wharf
on the east side of Brayton Point. In 1998, the channel
had a reported controlling depth of 34 feet, except for shoal-
ing to 33 feet in the entrance widening and 24 feet along the
west edge of the widening.
(LNM 03/12 CG1) 11/12

**COAST PILOT 4 43 Ed 2011 Change No. 4
LAST NM 5/12**

Chapter 4—Paragraph 174; read:
Rodanthe is a town on the narrow barrier beach on the
east side of Pamlico Sound 12 miles southward of Ore-
gon Inlet and nearly opposite Stumpy Point Bay. **Chica-
macomico Channel** is a dredged channel leading from the
sound to the basin at Rodanthe. The channel approach
and channel are marked by lights and daybeacons. Two
landings are in the basin in addition to the bulkhead area.
In 2011, there was a controlling depth of 5 feet in the
channel, thence 4 feet in the basin.
(DD 20886) 11/12

COAST PILOT 4 (Continued)

Chapter 4—Paragraph 178; read:

Rollinson Channel, about 12 miles southwestward of Avon, is a dredged channel leading from deep water in Pamlico Sound to the basin at Hatteras; it also joins with Hatteras Inlet Channel which leads to Hatteras Inlet. In September 2011, the controlling depth was 5.5 feet; thence in 2009, 7.7 feet in the basin; shoaling to 1 foot was reported in the northeast part of the basin in 1984. The channel is well marked by lights. The lights were reported to be difficult to distinguish from the background lights on shore; caution is advised, and strangers should not attempt passage at night. A light, off the end of **Oliver Reef**, is about 1.5 miles southwestward of the Pamlico Sound entrance to Rollinson Channel.

(DD 20798)

11/12

Chapter 5—Paragraph 98; read:

The dredged channels inside the entrance are well marked. One channel leads northeastward through Topsail Sound for about 5.5 miles to a junction with the Intracoastal Waterway; in 2009-2011, the controlling depth was 1.7 feet; aids mark the best water. **Howards Channel** leads northwestward for about 1.1 miles to a junction with the Intracoastal Waterway; in 2011, the controlling depth was 2 feet. Both channels are subject to continual change and aids mark the best water; local knowledge is advised.

(DD 20884)

11/12

Chapter 5—Paragraph 113; read:

Carolina Beach is a resort about 3 miles southward of Carolina Beach Inlet and 12 miles northward of Cape Fear. A dredged channel, marked with daybeacons, connects the landlocked basin at the town with Myrtle Grove Sound and the Intracoastal Waterway. In 2011, the controlling depth was 6 feet.

(DD 20405)

11/12

Chapter 12—Paragraph 115; read:

From the western end of Snows Cut, the Intracoastal Waterway leads south-southwestward through a dredged channel to a junction with the main channel of Cape Fear River and thence southward to **Southport** where fuel, supplies, and repair facilities are available. In 2011, the controlling depth in the dredged Intracoastal Waterway channel to the Cape Fear River junction was 10.5 feet. Mariners are cautioned that the color of the aids to navigation change and green markers are on the right while following the ICW until entering the channel south of Southport at **Mile 308.9**. It has been reported that at night some mariners have missed the turn at the junction in Cape Fear River due to the bright lights on the piers at the Sunny Point Army Terminal and the lighted aids marking the channel leading alongside the terminal; caution is advised.

(DD 20806)

11/12

Chapter 12—Paragraph 116; read:

Another dredged channel, known as **Wilmington Short Cut** and marked by lights and daybeacons, leads northward from the western end of Snows Cut for about 1.7 miles where it connects with the main channel in Cape Fear River to the city of Wilmington, about 11.5 miles above Snows Cut. In 2011, the controlling depth was 1.5 feet in Wilmington Short Cut. Wilmington and Southport are discussed in chapter 5.

(DD 20806)

11/12

Chapter 12—Paragraph 129; read:

At **Mile 333.7**, State Route 904 highway bridge crosses the waterway. It has a fixed span with a clearance of 65 feet. An overhead power cable close eastward of the bridge has a clearance of 85 feet. On the south side of the waterway, just east of highway bridge, is a canal with two small-craft facilities. Gasoline, diesel fuel, water, ice, marine supplies, launching ramps and wet storage are available. At **Mile 335.6**, on the north side of the waterway is a marina with berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, a launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made. At **Mile 337.9**, U.S. Route 1172 fixed bridge (Sunset Beach Boulevard Bridge) crosses the waterway with a clearance of 65 feet. An overhead power cable just east of the bridge has a clearance of 85 feet.

(L 864-2011)

11/12

Chapter 12—Paragraph 395; read:

At **Mile 10.1**, Okeechobee Waterway enters St. Lucie Canal from South Fork, which then continues southeastward. South Fork above the junction is deep and winding, affording good protection for small boats during hurricane weather. In 2011, at about **Mile 10.4**, a fixed bridge was under construction.

(L 925-2011)

11/12

COAST PILOT 4 43 Ed 2011 Change No. 5

Chapter 4—Paragraph 172; read:

Stumpy Point Bay, on the west side of Pamlico Sound 10 miles from the south end of Roanoke Island and about 11 miles southwestward of Oregon Inlet, affords good anchorage in depths of about 3 to 4 feet. A dredged channel leads from Pamlico Sound to a turning basin at **Lake Worth**, the small town at the head of the bay. In 2011, the controlling depth was 6.5 feet to the basin and in the basin. The channel is well marked by lights and daybeacons. Two fishhouses at the upper end of the basin have diesel fuel, gasoline, water, ice, and marine supplies.

(DD 20982)

11/12

COAST PILOT 4 (Continued)

Chapter 4—Paragraph 180; read:

Far Creek (35°30.5'N., 75°58.0'W.) is on the northwest side of Pamlico Sound between Pingleton Shoal and **Gibbs Shoal**. A dredged channel leads from deep water in the sound to the basin at the town of **Engelhard**. In 2011, the controlling depth in the channel and basin was 8 feet. The channel is marked by lights and daybeacons.

(DD 21143) 11/12

Chapter 5—Paragraph 93; read:

U.S. Route 17 highway bridge over New River at Jacksonville has a 40-foot fixed span with a clearance of 15 feet. Overhead power cables with a reported clearance of 42 feet are just south of the U.S. Route 17 bridge. A highway bridge, about 200 yards below U.S. Route 17 bridge, has a 28-foot fixed span with a clearance of 13 feet. A fixed highway bridge with a clearance of 65 feet crosses New River at the southern entrance to **Wilson Bay**, about 1.5 miles below the U.S. Route 17 highway bridge.

(L 1360-2011) 11/12

Chapter 8—Paragraph 188; read:

The entrance to Cumberland Sound is between two stone jetties. The jetties are reported to be in very poor condition with both almost entirely submerged at mean high water. The north jetty is marked off its outer end by a lighted buoy and the south jetty is marked off its outer end by an unlighted buoy. Both jetties are marked on their outer sides by unlighted buoys that are white with one letter; "C" marks outer north jetty and "B" marks the seaward end of the south jetty. Mariners are advised to exercise caution in this area, as the jetties are a menace to navigation when visibility is limited. Currents are strong off the ends of the jetties. The natural channel between the jetties is subject to frequent change.

(L 882-2011; NOS 11503) 11/12

Chapter 12—Paragraph 159; read:

From the vicinity of Casino Creek the waterway continues through the marshes and a land cut to the mouth of **Jeremy Creek** (Mile 430.0). **McClellanville** is on the side channel through Jeremy Creek, 0.6 mile northward of the waterway. Boats lie alongside the piers on the east side of the McClellanville channel. In 2011, the controlling depth was 3 feet. Gasoline, diesel fuel, water, and provisions are available.

(L 1491-2011) 11/12

**COAST PILOT 5 39 Ed 2011 Change No. 8
LAST NM 7/12**

Page 296—Paragraph 78, lines 7 to 10; read:

Light TM. In 2011, the controlling depth in the entrance channel was 2.5 feet, thence 1.5 feet at midchannel in the W channel, thence 4.5 feet in the E channel. An entrance ...

(L 1029-2011) 11/12

Page 302—Paragraph 165, line 6; read:

Buoy SA well clear of inbound or outbound ...
(13/11 CG8) 11/12

Page 305—Paragraph 201, line 7; read:

Whistle Buoy CB (30°22'14"N., 86°30'56"W.), about 0.5 ...
(03/12 CG8) 11/12

Page 312—Paragraph 294, lines 16 to 23; read:

sunken wrecks are in the approach to the pass. In 2011, the controlling depth was 4 feet in the channel to the intersection of the east and west channels, thence 7 feet in the west channel leading to Terry Cove and Johnson Coves, thence 8 feet in the east channel leading to Bayou St. ...

(L 1107-2011) 11/12

Page 327—Paragraph 164, lines 8 to 12; read:

bridge. In 2011, the midchannel controlling depth was 4.5 feet to the highway bridge and in the basin. State Route 188 fixed highway bridge has a 35-foot span with a clearance of 15 ...

(L 624-2011; NOS 11374) 11/12

**COAST PILOT 7 44 Ed 2012 Change No. 6
LAST NM 8/12**

Chapter 7—Paragraph 139; read:

The principal approach to San Francisco Bay is through the buoyed **Main Ship Channel** over the bar on bearing **070°** toward Alcatraz Light. The project depth is 55 feet in the 2,000-foot wide channel. (See Notice to Mariners and latest edition of chart for controlling depths.) A wreck covered 62 feet lies near the middle of the channel at 37°47'23"N., 122°33'16"W.

(H 12112; DD 20159) 11/12

Chapter 7—Paragraph 331; read:

San Rafael Creek, 1.8 miles NW of Point San Quentin, is used by many small craft basing at the city of **San Rafael**. A dredged channel leads across the flats of **San Rafael Bay** into San Rafael Creek to the Grand Avenue bridge, about 1.2 miles above the mouth; a turning basin is on the S side of the channel just below the bridge. In 2011, the controlling depth was 2 feet at midchannel from the channel entrance to mouth of the creek, thence 2 feet at midchannel to turning basin, with 2 feet in the basin. The channel entrance is marked by lights and a **293°** lighted range. The overhead power cables near the entrance to the creek have a clearance of 125 feet. The Grand Avenue Bridge has a 30-foot fixed span with a clearance of 4 feet.

(DD 21202) 11/12

COAST PILOT 7 (Continued)

Chapter 10—Paragraph 221; read:

Sellwood fixed highway bridge, 14.5 (16.7) miles above the mouth, is under construction (2011). Consult Local Notice to Mariners or USCG for latest conditions. A public mooring is on the E side of the river at a park just N of the bridge. A repair facility is directly across the river from the park; gasoline, water, and a launching ramp are available. A lift to 7 tons are available for all types of repairs to light-draft boats.

(L-1594-2011; LNM 47/11 CG13) 11/12

Chapter 13—Paragraph 47; read:

A floating security barrier, marked by private lights, surrounds a naval restricted area in the E part of the harbor off **Walan Point** on **Indian Island** (48°04'18"N., 122°44'47"W.). (See **334.1270**, chapter 2, for limits and regulations.)

(DD 21193; LNM 48/11 CG13) 11/12

Chapter 13—Paragraph 268; read:

Bangor Wharf on the E side of the canal, 3.5 miles S of Thorn-dyke Bay, is the property of the Bangor U.S. Naval Submarine Base. A naval restricted area, marked by a floating barrier and private lights, surrounds the wharf and other naval docking facilities along the E side of Hood Canal. Keyport Naval Undersea Warfare Engineering Station, 0.9 mile SSW of Bangor Wharf, is also within the restricted area. (See **334.1220**, chapter 2, for limits and regulations.) Naval security zones are adjacent to the Naval Submarine Base. (See **§165.1302** and **§165.1311**, chapter 2, for limits and regulations.) A 500-foot radio tower, marked by red aircraft warning lights, is on Bangor Wharf and is prominent. A 459-foot red and white radio tower, marked by red aircraft warning lights, is on the wharf 0.3 mile NNE of Bangor Wharf; this tower is also prominent. It is reported that vessels southbound from Hood Canal Bridge can use the towers as a **200.6°** range. Strong currents are in the vicinity of the piers at Keyport Naval Undersea Warfare Engineering Station.

(DD 21194; LNM 48/11 CG13) 11/12

COAST PILOT 7 44 Ed 2012 Change No. 7

Chapter 4—Paragraph 5; read:

Submerged submarine operations are conducted at various times in the waters off the coast of southern California; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(L 1372-2011) 11/12

Chapter 10—Paragraph 178; read:

Multnomah Channel is a 19-mile waterway separated from the Columbia River near Saint Helens and from the Willamette River near Portland by **Sauvie Island**. A power cable about midway through the channel has a clearance of 100 feet. A fixed highway bridge, near the S end, has a clearance of 79 feet. There are several full service marinas and yacht clubs along the channel. Covered berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramps, and pump-out stations are available. Hull, engine, and electronic repairs can be made and an 80-ton marine lift and 60-ton marine railway are available. There are several houseboats along the channel, and most of the channel S of **Coon Island**, is designated a **no wake zone**.

(L 195-2012) 11/12

Chapter 14—Paragraph 15; read:

Submerged submarine operations are conducted at various times in this area; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(L 1372-2011) 11/12

Chapter 15—Paragraph 119; read:

The restricted area of a **Firing Danger Zone** extends offshore about 1 mile S of Orote Point and off the SW coast of the island. (See **33 CFR 334.1420**, chapter 2, for limits and regulations.) An acoustic range facility is S of the restricted area and a submarine operating area surrounds most of the island. Submerged submarine operations are conducted at various times in these waters; proceed with caution. (For information on submarine emergency identification signals, see chapter 1.)

(L 1372-2011) 11/12