COAST PILOT CORRECTIONS

COAST PILOT 5 39 Ed 2011 Change No. 10
LAST NM 12/12

Page 208—Paragraph 3924; insert after:

(2)(i) For the marine waters of the State of California, the following vessels are completely prohibited from discharging any sewage (whether treated or not):

(A) A large passenger vessel;

(B) A large oceangoing vessel equipped with a holding tank which has not fully used the holding tank's capacity, or which contains more than de minimis amounts of sewage generated while the vessel was outside of the marine waters of the State of California.

(ii) For purposes for paragraph (b)(2) of this section:

(A) "Marine waters of the State of California" means the territorial sea measured from the baseline as determines in accordance with the Convention on the Territorial Sea and the Contiguous Zone and extending seaward a distance of three miles, and all enclosed bays and estuaries subject to tidal influences from the Oregon border (41.999325 North Latitude, 124.212110 West Longitude, decimal degrees, NAD 1983) to the Mexican border (32.471231 North Latitude, 117.137814 West Longitude, decimal degrees, NAD 1983). A map illustration these waters can be obtained from EPA or viewed at http://www.epa.gov/region9water/nodischarge/over view.html.

(B) A "large passenger vessel" means a passenger vessel, as defined in section 2101(22) of title 46, United States code, of 300 gross tons or more, as measured under the Internation Convention on Tonnage Measurement system in 46 U.S.C. 14302, or the regulatory measurement system of 46 U.S.C. 14502 for vessels not measured under 46 U.S.C. 14302, that has berths or overnight accommodations for passengers.

(C) A "large oceanogoing vessel" means a private, commercial, government, or military vessel of 300 gross tons or more, as measured under the Internation Convention on Tonnage Measurement of Ships, 1969, measurement system in 46 U.S.C. 14302, or the regulatory measurement system of 46 U.S.C. 14502 for vessels not measured under 46 U.S.C. 14302, that is not a large passenger vessel.

(D) A "holding tank" means a tank specifically designed, constructed, and fitted for the retention of treated or untreated sewage, that has been designated and approved by the ship's flag Administration on the ship's stability plan; a designated ballast tank is not a holding tank for this purpose.

(FR 02/27/12) 15/12

Page 293—Paragraph 34, lines 4 to 5; read:

Panacea. In 2011, the midchannel controlling depth was 5 feet to the public wharf. The channel …

(L-1024-2011) 15/12

Page 319—Paragraph 57, lines 13 to 14; read:

2011, the midchannel controlling depth in the channel was 6 feet with 4.5 to 6 feet in the turning basin. An overhead power cable, NE …

(L-431-2011) 15/12

Page 332—Paragraph 221, lines 7 to 10; read:

3.5 miles above the State Route 613 bridge. In 2011, the controlling depth was 7.5 feet to the State Route 613 bridge, thence 5.5 feet to the …

(L-96-2012; L-728-2011) 15/12

Page 333—Paragraph 237, lines 13 to 14; read:

8 feet to Light 18, thence 6.5 feet at midchannel to the …

(L-734-2011; L-171-2012) 15/12

Page 335—Paragraph 258, lines 4 to 8; read:

the entrance to Industrial Seaway. In 2011, the midchannel controlling depth was 10 feet from State Route 90 highway bridge to Popps Ferry Road highway bridge, thence 10 feet at michannel to the seaway. The channel …

(L-890-2011; L-1109-2011) 15/12

Page 336—Paragraph 268, lines 7 to 8; read:

In 2011, the controlling depth was 6.5 feet to the highway bridge. The highway …

(L-1110-2011) 15/12

Page 336—Paragraph 270, lines 10 to 12; read:

vicinity of Three Rivers Road. In 2011, the midchannel controlling depth was 9 feet to the turning basin, thence 4.5 to 10.5 feet in the basin. The channel is marked by lights. Plans provide …

(L-1289-2011) 15/12

Page 340—Paragraph 322, lines 6 to 7; read:

moles. In 2011, the controlling depth was 7 feet in the entrance channel; thence in 2009, 5.4 to 6.2 feet in the anchorage …

(L-443-2011) 15/12

COAST PILOT 5 39 Ed 2011 Change No. 11

Page 311—Paragraph 287, lines 2 to 3; read:

N arm of East Bay. In 2011, the controlling depth was 6 feet to Light 30, thence 8 feet to the town ….

(L-1583-2011) 15/12

COAST PILOT 5 (Continued)

Page 318—Paragraph 45, lines 6 to 9; read:

at miles 1.6 and 2.5 respectively. In 2011, the controlling depth was 6.5 feet to Daybeacon 30, thence 4.5 feet to the head of the project, thence a depth of 6 feet was available in both …

(L-2-2012) 15/12

Page 321—Paragraph 68, lines 3 to 6; read:

McDuffie Island and the mainland. (See Notice to Mariners and latest edition of charts for controlling depths.)

(10/12 CG8; L-1294-2011) 15/12

Page 341—Paragraph 329, line 5; read:

controlling depth was 5.5 feet. The …

(L-1292-2011) 15/12

Page 341—Paragraph 333, lines 3 to 4; read:

miles above the mouth of the river. In 2011, the controlling depth was 6 feet. The channel is marked by a …

(L-1291-2011) 15/12

Page 361—Paragraph 102, lines 2 to 4; read:

river via the Jump with the Gulf. In 2012, the midchannel controlling depth was 5 feet in the entrance channel to the entrance, thence 2 feet at michannel to the junction with the …

(DD 21479; DD 21480; DD 21321) 15/12

Page 409—Paragraph 293, lines 13 to 15; read:

in operation continuously. In 2012, the controlling depth was 6 feet in the entrance channel to the lock; thence in 2011, 5 feet through the canal to Light 20, thence 10 …

(DD 21483; DD 20946; DD 20947) 15/12

Page 495—Paragraph 110, lines 2 to 5; read:

682/Structure C) bridge of the Pinellas Bayway was under construction in 2012; upon completion, it will be replaced with a high-level fixed bridge.

(02/12 CG7; L-87-2012) 15/12

Page 501—Paragraph 207, lines 3 to 4; read:

diesel fuel, pump-out, berths, dry and wet storage, lifts to 99 tons, and marine supplies are available. In 2011, 10 feet …

(DB-19457-small) 15/12

Page 513—Paragraph 377, lines 8 to 15; read:

13 feet. **Caution:** The open bascule span overhangs the channel above a vertical clearance of 75 feet. The bridgetender monitors VHF-FM channel 16 and works and channel 13; call sign KYH-532. (See **117.1 through 117.59 and 11766**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 13. An …

(L-93-2012; FR 6/2/11) 15/12

COAST PILOT 5 39 Ed 2011 Change No. 12

Page 310—Paragraph 278, lines 8 to 15; read:

sand, and trailers on barges. An overhead power cable crosses the bayou 0.25 mile above the mouth with a clearance of 88 feet. The Barrancas Avenue highway bridge, 0.5 mile above the mouth, has a fixed span with a clearance of 65 feet. A fixed bridge with a clearance of 14 feet crosses the bayou about 1.6 miles above the mouth. Pensacola Yacht Club and basin …

(NOS 11383; L-149-2012; L-1412-2011) 15/12

Page 436—Paragraph 160, lines 4 to 6; read:

Orangefield. In 2011, the controlling depth in the channel was 7 feet, thence 5.5 to 8.5 feet in the basin. In 1996, a draft of 4.5 …

(L-448-2012) 15/12

Page 436—Paragraph 161, lines 3 to 5; read:

Sabine River to the first fixed highway bridge. In 2011, the controlling depth was 3 feet. The highway bridge has a fixed span with …

(L-448-2012) 15/12

Page 443—Paragraph 251, lines 4 to 6; read:

basin. In 2011, the controlling depth was 37.5 feet in the channel and 40.5 feet in the basin. The channel is marked by a private ….

(L-449-2012) 15/12

Page 457—Paragraph 457, lines 6 to 7; read:

Waterway. In 2011, the controlling depth was 12 feet to the Monsanto basin. It was …

(L-448-2012) 15/12

Page 465—Paragraph 59, lines 8 to 10; read:

Intracoastal Waterway. In 2010-2011, the midchannel controlling depth was 3 feet to about 25.2 miles above the mouth; thence in 1994, the …

(L-448-2012) 15/12

Page 469—Paragraph 115, lines 8 to 10; read:

2010-2011, the midchannel controlling depth was 10 feet to the turning basin, thence 11 feet was available in the basin. A 330- …

(L-448-2012) 15/12

COAST PILOT 5 (Continued)

Page 514—Paragraph 403, lines 3 to 4; read:

River. In 2011, the midchannel controlling depth was 6.5 feet.

(L-448-2011) 15/12

Page 514—Paragraph 406, lines 4 to 7; read:

Matagorda Bay and Matagorda Bay. In 2011, the mid-channel controlling depth was 5 feet to the Intracoastal Waterway. The Gulf entrance …

(L-448-2012) 15/12

Page 515—Paragraph 407, lines 3 to 4; read:

of Bay City Barge Terminal. In 2011, the controlling depth was 3.5 feet (5 feet at midchannel) with 6.5 to 9 feet …

(L-448-2012) 15/12