

SECTION II  
NAVIGATION PUBLICATIONS

NM 33/12

**ALMANACS CORRECTIONS**

<b>AIR ALMANAC</b>	<b>Ed 2013</b>	<b>NEW EDITION</b>
(NGA)		33/12

**COAST PILOT CORRECTIONS**

<b>COAST PILOT 1</b>	<b>42 Ed 2012</b>	<b>Change No. 2</b>
		<b>LAST NM 28/12</b>

Chapter 2—Paragraphs 322 to 323; read:

<sup>(322)</sup> 43°19'03.7"N., 070°33'42.6"W.; thence to  
<sup>(323)</sup> 43°19'02.6"N., 70°33'45.7"W.; thence to the point of beginning. This area is approximately 5,800 sq. yards, encompassing the central portion of Wells Harbor.  
(FR 5/1/2012) 33/12

Chapter 2—Paragraphs 327 to 328; read:

<sup>(327)</sup> 43°19'08.3"N., 070°33'47.3"W.; thence to  
<sup>(328)</sup> 43°19'08.7"N., 070°33'50.6"W.; thence to the point of beginning. This area is approximately 25,000 sq. yards, encompassing the western portion of Wells Harbor.  
(FR 5/1/2012) 33/12

Chapter 2—Paragraphs 332 to 333; read:

<sup>(332)</sup> 43°19'13.8"N., 070°33'25.5"W.; thence to  
<sup>(333)</sup> 43°19'13.0"N., 070°33'26.2"W.; thence to the point of beginning. This area is approximately 8,200 sq. yards, encompassing the eastern portion of Wells Harbor.  
(FR 5/1/2012) 33/12

Chapter 12—Paragraph 39; read:

<sup>(39)</sup> State Route 3A highway bridge crossing the river about 1.65 miles above the mouth has a fixed span with a clearance of 17 feet. In 2002, an obstruction (submerged piling) was reported in North River directly under State Highway Route 3A bridge; the piling is reported visible at low tides. The second highway bridge about 4 miles above the mouth has a 27-foot bascule span with a clearance of 6 feet. (See **117.1 through 117.59 and 117.613**, chapter 2, for drawbridge regulations.)  
(L 505-2012) 33/12

<b>COAST PILOT 2</b>	<b>41 Ed 2012</b>	<b>Change No. 10</b>
		<b>LAST NM 31/12</b>

Chapter 2—Paragraph 653; read:

<sup>(653)</sup> (ii) [Reserved]  
(FR 7/25/12) 33/12

Chapter 2—Paragraph 770; insert after:

**§110.149 Narragansett Bay, RI.**

<sup>(770.01)</sup>(a) Brenton Point anchorage ground. An area bounded by the following coordinates:

<sup>(770.02)</sup> 41°22'37.1"N, 71°14'40.3"W; thence to  
<sup>(770.03)</sup> 41°20'42.8"N, 71°14'40.3"W; thence to  
<sup>(770.04)</sup> 41°18'24.1"N, 71°20'32.5"W; thence to  
<sup>(770.05)</sup> 41°20'22.6"N, 71°20'32.5"W; thence back to point of origin.

<sup>(770.06)</sup>(b) The following regulations apply in the Brenton Point anchorage ground:

<sup>(770.07)</sup>(1) Prior to anchoring within the anchorage area, all vessels shall notify the Coast Guard Captain of the Port via VHF-FM Channel 16.

<sup>(770.08)</sup>(2) Except as otherwise provided, no vessel may occupy this anchorage ground for a period of time in excess of 96 hours without prior approval of the Captain of the Port.

<sup>(770.09)</sup>(3) If a request is made for the longterm lay up of a vessel, the Captain of the Port may establish special conditions with which the vessel must comply in order for such a request to be approved.

<sup>(770.10)</sup>(4) No vessel in such condition that it is likely to sink or otherwise become a menace or obstruction to navigation or anchorage of other vessels shall occupy an anchorage except in cases where unforeseen circumstances create conditions of imminent peril to personnel and then only for such period as may be authorized by the Captain of the Port.

<sup>(770.11)</sup>(5) Anchors shall be placed well within the anchorage areas so that no portion of the hull or rigging will at any time extend outside of the anchorage area.

<sup>(770.12)</sup>(6) The Coast Guard Captain of the Port may close the anchorage area and direct vessels to depart the anchorage during periods of adverse weather or at other times as deemed necessary in the interest of port safety and security.

<sup>(770.13)</sup>(7) Any vessel anchored in these grounds must be capable of getting underway if ordered by the Captain of the Port and must be able to do so within two hours of notification by the Captain of the Port. If a vessel will not be able to get underway within two hours of notification, permission must be requested from the Captain of the Port to remain in the anchorage. No vessel shall anchor in a "dead ship" status (propulsion or control unavailable for normal operations) without prior approval of the Captain of the Port.

<sup>(770.14)</sup>(8) Brenton Point anchorage ground is a general anchorage area reserved primarily for commercial vessels waiting to enter Narragansett Bay.

<sup>(770.15)</sup>(9) Temporary floats or buoys for marking anchors or moorings in place will be allowed in this area. Fixed mooring piles or stakes will not be allowed.

<sup>(770.16)</sup>(10) All coordinates referenced use datum: NAD 83.

(FR 7/25/12) 33/12

**COAST PILOT 2 (Continued)**

Chapter 2—Paragraphs 3382 to 3393; read:

<sup>(3382)</sup> (4) The regulations in this section shall be enforced by the Commander, U.S. Naval Submarine Base New London, Connecticut, and such agencies as he/she may designate.

(FR 7/20/12) 33/12

Chapter 3—Paragraph 175; read:

<sup>(175)</sup> The largest current velocities likely to occur during storms at a number of locations offshore and in the sounds are given as follows: 1.5 miles east of Broken Part of Pollock Rip, 2.5 knots; Stone Horse Shoal, 4 knots; 1 mile east of Great Round Shoal Channel Lighted Buoy 2, Nantucket Entrance, 2.5 knots; 13 miles southeast of Asia Rip, 2.5 knots; Cross Rip Shoal, 2.5 knots; Hedge Fence Lighted Gong Buoy 22, Nantucket Sound, 2.5 knots; 1.5 miles southeast of Buzzards Bay Entrance Light, 2 knots; Brenton Reef, 1.5 knots; 0.5 mile south of Bartlett Reef, Long Island Sound, 2.5 knots; 3 miles southward of Cornfield Point, 4 knots; 6.25 miles northwest of Cholera Bank, 1.5 knots.

(LNM 25/12 CG1) 33/12

Chapter 4—Paragraph 211; read:

<sup>(211)</sup> A Federal project provides for a channel 15 feet deep from Nantucket Sound to deep water in Nantucket Harbor off Brant Point. (See Notice to Mariners and latest editions of charts for controlling depths.)

(L 911-2012; DD 21874; LNM 23/12 CG1) 33/12

Chapter 5—Paragraph 72; read:

<sup>(72)</sup> Depths at the principal piers vary from 11 to 30 feet. A breakwater extends about 90 yards southwestward from the south end of the National Marine Fisheries Service wharf. Foul ground extends about 50 yards northwestward of the outer end of the breakwater.

(LNM 44/11 CG1) 33/12

Chapter 11—Paragraph 342; read:

<sup>(342)</sup> **Elizabeth River** enters Arthur Kill from westward at Elizabethport. The overhead power cable just above the entrance has a reported clearance of 23 feet. South Front Street Bridge, just above the mouth of the river, has a bascule span with a clearance of 3 feet; South First Street Bridge, 0.5 mile above the mouth has a bascule span with a clearance of 5 feet; and Elizabethport railroad bridge, 0.8 mile above the mouth, has a bascule span with a clearance of 14 feet. (See **117.1 through 117.59 and 117.718**, chapter 2, for drawbridge regulations.) The bridges above the railroad bridge have a least clearance of 3 feet.

(FR 6/21/12) 33/12

**COAST PILOT 3 45 Ed 2012 Change No. 6  
LAST NM 31/12**

Chapter 2—Paragraph 690; insert after:

**§117.719 Glimmer Glass (Debbie's Creek).**

<sup>(690.01)</sup>(a) The draw of the Monmouth County highway bridge, mile 0.4 at Manasquan, shall open on signal, except as follows:

<sup>(690.02)</sup>(1) From 4:30 p.m. January 1 through 8 a.m. April 1, from 4:30 p.m. to 8 a.m., the draw need open only if at least four-hours advance notice is given.

<sup>(690.03)</sup>(2) From Memorial Day through Labor Day from 7 a.m. to 8 p.m., the draw need open only on the hour and half hour if any vessels are waiting to pass.

<sup>(690.04)</sup>(b) The owners of the bridge shall provide and keep in good legible condition two board gauges painted white with black figures not less than eight inches high to indicate the vertical clearance under the closed draw at all stages of the tide. The gauges shall be so placed on the bridge that they are plainly visible to operators of vessels approaching the bridge either up or downstream.

(33 CFR 117.719) 33/12

Chapter 5—Paragraph 33; read:

<sup>(33)</sup>**Crabtown Creek, Mile 0.9**, enters Manasquan River on the north side. The staked channel has a controlling depth of about 5 feet for 0.7 mile into the northwest fork. The highway bridge over the creek has a 31-foot bascule span with a clearance of 9 feet. (See **117.1 through 117.49 and 117.719**, chapter 2, for drawbridge regulations.)

(FR 6/21/12) 33/12

Chapter 15—Paragraph 144; read:

<sup>(144)</sup> The Hanover Street bridge over Middle Branch 0.3 mile above Ferry Bar has a bascule span with a clearance of 38 feet at the center, and 23 feet for a central width of 150 feet. The Western Maryland Railway bridge, 1 mile above Ferry Bar, has a swing span with a clearance of 9 feet. (See **117.1 through 117.59 and 117.566**, chapter 2, for drawbridge regulations.)

(FR 6/21/12) 33/12

**COAST PILOT 4 43 Ed 2011 Change No. 11  
LAST NM 31/12**

Chapter 2—Paragraphs 1072 to 1081; read:

**§117.822 Cape Fear River.**

The draw of the Cape Fear Memorial Bridge, mile 26.8, at Wilmington need not open for the passage of vessel from 8 a.m. to 10 a.m. on the second Saturday of 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.

**§117.823 Gallants Channel.**

The draw of the US 70 bridge, mile 0.1, at Beaufort, shall open as follows:

**COAST PILOT 4 (Continued)**

(a) From 6 a.m. to 10 p.m., the draw need only open on the hour and on the half hour; except that Monday through Friday the bridge need not open between the hours of 6:30 a.m. to 8 a.m. and 4:30 p.m. to 6 p.m.

(b) From 10 p.m. to 6 a.m., the bridge shall open on signal.

**§117.824 Neuse River.**

(a) The draw of the Atlantic and East Carolina Railway bridge, mile 80.0, at Kinston, shall open on signal if at least 24 hours notice is given.

(FR 6/21/12; FR 11/23/11) 33/12

Chapter 4—Paragraph 294; read:

<sup>(294)</sup> A marked, dredged channel leads northeastward from the main channel in Core Sound to a basin at Atlantic, about 0.5 mile above the entrance, thence continues northeastward behind a breakwater extending from **White Point** for another 0.3 mile to a basin at **Little Port Brook**. In 2012, the controlling depth was 5 feet in the channel; thence in 2001, 3½ feet was reported in the basin at Atlantic; thence in 2009, there was shoaling to less than ½ foot in the channel to the basin at Little Port Brook, thence 5.2 feet was in the basin. The basin at Atlantic is used mainly by fishing boats. Gasoline, diesel fuel, water, ice, provisions, and limited marine supplies are available. A spur channel, with a reported depth of 6 feet, leads to a marine railway just southward of the basin; craft up to 45 feet can be handled for hull repairs.

(DD 21829) 33/12

Chapter 5—Paragraph 73; read:

<sup>(73)</sup> Beaufort is connected by a highway bridge across Gallants Channel to **Radio Island** and thence to Morehead City by bridges over the Intracoastal Waterway. The minimum clearance is 13 feet for the bascule bridge over Gallants Channel. (See **117.1 through 117.49 and 117.823**, chapter 2, for drawbridge regulations.) An overhead power cable close northward of the highway bridge has a clearance of 77 feet. The bridges over the Intracoastal Waterway are described in chapter 12.

(FR 6/21/12) 33/12

Chapter 7—Paragraph 24; read:

<sup>(24)</sup> A marina on the west side of Stono River, just N of the highway bridge, provides berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, and wet storage. In 2012, 9 feet was reported alongside.

(DB 20210-small) 33/12

Chapter 12—Paragraph 133; read:

<sup>(133)</sup> There are several marinas in a basin on the north side of the waterway at **Mile 346.3** with berths, gasoline,

diesel fuel, a pump-out station, water, ice, marine supplies, and wet storage available. In 2012, the reported alongside depth was 7 feet. A yacht basin is off the south side of the waterway at **Mile 347.0**. In 2012, a depth of 8 feet was reported alongside. Electricity, gasoline, water, ice, pump-out station, wet storage, and marine supplies are available; hull and engine repairs can be made.

(DB 20201-small) 33/12

Chapter 12—Paragraph 152; read:

<sup>(152)</sup> A yacht basin at **Wachesaw Landing, Mile 383.4**, about 6 miles south of Bucksport, has berthage with electricity, gasoline, diesel fuel, water, ice, pump-out station, and wet and dry storage available. Hull, engine and electronics repairs can be made. In 2012, a depth of 10 feet was reported alongside the berths.

(DB 20202-small) 33/12

Chapter 12—Paragraph 162; read:

<sup>(162)</sup> A marina is on the south side of the waterway at **Mile 456.8**. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp, and dry storage are available. In 2012, the reported approach depth was 8 feet.

(DB 20210-small) 33/12

**COAST PILOT 5      40 Ed 2012      Change No. 1  
LAST NM 27/12**

Chapter 2—Paragraph 1407; read:

<sup>(1407)</sup> (a) The draws of the following bridges shall open on signal; except that, from August 1 through May 31, the draw need not open for the passage of vessels Monday through Friday except Federal holidays from 7 a.m. to 8:30 a.m.; from 2 p.m. to 4 p.m.; and from 4:30 p.m. to 5:30 p.m.

(FR 7/24/12) 33/12

Chapter 2—Paragraph 1410; read:

<sup>(1410)</sup> (3) SR 308 (South Lafourche (Tarpon)) Bridge, mile 30.6, at Galliano, need not open for the passage of vessels from August 1 through May 31, Monday through Friday except Federal holidays from 6:45 a.m. to 8:30 a.m.; from 2 p.m. to 4 p.m. and from 4:30 p.m. to 5:30 p.m.

(FR 7/20/12) 33/12

Chapter 2—Paragraphs 4206 to 4215; read:

<sup>(4206)</sup> (3) The regulations in this section shall be enforced by the Commanding Officer, Naval Air Station Pensacola and/or such persons or agencies he/she may designate.

**§334.782 SUPSHIP Gulf Coast, Pascagoula, Mississippi, Detachment Mobile, AL at AUSTAL, USA, Mobile, AL; restricted area.**

<sup>(4207)</sup> (a) The area. The restricted area would encompass all

**COAST PILOT 5 (Continued)**

navigable waters of the United States, as defined at 33 CFR part 329, contiguous to the area identified as AUSTAL, USA and the mean high water level within a rectangular shaped area on the east side of the Mobile River beginning at

<sup>(4208)</sup> 30°41'36.46"N., 88°02'02.70"W.; thence westerly to

<sup>(4209)</sup> 30°41'35.85"N., 88°02'05.12"W.; thence southerly to

<sup>(4210)</sup> 30°41'26.67"N., 88°02'03.62"W.; thence easterly to

<sup>(4211)</sup> 30°41'26.98"N., 88°02'01.81" W.; thence northerly along the easterly shoreline to the point of origin.

<sup>(4212)</sup> (b) The regulations. (1) All persons, swimmers, vessels and other craft, except those vessels under the supervision or contract to local military or Naval authority, vessels of the U.S. Coast Guard and local or state law enforcement vessels are prohibited from entering the restricted area without permission from the Supervisor of Shipbuilding, Conversion and Repair, USN, Gulf Coast, Pascagoula, Mississippi or his/her authorized representative.

<sup>(4213)</sup> (2) The restricted area is in effect twenty four hours per day and seven days a week.

<sup>(4214)</sup> (3) Should warranted access into the restricted navigation area be needed, all entities are to contact the Supervisor of Shipbuilding, Conversion and Repair, USN, Gulf Coast, Pascagoula, Mississippi, or his/her authorized representative on Marine Communication Channel 16.

<sup>(4215)</sup> (c) Enforcement. The regulation in this section shall be enforced by the Supervisor of Shipbuilding, Conversion and Repair, USN, Gulf Coast, Pascagoula, Mississippi, and/or such agencies or persons as he/she may designate.

(FR 7/24/12)

33/12