

SECTION II
NAVIGATION PUBLICATIONS

NM 44/12

COAST PILOT CORRECTIONS

**COAST PILOT 1 42 Ed 2012 Change No. 5
LAST NM 38/12**

Chapter 9—Paragraph 375; read:

⁽³⁷⁵⁾ Several channels between the islands lead into Gosport Harbor and are mostly deep and clear. The narrow channel between Appledore and Smuttynose Islands has a depth of 20 feet, though there is an unmarked rock, covered 6 feet, in its eastern approach. A fairway bell buoy marks the western approach to Gosport Harbor.

(NOS 13283) 44/12

Chapter 9—Paragraph 380; read:

⁽³⁸⁰⁾ **Appledore Ledge**, covered 7 feet and marked on its west side by a buoy, is off the northwest end of Appledore Island. An unmarked 27-foot spot is about 500 yards off the north end of the island, and a rock covered 6 feet is off the southeast shore.

(NOS 13283) 44/12

Chapter 11—Paragraph 282; read:

⁽²⁸²⁾ State Route 3A highway bridge crossing Weymouth Fore River at Quincy Point has been demolished to make way for a replacement bridge and a temporary vertical lift span is in place. The vertical lift span has a horizontal clearance of 175 feet and a vertical clearance of 54 feet (closed) and 173 feet (open). The bridge tender monitors VHF-FM channel 16 and works on channel 13; call sign WRD-634 (See **117.1 through 117.59 and 117.621**, chapter 2, for drawbridge regulations). Three overhead power cables cross the river at: 0.7 mile, 1.1 miles, and 1.3 miles above the bridge. The first two overhead cables, 0.7 mile and 1.1 miles, have clearances of 150 feet and 100 feet, respectively. The third overhead cable, 1.3 miles, has a reported clearance of 56 feet. State Route 53 fixed highway bridge, about 1.7 miles south of the bascule bridge, has a fixed span with a clearance of 11 feet.

(L 588-2012) 44/12

Chapter 12—Paragraph 43; read:

⁽⁴³⁾ A highway bridge 2.2 miles above the river's mouth has a 45-foot fixed span with a clearance of 8 feet. There is a marina on the east bank just north of the bridge, and another on the west bank just south of the bridge. Both marinas have small-craft launching ramps, and service floats with 2 to 5 feet reported alongside; water, gasoline, and electricity are available. The marina on the east bank has a 14-ton mobile hoist that can handle craft up to 43 feet, and the marina on the west bank has a marine railway that can haul out boats up to 40 feet in length for hull and engine repairs or dry open or covered winter storage. Ice, provisions, and marine supplies are obtainable, and

restaurants and lodging are nearby. Guest moorings are maintained by the marinas and pump-out facilities are available.

(L 506-2012) 44/12

**COAST PILOT 3 45 Ed 2012 Change No. 11
LAST NM 42/12**

Chapter 14—Paragraph 274; read:

⁽²⁷⁴⁾ **Corsica River** is at Mile 11.9E. In 2009, the controlling depth to the public wharf at **Centerville Landing**, 5 miles above the mouth, was 1 foot with shoaling to less than one foot in the turning basin. The lower part of the river is marked, but it is difficult to stay in the upper channel without local knowledge. Some supplies and gasoline can be obtained at Centerville, 0.5 mile inland of the landing. The main wharf at the landing is in poor condition, but a smaller wharf is available.

(L 1599-2011) 44/12

**COAST PILOT 5 40 Ed 2012 Change No. 4
LAST NM 41/12**

Chapter 12—Paragraph 184; read:

⁽¹⁸⁴⁾ **Fannin Bayou** is on the N side of North Bay opposite Lynn Haven. Channels marked by buoys and daybeacons lead through the bayou and its W, N, and E arms. The town of **Southport** is at the head of the N arm.

(LNM 37/12 CG8) 44/12

**COAST PILOT 6 42 Ed 2012 Change No. 16
LAST NM 42/12**

Chapter 2—Paragraph 2560; read:

⁽²⁵⁶⁰⁾ (9) Director means Director, Great Lakes Pilotage. Communications with the Director may be sent to the following address: Commandant (CG-WWM-2), Attn: Director, Great Lakes Pilotage, U.S. Coast Guard, 2100 2nd St., SW., Stop 7581, Washington, DC 20593.

(FR 10/1/2012) 44/12

Chapter 2—Paragraph 2567; read:

⁽²⁵⁶⁷⁾ (16) Association means any organization that holds or held a Certificate of Authorization issued by the Great Lakes Pilotage Division (CG-WWM-2) to operate a pilotage pool on the Great Lakes.

(FR 10/1/2012) 44/12

Chapter 10—Paragraph 185; read:

⁽¹⁸⁵⁾ A dredged channel leads north around the end of the breakwater to a triangular shaped basin off the end of the Michigan State Waterways Commission docks. In 2012, the controlling depth was 11 feet in the entrance channel to the basin with depths of 9 to 10 feet in the basin.

(DD 22323) 44/12

COAST PILOT 6 (Continued)

Chapter 11—Paragraph 938; read:

⁽⁹³⁸⁾ **Pensaukee Harbor** is at the mouth of **Pensaukee River**, on the west shore of Green Bay about 14 miles north of Suamico River. A dredged entrance channel leads from deep water in Green Bay to the mouth of the river. A lighted buoy marks the dredged channel, and a light marks the pier ruins on the north side of the entrance channel. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The only facilities available at Pensaukee Harbor are for fish tugs which moor on the south side of the river mouth.

(NOS 14910; LNM 18/12 CG9) 44/12

Chapter 11—Paragraphs 939 to 940; strike out.

(NOS 14910; LNM 18/12 CG9) 44/12

COAST PILOT 7 44 Ed 2012 Change No. 21
LAST NM 42/12

Chapter 3, Table; read:

New table titled **Low Sulfur Distillate Fuel Oil Regulations** from back of this Subsection.

(L 1835-2012) 44/12

Chapter 7—Paragraph 248; read:

⁽²⁴⁸⁾ **Coyote Point** is covered by a heavy growth of trees and is raised as an island. It is the most prominent point on the S bay. A small-craft harbor accommodating about 580 boats is on the E side of the point. The approach channel, marked by two private lights, had a depth of 8 feet in 2010. The harbor, operated by San Mateo County, is composed of two basins with depths of 6 to 8 feet. Transients should report to the harbormaster's office on the NW side of the harbor for berth assignment; guest berths are usually available. A harbor patrol boat is maintained.

(DD 19353; L 203-2011) 44/12

COAST PILOT 9 30 Ed 2012 Change No. 5
LAST NM 42/12

Chapter 4—Paragraph 166; read:

⁽¹⁶⁶⁾ The delta is low and marshy except for sand dunes, 50 to 150 feet high, on the islands and banks of the main channel. From seaward, the vicinity of Copper River shows as a vast, rugged range with numerous glaciers filling its gorges. From **Point Martin** to Hinchinbrook Island is a chain of low sand islets, 3 to 5 miles offshore. These islets are marked by seasonal lights which are 12 feet above the water and mounted on steel skeleton towers with red and white diamond-shaped daymarks. These lights are frequently destroyed during severe weather. Between 1 to 2 miles offshore of these lights are corresponding red and white buoys. They do not mark the navigable channels between the islets and should only be used for position reference. Behind the islets are tidal flats of mud and sand, intersected by sloughs which drain into the Copper River passes

and into Glacier and Eyak Rivers.

(LL 2012; NOS 16013) 44/12

Chapter 4—Paragraph 1046; read:

⁽¹⁰⁴⁶⁾ Kennedy Entrance and Stevenson Entrance are the main deep-draft entrances to Cook Inlet from the E. (See chart 16606.) When entering Kennedy Entrance, between Perl and Amatuli Islands, caution is necessary to avoid the three off-lying dangers: the 4½-fathom rocky shoal about 16.2 miles E of East Amatuli Island Light, Cowanesque Rock, covered 2½ fathoms, 7.3 miles SE of East Amatuli Island Light, and Dora Reef covered 1¼ fathoms, on the N side of Kennedy Entrance and 2.7 miles WSW of Perl Island. In addition, for more westerly-bound traffic, especially those in transit from Prince William Sound to Chugach Passage should use care to avoid Gore Rock about 8.2 miles ENE from the light at the S end of East Chugach Island.

(NOS 16645) 44/12

Chapter 5—Paragraph 414; read:

⁽⁴¹⁴⁾ **Old Harbor** is a native village on the W side of Sitkalidak Strait 1 mile from the W end of Sitkalidak Passage. A school and a trading post are in the village. The City Dock has an available berthing area of 386 feet with dolphins and is used by the Alaskan State Ferry System and fishing vessels. Commercial air service is available from Kodiak.

(L 1111-2012) 44/12

Low Sulfur Distillate Fuel Oil Regulations

GENERAL INFORMATION

The California Air Resources Board (ARB) created regulations for vessel emissions reductions for California's ports as part of its continued mission to improve air quality around the state. The requirements came into effect in July 2009, under California Code of Regulations (CCR), Section 2299.2, *Fuel Sulfur and Other Operational Requirements for Ocean Going Vessels within California Waters and 24 Nautical Miles of the California Baseline*.

Since 01 August 2012, the regulations require that vessels burn either marine gas oil with maximum 1.0% sulfur, or marine diesel oil with maximum 0.5% sulfur, in their main and auxiliary engines.

Following the implementation of the regulations, California continues to experience loss of propulsion (LOP) incidents within state waters at a much higher rate than was seen prior to July 2009.

This advisory focuses upon reducing the probability of an LOP incident occurring on vessels due to the use of Low Sulfur Distillate Fuel Oil (LSDFO).

OPERATIONS

Initial Entry

For vessels intending to enter the California ARB Emissions Control area for the first time, California advises the crew should conduct a "TRIAL" (actual) fuel switching within 45 days prior to entering California waters. Run main and auxiliary engines no less than four (4) hours on LSDFO. This will help identify any specific change over or operational issues or problems.

Repeat and Initial Entry

Part One-TRAINING:

- Within 45 days prior to entering the Ports of California it is strongly advised ship engineers should exercise:
 - A. Operating main engine from the engine control room.
 - B. Operating main engine from engine side (local).
- Crew should become familiar with "Failure to Start" procedures while maneuvering and establish corrective protocols for "Failure to Start" incidents.

Part Two-While Underway after Fuel Switching Completed (HFO to Low Sulfur Distillate):

- Ships should ensure one of the senior* engineering officers is in the engine control room while the vessel is in pilotage waters and be:
 - A. able to operate the ship main engine from the engine control room.
 - B. able to operate the ship main engine from engine side (local).
- *Special Attention to International Standards of Training, Certification and Watchkeeping (STCW) Rest Requirements

Part Three-Engine Guidelines:

- Consult engine and boiler manufacturers for fuel switching guidance.
- Consult fuel suppliers for proper fuel selection.
- Exercise strict control when possible over the quality of the fuel oils received.
- Consult manufacturers to determine if system modifications or additional safeguards are necessary for intended fuels.
- Develop detailed fuel switching procedures.
- Establish a fuel system inspection and maintenance schedule.
- Ensure system pressure and temperature alarms, flow indicators, filter differential pressure transmitters, etc., are all operational.
- Ensure system purifiers, filters and strainers are maintained.
- Ensure system seals, gaskets, flanges, fittings, brackets and supports are maintained.
- Ensure that the steam isolation valves on fuel lines, filters, heaters etc. are fully tight in closed position while running on Low Sulfur Distillate Fuel Oil.
- Ensure that the fuel oil viscosity and temperature control equipment is accurate and operational.
- Ensure detailed system diagrams are available and engineers are familiar with systems and troubleshooting techniques. Senior engineering officers should know the location and function of all automation components associated with starting the main engine.