

SECTION II  
NAVIGATION PUBLICATIONS

NM 50/12

COAST PILOT CORRECTIONS

COAST PILOT 2      42 Ed 2013      Change No. 2  
LAST NM 46/12

Chapter 2—Paragraph 2648; read:

<sup>(2648)(a)</sup> Boundaries. The following is a regulated navigation area: The waters surrounding the Tomlinson Bridge and Pearl Harbor Memorial Bridge (I-95 Bridge) located within a line extending from a point A at 41°1750.35N, 072°5434.37W (the southeast corner of the Magellan Pink Tanks Terminal dock) thence along a line 126°T to point B at 41°1742.35N, 072°5419.37W (the southwest corner of the Gulf facility) thence north along the shoreline to point C at 41°1757.35N, 072°5404.37W (the northwest corner of the R & H Terminal dock) thence along a line 303°T to point D at 41°1805.35N, 072°5421.37W (the west bank of the mouth of the Mill River) thence south along the shoreline to point of origin. All coordinates are North American Datum 1983.

(FR 11/13/12)      50/12

Chapter 2—Paragraphs 2662 to 2662.01; read:

<sup>(2662)</sup> (8) The Captain of the Port Sector Long Island Sound (COTP) may issue an authorization to deviate from any regulation in paragraph (b) of this section if the COTP determines that an alternate operation can be done safely.

<sup>(2662.01)</sup> (9) The COTP may temporarily close the RNA for any situation the COTP determines would create an imminent hazard to waterway users in the RNA. Entry into the RNA during temporary closure is prohibited unless authorized by the COTP or the COTP's designated representative. The COTP or designated representative may order the removal of any vessel or equipment within the RNA. To assure wide advance notice of each closure among affected mariners, the COTP may use means including, but not limited to, Broadcast Notice to Mariners and Local Notice to Mariners. The COTP will announce the dates and times of the closure and whether exceptions will be authorized for emergency or other specific vessel traffic.

(FR 11/13/12)      50/12

COAST PILOT 2      42 Ed 2013      Change No. 3

Chapter 6—Paragraph 60; read:

<sup>(60)</sup> **Sakonnet Harbor**, a small-boat harbor on the northerly side of Sakonnet Point, about 2 miles northeastward of the entrance lighted whistle buoy, is protected by an 800-foot breakwater extending in a northerly and easterly direction from **Breakwater Point**. A light marks the outer end. The harbor has a project depth of 8 feet. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The holding ground in the harbor is reported to be poor. A marina on the southwest side of the harbor provides

berths, gasoline, diesel fuel, and electricity. In 1981, depths of 6 feet were reported alongside the berths.

(L 1977-2012; DD 22457)      50/12

Chapter 7—Paragraph 249; read:

<sup>(249)</sup> The west side of Napatree Point should not be approached closer than 175 yards to avoid a stone jetty which is covered at high water. Between Napatree Point and the Stonington outer breakwater is an extensive flat on which the depths are 2 to 10 feet, rocky bottom. **Middle Ground**, the western part of the flat, is marked by the outer breakwater, which has a light at its western end. A sound signal is at the light.

(NOS 13214)      50/12

Chapter 9—Paragraphs 265 to 266; read:

<sup>(265)</sup> An offshore platform for the receipt of oil, is off Northport. The terminal is owned and operated by National Grid Generation LLC. The platform, with off-lying mooring buoys, is about 1.6 miles northward of the entrance to Northport Basin and about 2.4 miles eastward of Eatons Neck Light. Submerged pipelines extend from the shore to the platform. The platform is marked at its eastern end by a private light, and at the western end by a private light and sound signal.

<sup>(266)</sup> Upon the scheduled approach of an incoming vessel to the platform, voice call "Northport Power Station". Northport Power Station control room monitors VHF-FM channel 19.

(L 767-2012)      50/12

COAST PILOT 3      45 Ed 2012      Change No. 14  
LAST NM 46/12

Chapter 5—Paragraph 88; read:

<sup>(88)</sup> In 2012, the fixed highway bridge 6.5 miles above the mouth of Mullica River was under construction; overhead power cables, 500 feet above the bridge, have a clearance of 50 feet. A boatyard, 0.5 mile below the bridge, has a 20-ton lift; hull and engine repairs can be made, and berths, gasoline, diesel fuel and marine supplies are available. The highway bridge 13 miles above the mouth has a 30-foot bascule span with a clearance of 6 feet. An overhead power cable just above the highway bridge has a clearance of 39 feet. The highway bridge, 16 miles above the mouth, has a 30-foot bascule span with a clearance of 5 feet. (See **117.1 through 117.59 and 117.731**, chapter 2, for drawbridge regulations.)

(L 972-2012)      50/12

Chapter 8—Paragraph 83; read:

<sup>(83)</sup> **Chincoteague**, occupying most of **Chincoteague Island**, is between the mainland and the south end of Assateague Island. The highway bridge to Chincoteague has a

**COAST PILOT 3 (Continued)**

bascule span with a clearance of 15 feet over the main channel. (See **117.1 through 117.49 and 117.1005**, chapter 2, for drawbridge regulations.) The town is principally a shellfish and fishing center, but pleasure craft operate from here during the summer. The wharves and piers along the waterfront have depths of 3 to 10 feet alongside. There are small-craft facilities at Chincoteague that can provide gasoline, diesel fuel, water, berths, and limited marine supplies. Hull and engine repairs can be made; a 40-ton marine railway at Chincoteague can handle craft up to 80 feet.

(L 896-2012) 50/12

**COAST PILOT 3 45 Ed 2012 Change No. 15**

Chapter 9—Paragraph 221; read:

<sup>(221)</sup> The Norfolk Southern Railway Bridge, 13.1 miles from Sewells Point, has a bascule span with a least clearance of 7 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) The U.S. Route 13 highway bridge (Gilmerton Bridge) immediately northward, was under construction in 2012. Large vessels must exercise caution when making the turns to these bridges because of the current.

(L 1288-2012) 50/12

**COAST PILOT 3 45 Ed 2012 Change No. 16**

Chapter 5—Paragraph 93; read:

<sup>(93)</sup> **Bass River**, which empties into the north side of Mullica River 5 miles above the mouth, has depths of about 4 feet to **New Gretna**, 2.4 miles above Mullica River. The U.S. Route 9 fixed highway bridge at New Gretna was under construction in 2012. The overhead power cable just below the bridge has a clearance of 42 feet. The fixed highway bridge just upstream has a clearance of 20 feet.

(L 972-2012) 50/12

Chapter 6—Paragraph 137; read:

<sup>(137)</sup> **Mispillion River**, protected at the entrance by jetties, empties from the westward into Delaware Bay 13 miles northwest of Cape Henlopen. The jetties, about 200 feet apart, extend about 1 mile southeastward from shore. The jetties are marked at the seaward ends by lights. In 2012, the controlling depth in the entrance channel between the jetties was 5 feet. The river is used by pleasure and fishing craft, and oil barges bound for **Milford**.

(DD 22158) 50/12

Chapter 9—Paragraph 56; read:

<sup>(56)</sup> **Lynnhaven Inlet**, 4 miles westward of Cape Henry Light, is subject to continual change. In 2011, the controlling depth in the entrance channel was 9 feet. The inlet is marked by lights, lighted buoys, and a buoy. The twin fixed bridges over the inlet have a clearance of 35 feet.

Overhead power cables close southward of the bridges have clearances of 68 feet. **Lynnhaven Bay**, south of the inlet, has a large turning area just south of the highway bridge over the inlet.

(DD 22279; L 1455-2012) 50/12

Chapter 9—Paragraph 59; read:

<sup>(59)</sup> An alternate route to Broad Bay is through **Long Creek** which branches northeastward from the dredged channel in the vicinity of Daybeacon BL. In 2010, the controlling depth in Long Creek was 5.5 feet to Broad Bay. The 40-foot span of the Great Neck Road Bridge over Long Creek has a clearance of 20 feet. Nearby overhead cables have a clearance of 37 feet.

(DD 22280) 50/12

Chapter 9—Paragraph 188; read:

<sup>(188)</sup> **East Haven**, on the south side of Lafayette River about 3.5 miles above the mouth, has a dredged channel that leads to a settling basin and boat ramp. In 2011, the controlling depth was 2 feet.

(L 1795-2012; DD 22341) 50/12

**COAST PILOT 4 44 Ed 2012 Change No. 1  
LAST NM 41/12**

Chapter 12—Paragraph 25; read:

<sup>(25)</sup> The **speed limit** is 6 knots from Eastern Branch to the railroad bridge, **Mile 2.6**. This bridge has a lift span with a clearance of 6 feet down and 142 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. At **Mile 2.8**, Jordan (State Route 337) highway bridge has a lift span with a clearance of 15 feet down and 145 feet up. VHF-FM channels 16 and 13 are monitored at the bridge. The railroad bridge at **Mile 3.6** has a lift span with a clearance of 10 feet down and 135 feet up. Two bridges cross the waterway at **Mile 5.8**. The Norfolk Southern Railway bridge has a bascule span with a least clearance of 7 feet. The U.S. Route 13 highway bridge (Gilmerton Bridge), just north of the railroad bridge, was reported under construction in 2012. Large vessels must exercise caution when making the turns to these bridges because of the current. VHF-FM channels 16 and 13 are monitored at these bridges. An overhead power cable at **Mile 6.5** has a clearance of 152 feet, and two overhead cables at **Mile 6.9** have clearances of 161 feet. Interstate Highway Route 64 bascule bridge at **Mile 7.1** has a clearance of 65 feet. (See **117.1 through 117.59 and 117.997 (a) through (e)**, chapter 2, for drawbridge regulations.) The bridgetender may be contacted at 757-545-4685.

(L 1288-2012) 50/12

**COAST PILOT 5 40 Ed 2012 Change No. 6  
LAST NM 45/12**

Chapter 2—Paragraphs 3285 to 3285.09; read:

<sup>(3285)</sup> (f) Notice of enforcement. The COTP will notify the

**COAST PILOT 5 (Continued)**

maritime community of periods during which this regulated navigation area will be enforced by providing advance notice thorough a Marine Safety Information Bulletin and Safety Broadcast Notice to Mariners.

**§165.839 Safety Zone; Large Cruise Ships; Lower Mississippi River, Southwest Pass Sea Buoy to Mile Marker 96.0, New Orleans, LA.**

<sup>(3285.01)</sup>(a) Location. Within the Lower Mississippi River and Southwest Pass, moving safety zones are established around all large cruise ships transiting between the Southwest Pass Entrance Lighted Buoy “SW”, at approximate position 28°52'42"N, 89°25'54"W [NAD 83] and Lower Mississippi River mile marker 96.0 in New Orleans, Louisiana. The moving safety zone extends bank to bank, encompassing all waters one-mile ahead and one-mile astern of a large cruise ship. The zone remains in effect during the entire transit of the large cruise ship.

<sup>(3285.02)</sup>(b) Definitions. As used in this section the term “large cruise ship” is defined as a vessel over 100 feet in length, carrying more than 500 passengers for hire, making a voyage lasting more than 24 hours, any part of which is on the high seas, and for which passengers are embarked or disembarked in the United States or its territories.

<sup>(3285.03)</sup>(c) Regulations. (1) In accordance with the general regulations in 33 CFR Part 165, Subpart C, no person or vessel may enter or remain in the Safety Zone except for vessels authorized by the Captain of the Port or Designated Representatives, except as provided for in paragraph (c)(3) of this section.

<sup>(3285.04)</sup>(2) For this section the Pilot directing the movement of the large cruise ship under the authority of the master has the authority to allow other vessels to enter the safety zone when necessary.

<sup>(3285.05)</sup>(3) All vessels are prohibited from entering this safety zone unless authorized as follows:

<sup>(3285.06)</sup>(i) Vessels that have made suitable passing or overtaking arrangements with the pilot onboard the large cruise ship may enter into this safety zone in accordance with those agreed upon arrangements.

<sup>(3285.07)</sup>(ii) Moored vessels or vessels anchored in a designated anchorage area may remain in their current moored or anchored position while the large cruise ship transits the area.

<sup>(3285.08)</sup>(iii) Barge Fleets or vessels working a fleet may continue their current operations while the large cruise ship transits the area.

<sup>(3285.09)</sup>(4) Vessels requiring a deviation from this rule must request permission from the Captain of the Port New Orleans. The Captain of the Port New Orleans may be contacted at 504-365-2210.

(FR 10/31/12)

50/12

Chapter 4—Paragraph 230; read:

<sup>(230)</sup> **Matanzas (Estero) Pass** opens into the SE end of

San Carlos Bay, 2.5 miles from Sanibel Island Light. Small vessels can find secure anchorage just inside the pass. A dredged channel, marked by lights and daybeacons, leads from San Carlos Bay through Matanzas Pass to a turning basin off the shrimp terminals on San Carlos Island. The entrance channel navigational aids were relocated to mark the best water due to severe shoaling. In 2012, the controlling depth was 9 feet to about 26°27'54"N., 81°58'10"W., thence 10 feet at midchannel to the State Route 865 fixed bridge, thence 5.5 feet to the turning basin with 7 feet in the basin; local knowledge is advised.

(L 1650-2012; DD 22237; NOS 11427)

50/12

**COAST PILOT 5            40 Ed 2012            Change No. 7**

Chapter 7—Paragraph 135; read:

<sup>(135)</sup> Several bridges and numerous overhead power cables cross the waterway. Bridges over the section of the waterway from the mouth of Tombigbee River to the junction with the upper forks are of the vertical-lift or fixed-span type; least clearance is 40 feet for the fixed spans, and 15 feet for the vertical-lift spans. (See **117.1 through 117.49, 117.106, and 117.118**, chapter 2, for drawbridge regulations.) Only bridges of the fixed type cross Mulberry and Locust Forks; least clearance is 31 feet over Mulberry Fork, and 38 feet over Locust Fork. Least clearance of overhead power cables crossing the waterway is 40 feet.

(FR 9/17/12)

50/12

Chapter 8—Paragraph 67; read:

<sup>(67)</sup> Federal regulations for navigation of the river are given in **162.80, 165.1 through 165.25, 165.803, 165.810, 165.839, and 207.200**, chapter 2.

(FR 10/31/12)

50/12

**COAST PILOT 6            42 Ed 2012            Change No. 18  
LAST NM 46/12**

Chapter 6—Paragraph 321; read:

<sup>(321)</sup> **Chagrin River** is about 10 miles southwest of Fairport Harbor. The entrance is marked by private lights on the east and west sides. Several marinas in the river provide gasoline, diesel fuel, transient berths, water, electricity, sewage pump-out, marine supplies, and launching ramps. Mobile lifts to 40 tons are available for hull, engine and electronic repairs. In 1999, depths of about 8 feet were reported in the lagoon on the west side of the river just inside the entrance.

(DB-20718-small; NOS 14825)

50/12

Chapter 6—Paragraph 463; read:

<sup>(463)</sup> A large amusement park on Cedar Point, brightly lighted at night, is conspicuous and the Erie County Courthouse lighted clock tower in the city is prominent.

(DB 20595-obs)

50/12

## COAST PILOT 6 (Continued)

Chapter 6—Paragraphs 584 to 587; read:

<sup>(584)</sup> **Detroit Edison Co., Monroe Power Plant Wharf** (41°53'33"N., 83°20'24"W.): 1550 feet of berthing space with 21 feet alongside and a deck height of 15 feet; one receiving hopper and electric belt-conveyor with open storage capacity of 2,018,000 tons; receipt of coal for plant consumption; owned and operated by Detroit Edison Co.

<sup>(585)</sup> **Holcim Monroe Dock** (41°53'48"N., 83°21'01"W.): 700 feet of berthing space with 12 feet alongside and a deck height of 12 feet; eight acres of open storage with capacity for 40,000 tons; receipt of petroleum coke by self-unloading vessel; owned and operated by Holcim, Inc.

<sup>(586)</sup> **Port of Monroe River Raisin Bulk Cargo Dock** (41°53'57"N., 83°21'13"W.): 1547 feet of berthing space with 12 feet alongside and a deck height of 6 feet; 16 acres of open storage; receipt of logs by barge and occasional receipt of miscellaneous dry-bulk commodities by self-unloading vessel; owned by the Port of Monroe and operated by Detroit Bulk Materials.

<sup>(587)</sup> **Port of Monroe Turning Basin General Cargo Wharf** (41°53'57"N., 83°21'31"W.): 1060 feet of berthing space with 18 feet alongside and a deck height of 9 feet; one 10-inch pipeline extends to eight steel storage tanks with a capacity of 1,333,000 barrels; two acres of open storage with 30,000-square-foot warehouse; receipt asphalt; owned by the Port of Monroe.

(L 1815-2012)

50/12

Chapter 7—Paragraph 118; read:

<sup>(118)</sup> The Federal Project provides for a depth of 21 feet in Short Cut Canal 21 and River Rouge to a turning basin at the head of the project, with 21 feet in the basin. Old Channel has a project depth of 25 feet from the entrance to just below the first bascule bridge, thence 18 feet to about 0.5 mile above the mouth, thence 17 feet to the junction with Short Cut Canal 21. (See Notice to Mariners and latest editions of charts for controlling depths.) The north side of the entrance to Short Cut Canal 21 is marked by a lighted buoy. Rapid shoaling occurs in the canal and river because of the soft bottom. A number of cables, water mains, and tunnels cross under the canal and river; masters should exercise caution when dropping anchors.

(DD 22461; NOS 14854)

50/12

Chapter 10—Paragraph 272; read:

<sup>(272)</sup> **Hammond Bay Harbor** is a harbor of refuge about 3 miles northwest of Hammond Bay and 4 miles southeast of Ninemile Point. The harbor basin, protected by two detached breakwaters, is entered through a dredged channel from the northwest. A mooring area, maintained by the State of Michigan, is on the south side of the basin.

(NOS 14881)

50/12

Chapter 11—Paragraph 235; read:

<sup>(235)</sup> The dredged entrance channel leads from deep water in Lake Michigan between converging breakwaters to an

outer basin, thence between piers and revetments to Muskegon Lake. (See Notices to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the breakwaters and piers, and the inner ends of piers, are marked by lights.

(LL 2012)

50/12

Chapter 11—Paragraphs 252 to 259; read:

<sup>(252)</sup> **Sappi Fine Paper North America** (43°12'59"N., 86°18'28"W.) 1000 feet of berthing space with 24 feet alongside and a deck height of 5 feet; electric belt-conveyor and two bottom-loading trailers; open storage has a capacity for about 250,000 tons; receipt of coal for plant consumption; owned and operated by S.D. Warren Co., a division of Scott Paper Co.

<sup>(253)</sup> **Stoneco Inc.** (43°13'17"N., 86°17'24"W.) 2000 feet of berthing space with 28 feet alongside and a deck height of 9 feet; two front-end loaders and four radial stackers with 20 acres of open storage; receipt and occasional shipment of dry-bulk materials including limestone, slag, salt, coal and coke; operated by Meekhof's Lakeside Dock, Inc.

<sup>(254)</sup> **Lafarge Corp. Muskegon Pier** (43°14'04"N., 86°15'43"W.) 900 feet of berthing space with 19 feet alongside and a deck height of 6 feet; ten cement storage silos with a 13,800-ton; receipt bulk cement; owned and operated by Lafarge Corp.

<sup>(255)</sup> **West Michigan Dock & Market Corp., Outer Dock, Berth Nos. 3, 4 and 5** (43°14'16"N., 86°15'39"W.) 1350 feet of berthing space with 21 feet alongside and a deck height of 6 feet; one 15-ton electric gantry crane and 5.3 acres of open storage with transit shed; receipt of limestone, pig iron and other dry bulk commodities; shipment of scrap metal; owned and operated by West Michigan Dock and Market Corp.

<sup>(256)</sup> **West Michigan Dock & Market Corp., Upper Dock, Berth Nos. 6 and 7** (43°14'19"N., 86°15'31"W.) 784 feet of berthing space with 25 feet alongside and a deck height of 6 feet; one 15-ton diesel mobile crane and 12 forklifts with covered storage in transit shed; receipt of limestone, pig iron and miscellaneous dry bulk materials; owned and operated by West Michigan Dock and Market Corp.

<sup>(257)</sup> **Verplank Trucking Co., Muskegon Yard Dock** (43°14'36"N., 86°14'55"W.) 3000 feet of berthing space with 21 feet alongside and a deck height of 8 feet; open storage has a capacity for about 30,000 tons; receipt of dry bulk commodities; owned and operated by Verplank Trucking Co.

<sup>(258)</sup> **Verplank Trucking Co., Muskegon Power Plant Slip Dock** (43°15'09"N., 86°14'38"W.) 1000 feet of berthing space with 25 feet alongside and a deck height of 6 feet; open storage has a capacity for about 150,000 tons; receipt of dry bulk commodities; owned by the City of Muskegon and operated by Verplank Trucking Co.

<sup>(259)</sup> **Consumers Power Co., B.C. Cobb Plant Wharf** (43°15'08"N., 86°14'47"W.) 1800 feet of berthing space with 30 feet alongside and a deck height of 8½ feet; electric belt-

**COAST PILOT 6 (Continued)**

conveyors and four bulldozers; 22-acre open storage has a capacity for about 680,000 tons; receipt of coal for plant consumption; owned and operated by Consumers Power Co.

(L 1815-2012) 50/12

Chapter 13—Paragraph 343; read:

<sup>(343)</sup> **Two Harbors East Breakwater Light** (47°00'38"N., 91°40'10"W.), 32 feet above the water, is shown from a square pyramidal skeleton tower on the outer end of the east breakwater. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.

(LL 2012) 50/12

Chapter 13—Paragraph 345; read:

<sup>(345)</sup> The harbor is entered from the south between a detached breakwater on the west side and a breakwater that extends southwest from the east point of the harbor. The outer ends of the breakwaters are marked by lights. A maneuvering area has been dredged in the east part of the harbor and is marked by buoys on the north and east limits.

(LL 2012; NOS 14966) 50/12

**COAST PILOT 6 42 Ed 2012 Change No. 19**

Chapter 11—Paragraph 808; read:

<sup>(808)</sup> The entrance to Porte des Morts Passage from Lake Michigan is marked by a **330°** lighted range on the southwest shore of Plum Island. The approach to the passage is marked by a lighted bell buoy on the range line 5.4 miles south-southeast of Plum Island.

(L 39/12 CG9) 50/12

Chapter 12—Paragraph 57; read:

<sup>(57)</sup> **Course 6, Middle Neebish Channel**, leads west-northwest for 3.2 miles from Stribling Point between the north side of Neebish Island and the south side of Sugar Island to the lower end of **Lake Nicolet**. The north side of the channel has a depth of 21 feet for a least width of 200 feet and the south side of the channel has a depth of 28 feet for a least width of 300 feet. The lower end of the channel is marked by a **111.9°** lighted range and at the upper end by a **291.9°** lighted range. A dike, marked at the center and ends by lights, borders the north side of the channel for 1.2 miles near midlength of the course. The range structures at the upper end of the course are in the open water of Lake Nicolet. They are well protected with riprap and should not be passed close aboard.

(LNM 41/12 CG9) 50/12

Chapter 12—Paragraph 60; read:

<sup>(60)</sup> **Course 4** is a continuation of the downbound portion of Course 4, upbound and downbound, which leads

through the middle of Lake Nicolet. From the junction with the upbound channel, Course 4 leads south-southeast for 2.5 miles to the lower part of the lake. The channel has a depth of 27½ feet and is marked by a **159.6°** lighted range.

(LNM 41/12 CG9) 50/12

**COAST PILOT 6 42 Ed 2012 Change No. 20**

Chapter 5—Paragraph 168; read:

<sup>(168)</sup> **Essroc Cement Corp. Charlotte Dock** (43°13'50"N., 77°37'00"W.); 488 feet of berthing space with 21 feet alongside and a deck height of 8 feet; three pipelines extend from wharf to eight concrete storage silos with a capacity of 23,925 tons; receipt of cement; owned and operated by Essroc Cement Corp.

(L 1815-2012) 50/12

Chapter 10—Paragraph 108; read:

<sup>(108)</sup> **Bay Port Harbor, MI**, is on the south shore of Wild Fowl Bay just east of Wild Fowl Point and about 25 miles southwest of Points aux Barques. A Federal project provides for a dredged entrance channel leading south from deep water in Wild Fowl Bay to join privately maintained channels. In 2012, the controlling depth was 3½ feet in the Federal channel, thence 2½ feet in the private channel to a launching ramp. The harbor is primarily used by commercial fishermen.

(DD 22336) 50/12

**COAST PILOT 6 42 Ed 2012 Change No. 21**

Chapter 5—Paragraph 103; insert after:

<sup>(103.01)</sup> A 7-foot spot is off the east face of the Port of Oswego Authority Wharf at the west side of the mouth of the river in about 43°27'53"N., 76°30'53"W.; caution is advised.

(NOS 2012; L 1815-2012) 50/12

Chapter 5—Paragraphs 109 to 113; read:

<sup>(109)</sup> **NRG Energy Oswego Station Wharf** (43°27'37"N., 76°31'51"W.): 650 feet of berthing space with 21 feet alongside and a deck height 11 feet; one pipeline extends to four storage tanks with a capacity of 1,548,000 barrels; receipt of fuel oil for plant consumption; owned and operated by NRG Energy Inc.

<sup>(110)</sup> **Lafarge Corp., Oswego Terminal Wharf** (43°27'42"N., 76°30'45"W.): 350 feet of berthing space with 24 feet alongside and a deck height of 9 feet; two pipelines extend to 12 cement storage silos with a capacity of 23,800 tons; receipt of bulk cement; owned and operated by Lafarge Corp.

<sup>(111)</sup> **Sprague Energy Corp., Oswego Terminal Wharf** (43°27'53"N., 76°30'56"W.): 580 feet of berthing space with 21 feet alongside and a deck height of 9 feet; one

**COAST PILOT 6 (Continued)**

pipeline extends from wharf to three fuel-oil storage tanks with a capacity of 260,000 barrels; one pipeline extends from wharf to two asphalt storage tanks with a capacity of 75,000 barrels; one pipeline extends from wharf to one calcium-chloride storage tank with a capacity of 7,350,000 gallons; receipt of fuel oil, asphalt and calcium chloride; owned by Port of Oswego Authority and operated by Sprague Energy Corp.

<sup>(112)</sup> **Essroc Cement Corp., Oswego Terminal Wharf** (43°27'48"N., 76°30'55"W.): 580 feet of berthing space with 20 feet alongside and a deck height of 9 feet; two pipelines extend to four steel storage silos with a capacity of 10,000 tons; receipt of bulk cement; owned by Port of Oswego Authority and operated by Essroc Cement Corp.

<sup>(113)</sup> **Port of Oswego Authority East Pier** (43°27'50"N., 76°30'42"W.): 1,750 feet of berthing space with 25 feet alongside and a deck height of 10 feet; 200,000-square feet of open storage for dry-bulk materials and 60,000-square feet of storage for salt; three storage domes with a capacity of 21,000 tons of potash; one 50-ton mobile crane and three front-end loaders; receipt of aluminum ingots and miscellaneous dry bulk materials; owned and operated by Port of Oswego Authority.

(L 1815-2012)

50/12

Chapter 6—Paragraphs 287 to 292; read:

<sup>(287)</sup> **Pinney Dock and Transport Co., Ashtabula A and B Dock, Outer End** (41°54'40"N., 80°47'47"W.): 2,195 feet of berthing space with 25 feet alongside and a deck height of 7 feet; receipt of iron-ore by self-unloading vessels; owned and operated by Pinney Dock and Transport Co.

<sup>(288)</sup> **Pinney Dock and Transport Co., Ashtabula Union Dock, Outer End** (41°54'37"N., 80°47'31"W.): 1,198 feet of berthing space with 28 feet alongside and a deck height of 7 feet; receipt of iron-ore pellets by self-unloading vessels; owned and operated by Pinney Dock and Transport Co.

<sup>(289)</sup> **Pinney Dock and Transport Co., Ashtabula Dock Nos. 1 and 2** (41°54'30"N., 80°47'15"W.): 4,000 feet of berthing space with 28 feet alongside and a deck height of 8 feet; receipt of sand, potash, quartz, limestone and ore; owned and operated by Pinney Dock and Transport Co.

<sup>(290)</sup> **Pinney Dock and Transport Co., Ashtabula Dock No. 3** (41°54'32"N., 80°47'07"W.): 2,000 feet of berthing space with 26 feet alongside and a deck height of 8 feet; receipt of sand, potash, quartz, limestone and ore; owned and operated by Pinney Dock and Transport Co.

<sup>(291)</sup> **Pinney Dock and Transport Co., Ashtabula Dock No. 4** (41°54'32"N., 80°47'04"W.): 2,000 feet of berthing space with 26 feet alongside and a deck height of 7 feet; receipt and shipment of general cargo in foreign and domestic trade; receipt of ore, pig iron and lumber; owned and operated by Pinney Dock and Transport Co.

<sup>(292)</sup> **Norfolk Southern Corp., Ashtabula Coal Dock** (41°54'22"N., 80°47'56"W.): 2,800 feet of berthing space with 14 feet alongside and a deck height of 7 feet; shipment of coal; owned and operated by Norfolk Southern Corp.

(L 1815-2012)

50/12

**COAST PILOT 7**      **45 Ed 2013**      **Change No. 1**  
**LAST NM 48/12**

Chapter 2—Paragraphs 3658 to 3658.04; read:

<sup>(3658)</sup>(3) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the Navigation Rules as defined in 33 CFR chapter 1, subchapters D and E and safe navigation practice.

**§165.1157 Security Zone; Cruise Ships, Santa Barbara, CA.**

<sup>(3658.01)</sup>(a) Location. The following areas are security zones: All navigable waters, from the surface to the sea floor within a 100-yard radius of any cruise ship located within 3 nautical miles of the Santa Barbara Harbor Breakwater Light (Light List Number 3750; 34–24–17.364N, 119–41–16.260W).

<sup>(3658.02)</sup>(b) Definition. “Cruise ship” as used in this section means any vessel, except for a ferry, over 100 feet in length, authorized to carry more than 12 passengers for hire; making voyages lasting more than 24 hours, any part of which is on the high seas; and for which passengers are embarked or disembarked in the U.S. or its territories.

<sup>(3658.03)</sup>(c) Regulations. (1) Under general security zone regulations in subpart D, entry into or remaining in the zones described in paragraph (a) of this section is prohibited unless authorized by the Coast Guard Captain of the Port (COTP) Los Angeles—Long Beach (LA–LB), or a designated representative of COTPLA–LB.

<sup>(3658.04)</sup>(2) Persons desiring to transit the area of the security zone may contact the COTP LA–LB at telephone number 1–310–521–3801 or on VHF–FM channel 16 (156.800 MHz) to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port, or his designated representative.

(FR 10/30/12)

50/12

Chapter 4—Paragraph 447; insert after:

**Regulated Navigation Area**

<sup>(447.01)</sup>A security zone exists within a 100-yard radius of any cruise ship located within 3 nautical miles of the Santa Barbara Harbor Breakwater Light. (See 33 CFR 165.1157, chapter 2, for limits and regulations.)

(FR 10/30/12)

50/12

**COAST PILOT 7**      **45 Ed 2013**      **Change No. 2**

Chapter 14—Paragraph 455; read:

<sup>(455)</sup> **Kaunakakai Harbor**, 9 miles W of Kamalo Harbor and 16 miles from the W extremity of Moloka'i, is a commercial barge harbor in the reef off **Kaunakakai**. The harbor is about 600 feet wide by 1,500 feet long and is open

**COAST PILOT 7 (Continued)**

to the S. The approach to the basin is marked by lighted and unlighted buoys and a **033.7°** lighted range.

(LL 2012) 50/12

Chapter 14—Paragraph 525; read:

<sup>(525)</sup> **Honolulu Entrance Channel** is marked by lights, buoys, and a **027.9°** lighted range. The rear light and marker of the range is sometimes obscured when large ships are moored at Berth 8. **Kalihi Channel** is marked by lights, buoys, and a **007°** lighted range.

(LL 2012) 50/12

Chapter 15—Paragraph 120; read:

<sup>(120)</sup> The approaches to the harbor are free and deep, as is the channel between the breakwaters. The entrance to Apra Outer Harbor is marked by lights, lighted buoys, and a **083.6°** lighted range. The entrance to Apra Inner Harbor is marked by lighted buoys and a **141°** lighted range and a **176°** lighted range.

(LL 2012) 50/12

**COAST PILOT 9      30 Ed 2012      Change No. 8**  
**LAST NM 46/12**

Chapter 5—Paragraph 64; read:

<sup>(64)</sup> **Cape Izhut**, 2.5 miles SW of Peril Cape, is a projecting, long, wooded, hilly point from 250 to 500 feet high. A rock, covered 7 fathoms, is S of Cape Izhut in 58°05'35"N., 152°20'06"W.

(DD 22503; L 2011-2012) 50/12

Chapter 8—Paragraph 582; read:

<sup>(582)</sup> The entrance channel to Nome Harbor leads NE between a causeway on the W and a breakwater on the E, both marked on the outer ends by seasonal lights. The entrance channel continues NE through the mouth of the Snake River and turns SE to an inner harbor. The entrance channel is marked by a **29.8°** lighted range and private, seasonal buoys. A barge ramp is in the inner harbor on the W side of the Snake River. The City Dock (south) and Westgold Dock (north) are on the causeway with 21 feet along-side. The City Dock, 200 feet in length, handles bulk cargo and fuel deliveries. The Westgold Dock, 190 feet in length, exports gravel and handles the loading and unloading of heavy equipment. The Small Boat Harbor, South Dock, East Dock and Fish Dock are on the E side of the harbor. The Small Boat Harbor has a 120-foot floating dock with moorage for vessels with up to an 8-foot draft. The harbor-master can be reached on VHF-FM channels 12 and 16.

(LL 2012; NOS 16206) 50/12

**COAST PILOT 9      30 Ed 2012      Change No. 9**

Chapter 4—Paragraph 991; read:

<sup>(991)</sup> The shoal which extends 16 miles S from Kalgin

Island (**South Kalgin Bar**) is marked at its S end by a lighted bell buoy. Care should be taken for the entire distance to avoid drifting into shoal waters.

(LL 2012) 50/12

Chapter 4—Paragraph 1418; read:

<sup>(1418)</sup> In addition to the dangers in Cook Inlet previously described, **North Point Shoal**, about 2 miles N of North Point on Fire Island, changes radically from year to year and bares several feet at low water. **Knik Arm Shoal**, marked by a seasonal buoy, is about 2 miles W of Point Woronzof. **Woronzof Shoal**, a long shoal that bares is about 0.4 to 2.6 miles SW of Point Woronzof and is subject to drastic and continual change. The flats off Anchorage and rocky flats S of Cairn Point should be avoided. The area eastward of Point MacKenzie is also subject to drastic and continual change.

(NOS 16665) 50/12