

COAST PILOT CORRECTIONS

COAST PILOT 1      42 Ed 2012      Change No. 12  
LAST NM 8/13

Chapter 4—Paragraph 41; read:

<sup>(41)</sup> A dredged small-craft harbor for commercial and pleasure craft is off the customhouse in Eastport. The harbor is protected on its northerly and easterly sides by a steel piling, solid fill, L-shaped breakwater—wharf onto which fishing vessels can unload their catch into trucks. A town float is on the inner side of the breakwater at the north end of the harbor. Boats usually moor along the inner face of the breakwater. In fair weather, berthing is available along the east and north seaward faces of the breakwater. Electricity is available at all the berths, and diesel fuel can be delivered by truck on short notice. Gasoline and diesel fuel are also available just to the north at the Eastport Chowder House dock. The breakwater is floodlighted at night. The **harbormaster** may be contacted through the town hall. A small-craft launching ramp is in the northwest corner of the harbor. Additional small-craft berths are available 0.2 mile north of the harbor.

(L 2042-2012) 9/13

Chapter 11—Paragraph 79; read:

<sup>(79)</sup> **President Roads** is the area between Deer Island and Governors Island Flats, north of Long Island, and north-northeastward of Spectacle Island. A Federal project provides for a channel 40 feet deep. (See Notice to Mariners and the latest edition of the chart for controlling depths.) North Channel, South Channel, The Narrows, Nubble Channel, and Sculpin Ledge Channel are entrances to Boston Main Channel and converge at President Roads. This is a dense traffic area for fast ferries, merchant ships, tug and barge units, and recreational boaters. Tug and barge units frequent the sewage treatment plant on Deer Island at the northeast end of President Roads. Its northern part is used as a general and quarantine anchorage for ships awaiting berth in Boston or Nantasket Roads. President Roads has a sand and mud bottom. The south part of President Roads is Boston Main Channel and the entrance into Boston Inner Harbor.

(L 2188-2012) 9/13

Chapter 11—Paragraph 94; read:

<sup>(94)</sup> The anchorage on the north side of President Roads is the most commonly used anchorage for ships and barges in Boston Harbor. The anchorage in Nantasket Roads north of Peddocks Island has scattered shoal areas and rocks. The anchorage on the westerly side of Georges Island has a better bottom and is frequently used by vessels seeking shelter from easterly winds.

(NOS 13270) 9/13

Chapter 11—Paragraph 205; read:

<sup>(205)</sup> **Reserved Channel**, 0.5 mile northwestward of Castle Island, is a dredged unmarked channel which leads westward from the Boston Main Channel for about 1 mile. In 2012, the channel had a controlling depth of 34 feet. A fixed bridge near the head of the dredged channel has reported clearances of 40 feet (horizontal) and 6 feet (vertical).

(L 2188-2012; DD 22651) 9/13

COAST PILOT 4      44 Ed 2012      Change No. 5  
LAST NM 8/13

Chapter 4—Paragraph 275; read:

<sup>(275)</sup> U.S. Route 70 highway bascule bridge over Trent River at the mouth has a clearance of 14 feet. (See **117.1 through 117.59 and 117.843**, chapter 2, for drawbridge regulations.) The railroad bridge, about 0.2 mile westward of the highway bridge has a swing span with a clearance of 5 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) Fixed twin highway bridges about 0.3 mile southwest of the railroad swing bridge, have clearances of 45 feet. Overhead power cables cross Trent River about 1.8, 4.8, 8.8, and 14 miles above its mouth; clearances are 65 feet, 48 feet, 55 feet, and 63 feet, respectively.

(L 1078-1996) 9/13

Chapter 11—Paragraph 137; read:

<sup>(137)</sup> **Garrison Bight Channel**, a well marked dredged channel, leads from Man of War Harbor around the north end of Fleming Key, thence south for about 1.8 miles, thence east to Trumbo Point, thence into a turning basin just inside the entrance of Garrison Bight. In 2012, the controlling depth was 6 feet in the channel and 8 feet in the turning basin. An overhead power cable crosses the entrance and the northerly part of the bight; clearances are 50 feet at the entrance and 34 feet elsewhere. Mariners are advised to use caution when approaching the overhead power cable because high voltage arcing is reported to occur between the powerline and sailboat masts. A privately dredged channel leads from the turning basin to a basin in the southwesterly part of the bight. The channel was reported to be shifting; local knowledge is advised. A causeway bridge, with a 44-foot span and a clearance of 19 feet, crosses the southwesterly part of the bight.

(DD 21770) 9/13

Chapter 12—Paragraph 85; read:

<sup>(85)</sup> The Intracoastal Waterway leaves Neuse River about 15 miles above the mouth and follows a dredged channel through Adams Creek to **Adams Creek Canal**, a land cut about 5 miles long which connects with the head of **Core Creek**. A marina, through a canal on the west side of the waterway, at **Mile 194.2**, has berths, electricity, gasoline, die-

**COAST PILOT 4 (Continued)**

sel fuel, water, ice, pump-out station, marine supplies, launching ramp and wet storage. In 2011, the reported approach depth was 5 feet with 4 feet alongside. State Route 101 highway bridge over Adams Creek Canal at **Mile 195.8** has a fixed span with a clearance of 65 feet. Overhead power cables just below the bridge have a clearance of 85 feet. A marina on the east side of the waterway at **Mile 197.3** has berths, electricity, gasoline, diesel fuel, pump-out, water, ice and wet storage. A lift to 200 tons is available; hull, engine and electronic repairs can be made. In 2012, the reported approach depth was 10 feet with 8 feet alongside.

(DB 20327-small) 9/13

**COAST PILOT 5      40 Ed 2012      Change No. 15**  
**LAST NM 8/13**

Chapter 4—Paragraph 236; read:

<sup>(236)</sup> **Punta Rassa**, on the E side of San Carlos Bay and 2 miles N of Sanibel Island Light, has several condominiums on the point and a hotel. A privately marked channel leads E to a marina at Port Sanibel. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, and wet and dry storage are available. In 2012, a depth of 5 feet was reported in the approach channel and 6 feet alongside. Launching ramps are available close S of the marina. VHF-FM channel 16 is monitored.

(DB 20844-small) 9/13

**COAST PILOT 7      45 Ed 2013      Change No. 6**  
**LAST NM 8/13**

Chapter 2—Paragraphs 4621 to 4621.04; read:

<sup>(4621)</sup> (d) Enforcement Period. The safety zone detailed in paragraph (a) of this section will be in effect from 12:01 a.m. on July 1, 2011 through 11:59 p.m. on September 30, 2014.

**§165.1339 Safety Zone; Coast Guard Exercise Area, Hood Canal, Washington.**

<sup>(4621.01)</sup> (a) Location. The following area is a safety zone: All waters encompassed within 500 yards of any vessel that is involved in a Coast Guard training exercise while such vessel is transiting Hood Canal, WA between Foul Weather Bluff and the entrance to Dabob Bay. Vessels involved will be various sizes and can be identified as those flying the Coast Guard Ensign.

<sup>(4621.02)</sup> (b) Regulations. In accordance with the general regulations in 33 CFR Part 165, Subpart C, no person may enter or remain in the safety zone created in this rule unless authorized by the Captain of the Port or a Designated Representative. See 33 CFR Part 165, Subpart C, for additional information and requirements. Vessel operators wishing to enter the zone during the enforcement period must request permission for entry by contacting the on-scene patrol commander on VHF channel 13 or 16, or the Sector Puget Sound Joint Harbor Operations Center at 206-217-6001.

<sup>(4621.03)</sup> (c) Definition. Training exercises are defined as full

scale exercises that are significant in nature and involve multiple units and vessels. This safety zone will not be utilized by operations and training which is conducted daily or is routine in nature.

<sup>(4621.04)</sup> (d) Enforcement period. The safety zone described in paragraph (a) of this section would be enforced by the Captain of the Port only upon notice. Notice of enforcement by the Captain of the Port will be provided 45 days prior to execution of the exercise by all appropriate means, in accordance with 33 CFR 165.7(a). Such means will include publication in the **Federal Register**, and may also include Broadcast Notice to Mariners, Local Notice to Mariners, or both.

(FR 2/5/2013) 9/13

**COAST PILOT 9      30 Ed 2012      Change No. 16**  
**LAST NM 4/13**

Chapter 2—Paragraphs 493 to 493.07; read:

<sup>(493)</sup> (a) Submission to the National Vessel Movement Center (NVMC). Except as provided in paragraphs (b) and (c) of this section, vessels must submit NOA information required by §160.206 (entries 1 through 9 in Table 160.206) to the NVMC, United States Coast Guard, 408 Coast Guard Drive, Kearneysville, WV 25430, by:

<sup>(493.01)</sup> (1) Electronic submission via the electronic Notice of Arrival and Departure (eNOAD) and consisting of the following three formats:

<sup>(493.02)</sup> (i) A Web site that can be used to submit NOA information directly to the NVMC, accessible from the NVMC web site at <http://www.nvmc.uscg.gov>;

<sup>(493.03)</sup> (ii) Electronic submission of Extensible Markup Language (XML) formatted documents via web service;

<sup>(493.04)</sup> (iii) Electronic submission via Microsoft InfoPath; contact the NVMC at [sans@nvmc.uscg.gov](mailto:sans@nvmc.uscg.gov) or by telephone at 1-800-708-9823 or 304-264-2502 for more information;

<sup>(493.05)</sup> (2) E-mail at [sans@nvmc.uscg.gov](mailto:sans@nvmc.uscg.gov). Workbook available at <http://www.nvmc.uscg.gov>;

<sup>(493.06)</sup> (3) Fax at 1-800-547-8724 or 304-264-2684. Workbook available at <http://www.nvmc.uscg.gov>; or,

<sup>(493.07)</sup> (4) Telephone at 1-800-708-9823 or 304-264-2502.

(FR 12/16/2005) 9/13

Chapter 2—Paragraphs 639 to 639.02; read:

<sup>(639)</sup> Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

## COAST PILOT 9 (Continued)

**§162.5 Definitions.**

<sup>(639.01)</sup>The following definitions apply to this part:

<sup>(639.02)</sup>Merchant mariner credential or MMC means the credential issued by the Coast Guard under 46 CFR credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.

(FR 3/16/2009) 9/13

Chapter 2—Paragraphs 1024 to 1024.08; read:

<sup>(1024)</sup>(d) List specific areas and their boundaries.

**§165.3 Definitions.**

<sup>(1024.01)</sup>The following definitions apply to this part:

<sup>(1024.02)</sup>Credential means any or all of the following:

<sup>(1024.03)</sup>(1)Merchant mariner's document.

<sup>(1024.04)</sup>(2)Merchant mariner's license.

<sup>(1024.05)</sup>(3)STCW endorsement.

<sup>(1024.06)</sup>(4)Certificate of registry.

<sup>(1024.07)</sup>(5)Merchant mariner credential.

<sup>(1024.08)</sup>Merchant mariner credential or MMC means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.

(FR 3/16/2009) 9/13

Chapter 4—Paragraph 1319; read:

<sup>(1319)</sup>**Chuitna River**, 3 miles N of North Foreland, is marked by a low break in the bluff. A depth of about 8 feet can be taken into the mouth of the river at high water, and the tides are felt about 1 mile upriver.

(H 11839; NOS 16663) 9/13

Chapter 4—Paragraphs 1392 to 1393; read:

<sup>(1392)</sup>**Moose Point**, low and wooded with a grassy flat at its end, is not prominent. Between it and Point Possession, a distance of 10 miles, there are many rocks and a rocky reef. **Moose Point Shoal**, 4.5 miles long and partly bare at low water, begins opposite Moose Point and is 1.8 to 2.2 miles from shore. Moose Point and North Foreland on the opposite shore are "Securite" Broadcast reporting points used by large vessels. (See "Securite" Broadcasts, indexed as such, earlier this chapter.)

<sup>(1393)</sup>**Beluga Shoal**, with depths of 7 to 9 fathoms, is in the middle of Cook Inlet about midway between North Foreland and Fire Island and about 8 miles N of Moose

Point. The present main channel passes W and N of Beluga Shoal and S of Susitna Flats.

(NOS 16663; LL 2013) 9/13

Chapter 8—Paragraph 168; read:

<sup>(168)</sup>**Nushagak Bay** and **Nushagak River**, on the N side of Bristol Bay near its head, are important for the extensive salmon fishing and a number of large canneries that operate during the summer. The bay is 17.5 miles wide at the entrance between Protection Point and Etolin Point. In 2012, NOS hydrographic surveys indicate significant changes in the charted location of channels and shoals from Nushagak Bay to Dillingham. Mariners should use extreme caution when navigating this area as many changes to the channels have been found. Local authorities state that this area is particularly subject to change on the ice runoff each spring.

(L 54-2013) 9/13

Chapter 8—Paragraph 609; read:

<sup>(609)</sup>The channel between Point Spencer and **Point Jackson** is 4 miles wide and free of dangers, with depths of 7 to 8 fathoms. The N half of the bay has a general depth of 7 fathoms as close as 1 mile from shore with depths shoaling gradually to the beach. The S half of the bay shoals gradually to the bars and flats along the low shoreline at the S end. Along the W side of the bay the sandspit may be approached fairly close except for the shoal 2 miles S of Point Spencer which makes into the bay from the spit with depths of 2 fathoms, 1 mile off. To the E the water shoals to the entrance to **Grantley Harbor**, which is connected with Port Clarence by a narrow channel marked by a seasonal daybeacon and light. **Grantley Harbor Light** (65°16'36"N., 166°20'52"W.), 15 feet above the water, is shown from a tower with a green and white diamond-shaped daymark on the N side of the entrance to the harbor. The channel is subject to continual change; local knowledge is advised. The current is strong with many eddies and tide rips.

(LL 2012; NOS 16204) 9/13