

COAST PILOT CORRECTIONS

**COAST PILOT 1 42 Ed 2012 Change No. 13
LAST NM 9/13**

Chapter 4—Paragraph 9; read:

⁽⁹⁾ **Round Rock**, which uncovers, and **The Boring Stone**, 3 feet high and bare, are 500 yards southwest of **Liberty Point**, a bold headland, which is the southern extremity of Campobello Island. Vessels should pass at least 300 yards off the southernmost rock. An islet about 200 yards off Liberty Point is conspicuous, as is **Ragged Point** about 0.4 mile northeastward of it.

(NOS 13396) 11/13

Chapter 4—Paragraph 12; read:

⁽¹²⁾ **Lubec Channel** and **Lubec Narrows**, between Quoddy Narrows and Friar Roads, have been improved by dredging. The Federal channel has a project depth of 12 feet. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The channel is marked by a light and buoys. At spring tides the low water may be 3 or 4 feet below the average. Lubec Narrows has strong tidal currents and eddies. Shoals bare on both sides of Lubec Narrows at low water. It is not advisable to use this passage without local knowledge.

(NOS 13396) 11/13

Chapter 4—Paragraph 26; read:

⁽²⁶⁾ **Popes Folly** is a thinly wooded islet 0.3 mile north-northwest of Mulholland Point. A bar extends southeastward from the islet to Campobello Island; vessels bound southward to Lubec or through Lubec Narrows cross it. The ledge that extends northeastward from the islet is marked at its outer end by a buoy.

(NOS 13396) 11/13

Chapter 4—Paragraph 74; read:

⁽⁷⁴⁾ **Herring Cove (Herring Bay)**, near the south end of Campobello Island's eastern shore, is a good temporary anchorage for large vessels. **Schooner Cove**, midway along the eastern shore, and **Mill Cove**, near the northern end, afford temporary anchorage for small craft. A 2-foot spot in the middle of the entrance to Mill Cove is marked by a buoy off its eastern side.

(NOS 13396) 11/13

Chapter 4—Paragraph 80; read:

⁽⁸⁰⁾ **Little White Horse Ledges**, close northeastward of White Horse Island, are two dangerous unmarked submerged rocks about 250 yards apart. **North Rock**, steep-to and covered 2 feet, is about 0.5 mile northwestward of White Horse Island and is marked by a buoy off its northern side.

(NOS 13396) 11/13

Chapter 4—Paragraphs 85 to 86; read:

⁽⁸⁵⁾ **Green Island** is about 0.4 mile southwestward of Casco Bay Island. A 24-foot shoal, near the middle of Head Harbour Passage and marked by a lighted buoy on its southeastern side, is 0.3 mile east-southeastward of Green Island and 0.4 mile from the shore of Campobello Island. **Sandy Ledge**, 500 yards westward of Green Island, is marked by a daybeacon.

⁽⁸⁶⁾ **Popes Island** is 0.5 mile southwestward of Green Island. Shoals extend 300 yards southwestward of Popes Island. **Popes Shoal**, unmarked and covered 9 feet, is 300 yards southeastward of the island. An unmarked 24-foot rocky patch is about 700 yards southeastward of the island. About 0.4 mile westward of Popes Island is Chocolate Shoal, which is covered 8 feet.

(NOS 13396) 11/13

**COAST PILOT 2 42 Ed 2013 Change No. 7
LAST NM 8/13**

Chapter 2—Paragraphs 1563 to 1564; read:

⁽¹⁵⁶³⁾ (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽¹⁵⁶⁴⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources indicated in this section.

(FR 01/16/2009) 11/13

Chapter 2—Paragraphs 1566 to 1569.02; read:

⁽¹⁵⁶⁶⁾ (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(1566.01) (1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters ("A.393(x)"), incorporation by reference approved

COAST PILOT 2 (Continued)

for §157.12.

^(1566.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.496(XII)”), incorporation by reference approved for §157.12.

^(1566.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.586(14)”), incorporation by reference approved for §157.12.

^(1566.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof (“MEPC.13(19)”), incorporation by reference approved for §157.12.

^(1566.05)(5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“MEPC.108(49)”), incorporation by reference approved for §157.12.

^(1566.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 (“A.601(15)”), incorporation by reference approved for §157.450.

⁽¹⁵⁶⁷⁾(7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 (“A.744(18)”), incorporation by reference approved for §157.430.

⁽¹⁵⁶⁸⁾(8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 (“A.751(18)”), incorporation by reference approved for §157.445.

⁽¹⁵⁶⁹⁾(c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU, England].

^(1569.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(1569.02)(2) [Reserved]

(FR 01/16/2009)

11/13

**COAST PILOT 4 44 Ed 2012 Change No. 6
LAST NM 9/13**

Chapter 2—Paragraphs 1194 to 1195; read:

⁽¹¹⁹⁴⁾(b) This part does not apply to a vessel exempted

under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽¹¹⁹⁵⁾(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources indicated in this section.

(FR 01/16/2009)

11/13

Chapter 2—Paragraphs 1197 to 1200.02; read:

⁽¹¹⁹⁷⁾(b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(1197.01)(1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters (“A.393(x)”), incorporation by reference approved for §157.12.

^(1197.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.496(XII)”), incorporation by reference approved for §157.12.

^(1197.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.586(14)”), incorporation by reference approved for §157.12.

^(1197.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof (“MEPC.13(19)”), incorporation by reference approved for §157.12.

^(1197.05)(5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“MEPC.108(49)”), incorporation by reference approved for §157.12.

COAST PILOT 4 (Continued)

^(1197.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 (“A.601(15)”), incorporation by reference approved for §157.450.

⁽¹¹⁹⁸⁾(7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 (“A.744(18)”), incorporation by reference approved for §157.430.

⁽¹¹⁹⁹⁾(8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 (“A.751(18)”), incorporation by reference approved for §157.445.

⁽¹²⁰⁰⁾(c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne’s Gate, London, SW1H 9BU, England].

^(1200.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(1200.02)(2) [Reserved]
(FR 01/16/2009)

11/13

Chapter 4—Paragraph 77; read:

⁽⁷⁷⁾ Several channels or sloughs lead from Ocracoke Inlet through the shoals to deep water in Pamlico Sound. Teaches Hole Channel follows the western side of Ocracoke Island and connects with Silver Lake through a dredged channel at Ocracoke. It also joins **Big Foot Slough Channel** northwest of Ocracoke which leads to Pamlico Sound. In 2012, the controlling depth in the entrance channel to Silver Lake was 6 feet. Teaches Hole Channel is subject to frequent changes; buoys are frequently shifted in position. Big Foot Slough Channel is reported to shoal considerably between dredgings. Strong currents have been experienced in these channels. Mariners are advised to exercise caution while navigating in the area.

(DD 22353; L-1810-2012)

11/13

Chapter 4—Paragraph 244; read:

⁽²⁴⁴⁾ **Broad Creek** empties into the north side of Neuse River about 4 miles above the mouth. In 1983, the reported controlling depth in the creek was 5 feet for 2.5 miles, thence 4 feet to Whortonsville. A light marks the entrance to the creek. Grace Harbor is an artificial basin with an entrance channel that is located about 1.4 miles west of the entrance light on the south side of the creek. A full service marina is located there with transient berths, water, ice, electricity, gasoline, diesel fuel, a pump-out facility and wet storage. In 2012, the reported approach and alongside depths were 8 feet. **Pamlico** is a village on the south side of

the creek, 3 miles above the entrance. **Whortonsville** is on the east side of the entrance to **Brown Creek** about 0.5 mile northeast of Pamlico, and on the opposite side of Broad Creek. Berthage, electricity, water, limited marine supplies and a launching ramp are available at the pier which has a depth of 5 feet alongside.

(DB 20413-small)

11/13

Chapter 4—Paragraph 250; read:

⁽²⁵⁰⁾ A dredged channel, marked by lights and daybeacons, leads from Neuse River to a basin at Oriental. In 2012, the midchannel controlling depth in Smith Creek was 6 feet. In 1992, shoaling to 3 feet was reported northeast of Windmill Point, on the west side of the channel in about 35°01'14"N., 76°42'00"W. The harbor provides excellent anchorage for small craft. Two marinas are in the harbor and basin. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)

(L 1897-2012)

11/13

Chapter 7—Paragraph 25; read:

⁽²⁵⁾ **Folly River** flows into Stono Inlet from the northeast and **Kiawah River** from the west. Both are relatively unimportant. Folly River is used by pleasure craft and local fishermen desiring to reach Folly Beach. A dredged channel, marked by lighted and unlighted buoys, leads about 2.3 miles upriver from the junction with Stono River at **Bird Key**. (See Notice to Mariners and latest edition of charts for controlling depths.) The dredged channel is subject to continual change. Local knowledge is advised when transiting the area. On the southeast side of the river about 2 miles above the entrance, a seafood plant has diesel fuel, water, ice, and marine supplies. State Route 171 highway bridge about 3.1 miles above the entrance has a fixed span with a clearance of 10 feet. An overhead power cable close southwest of the bridge has a clearance of 54 feet. **Folly Creek** enters Folly River from the north about 2.7 miles above the mouth. State Route 171 highway bridge about 2.9 miles above the creek mouth has a fixed span with a clearance of 10 feet. An overhead power cable at the bridge has a clearance of 48 feet and another overhead power cable 0.4 mile above the bridge also has a clearance of 48 feet.

(L 1747-2012; NOS 11522)

11/13

Chapter 12—Paragraph 224; read:

⁽²²⁴⁾ At **Mile 684.4**, State Route 520 highway fixed bridge crossing the waterway has a clearance of 65 feet. No crosscurrents are experienced during either flood or ebb; the currents flow in the direction of the channel. A marina on the east side of the waterway just south of the bridge had reported depths of 15 feet in the approach and 9 feet alongside the piers in 2012. Berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, dry storage and a 9-ton lift are available. From Jekyll Creek the waterway enters **Jekyll Sound** at **Mile**

COAST PILOT 4 (Continued)

685.7 and continues across St. Andrew Sound.
(DB 20458-small) 11/13

Chapter 12—Paragraph 243.01; read:

^(243.01) At **mile 746.8**, a marked channel on the west side of the waterway leads to a marina about a half mile from the mouth. Berths with electricity, gas, diesel fuel, a lift to 35 tons, a pump out facility, water, ice, marine supplies and hull and engine repairs are available. In 2012, the alongside and approach depth was 6 feet.

(DB 20355-coast) 11/13

Chapter 12—Paragraph 354; read:

⁽³⁵⁴⁾ At **Mile 948.7**, a privately maintained channel leads from the waterway to a marina on the west side of Indian River. Gasoline, diesel fuel, berths with electricity, water, limited marine supplies, wet storage and a pump-out station are available. In 2012, a reported depth of 6 feet was available in the approach and 7 feet alongside the marina.

(DB 20394-small) 11/13

COAST PILOT 4 44 Ed 2012 Change No. 7

Chapter 4—Paragraphs 153 to 154; read:

⁽¹⁵³⁾ **Scuppernong River** empties into the eastern end of Bull Bay from southeastward. Lights and daybeacons mark the channel from the bay to Columbia. A marina on the south side of the river, 3 miles above the mouth, has berths with electricity, gasoline, diesel fuel, pump-out station, water, ice, some marine supplies, wet and dry storage, and a launching ramp. A 25-ton mobile lift is available; hull and engine repairs can be made. In 2012, the reported alongside depth was 9 feet.

⁽¹⁵⁴⁾ **Columbia**, a small town 4 miles above the mouth of the river, has two inactive oil docks and several landings. The landings have depths of 14 to 16 feet alongside, but are in poor condition and not able to accommodate more than one boat at a time. A marina, on the east side of the river has gasoline, diesel fuel, berthing, water, ice, and some supplies. In 2012, the reported alongside depth was 10 feet.

(DB 20733-small) 11/13

Chapter 4—Paragraph 178; read:

⁽¹⁷⁸⁾ **Rollinson Channel**, about 12 miles southwestward of Avon, is a dredged channel with a controlling depth of 6 feet in 2012, leading from deep water in Pamlico Sound to the basin at Hatteras; it also joins with Hatteras Inlet Channel which leads to Hatteras Inlet. The channel is well marked by lights. The lights were reported to be difficult to distinguish from the background lights on shore; caution is advised, and strangers should not attempt passage at night. A light, off the end of **Oliver Reef**, is about 1.5 miles southwestward of the Pamlico Sound entrance to Rollin-

son Channel.
(DD 22562; L 2101-2012) 11/13

Chapter 4—Paragraph 293; read:

⁽²⁹³⁾ A marked, dredged channel with a project depth of 7 feet leads northeastward from the main channel to a basin at **Atlantic**, a town on the northwest side of Core Sound about 2 miles southwestward of the eastern entrance to Thorofare Bay. 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. A cluster of four aluminum-colored fuel storage tanks on the beach and a tall church spire are prominent from seaward. The marked, dredged channel continues from Atlantic northeastward to **White Point**, thence for another 0.3 mile to a basin with a controlling depth of 4 feet in 2012.

(L 1919-2012; DD 22408) 11/13

Chapter 12—Paragraph 115; read:

⁽¹¹⁵⁾ Another dredged channel, known as **Wilmington Short Cut** and marked by lights and daybeacons, leads northward from the western end of Snows Cut for about 1.7 miles where it connects with the main channel in Cape Fear River. In 2012, the controlling depth was 2 feet in Wilmington Short Cut. Wilmington and Southport are discussed in chapter 5.

(DD 22505) 11/13

COAST PILOT 5 40 Ed 2012 Change No. 16 LAST NM 9/13

Chapter 2—Paragraphs 1696 to 1697; read:

⁽¹⁶⁹⁶⁾ (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽¹⁶⁹⁷⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources

COAST PILOT 5 (Continued)

indicated in this section.

(FR 01/16/2009)

11/13

Chapter 2—Paragraphs 1699 to 1702.02; read:

⁽¹⁶⁹⁹⁾ (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(1699.01)(1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters (“A.393(x)”), incorporation by reference approved for §157.12.

^(1699.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.496(XII)”), incorporation by reference approved for §157.12.

^(1699.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.586(14)”), incorporation by reference approved for §157.12.

^(1699.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof (“MEPC.13(19)”), incorporation by reference approved for §157.12.

^(1699.05)(5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“MEPC.108(49)”), incorporation by reference approved for §157.12.

^(1699.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 (“A.601(15)”), incorporation by reference approved for §157.450.

⁽¹⁷⁰⁰⁾(7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 (“A.744(18)”), incorporation by reference approved for §157.430.

⁽¹⁷⁰¹⁾(8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 (“A.751(18)”), incorporation by reference approved for §157.445.

⁽¹⁷⁰²⁾ (c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU,

England].

^(1702.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(1702.02)(2) [Reserved]

(FR 01/16/2009)

11/13

COAST PILOT 5 40 Ed 2012 Change No. 17

Chapter 11—Paragraph 84; read:

⁽⁸⁴⁾ A boat basin and marina are on the E side of town and provides transient berths, diesel fuel, gasoline, water, ice, electricity, and pumpout. An alongside depth of 6 feet is available; VHF-FM channel 16 is monitored.

(DB 20419-coast)

11/13

COAST PILOT 6 43 Ed 2013 Change No. 1 LAST NM 7/13

Chapter 2—Paragraph 1294; replace with below:

New table titled **Table 1** from back of this Subsection.

(33 CFR 162.132)

11/13

COAST PILOT 7 45 Ed 2013 Change No. 7 LAST NM 9/13

Chapter 2—Paragraphs 2539 to 2540; read:

⁽²⁵³⁹⁾ (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽²⁵⁴⁰⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources indicated in this section.

(FR 01/16/2009)

11/13

Chapter 2—Paragraphs 2542 to 2545.02; read:

⁽²⁵⁴²⁾ (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(2542.01)(1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For

COAST PILOT 7 (Continued)

Oily Water Separating Equipment and Oil Content Meters (“A.393(x)”), incorporation by reference approved for §157.12.

^(2542.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.496(XII)”), incorporation by reference approved for §157.12.

^(2542.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.586(14)”), incorporation by reference approved for §157.12.

^(2542.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof (“MEPC.13(19)”), incorporation by reference approved for §157.12.

^(2542.05)(5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“MEPC.108(49)”), incorporation by reference approved for §157.12.

^(2542.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 (“A.601(15)”), incorporation by reference approved for §157.450.

⁽²⁵⁴³⁾(7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 (“A.744(18)”), incorporation by reference approved for §157.430.

⁽²⁵⁴⁴⁾(8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 (“A.751(18)”), incorporation by reference approved for §157.445.

⁽²⁵⁴⁵⁾(c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU, England].

^(2545.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(2545.02)(2) [Reserved]
(FR 01/16/2009)

11/13

COAST PILOT 7 45 Ed 2013 Change No. 8

Chapter 10—Paragraph 89; read:

⁽⁸⁹⁾ In 2012, the midchannel controlling depth was 11 feet to the turning basin, thence 5 in the turning basin, thence 8 feet to the end of the project. There are general depths of about 5 feet above the railroad bridge; this part of the **Skipanon River** is used for logging operations. The channel to the turning basin is marked by a **198°30'** lighted range; lights mark the channel entrance.

(DD 22618)

11/13

Chapter 14—Paragraph 223; read:

⁽²²³⁾ **Kawaihae**, 3.5 miles N of Puako, is a commercial deepwater harbor basin in the N part of Kawaihae Bay. The basin is protected by stone revetment and fill on the S and by a breakwater, marked by lights, on the W. The entrance channel is marked by a **120°** lighted range, lighted and unlighted buoys. A small-boat basin, just N of the main basin, had a controlling depth of 3 feet in 2011. The breakwater on the W side of the small-boat basin is marked by a light at the S end. A dock and surfaced ramp are in the basin.

(DD 22720; NOS 19330)

11/13

Chapter 14—Paragraph 408; read:

⁽⁴⁰⁸⁾ **Manele Small-Boat Harbor**, protected by a breakwater on the S side, is in the NW corner of the bay. A light marks the end of the breakwater. A dredged channel marked by private buoys, leads from Manele Bay N of the breakwater thence SW to a mooring basin. (See Local Notice to Mariners and latest edition of chart for controlling depths.) When entering the harbor, local conditions dictate staying well to the right side of the entrance channel. The prevailing winds blow from the E and there are numerous coral heads near the left edge of the channel, just off the end of the breakwater. In 1981, a rock covered 3 feet and marked by a buoy, was reported about 30 yards NW of the breakwater light in about 20°44'34"N., 156°53'13"W. A fishing pier and launching ramp are at the head of the harbor.

(DD 22713)

11/13

Chapter 14—Paragraph 701; read:

⁽⁷⁰¹⁾ **Nawiliwili Small-Boat Harbor** is on the SW side of Nawiliwili Harbor. Two jetties protect the harbor and are marked by lights on the outer ends at the entrance. Private lights mark the channel inside the harbor. The harbor has three piers, 85 berths, a launching ramp on the N side of the harbor, and a pump-out station. In 2003-2011, the controlling depth was 9 feet in the entrance and basin; thence in 2003, 7 feet in the channel along the S side of the harbor.

(DD 22719)

11/13

**COAST PILOT 8 34 Ed 2012 Change No. 9
LAST NM 8/13**

Chapter 2—Paragraphs 150 to 151; read:

⁽¹⁵⁰⁾ (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽¹⁵¹⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources indicated in this section.

(FR 01/16/2009)

11/13

Chapter 2—Paragraphs 153 to 156.02; read:

⁽¹⁵³⁾ (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(153.01)(1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters (“A.393(x)”), incorporation by reference approved for §157.12.

^(153.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.496(XII)”), incorporation by reference approved for §157.12.

^(153.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.586(14)”), incorporation by reference approved for §157.12.

^(153.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof (“MEPC.13(19)”), incorporation by reference approved for §157.12.

^(153.05)(5) IMO Marine Environment Protection Com-

mittee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“MEPC.108(49)”), incorporation by reference approved for §157.12.

^(153.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 (“A.601(15)”), incorporation by reference approved for §157.450.

⁽¹⁵⁴⁾ (7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 (“A.744(18)”), incorporation by reference approved for §157.430.

⁽¹⁵⁵⁾ (8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 (“A.751(18)”), incorporation by reference approved for §157.445.

⁽¹⁵⁶⁾ (c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU, England].

^(156.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(156.02)(2) [Reserved]

(FR 1/16/2009)

11/13

COAST PILOT 8 34 Ed 2012 Change No. 10

Chapter 10—Paragraph 104; read:

⁽¹⁰⁴⁾ **Port Conclusion** has its entrance W of Point Conclusion. The soundings are deep and somewhat irregular, but the port and approaches have been found clear of dangers. On the SE shore of the port, 0.3 mile SSW of Point Conclusion, is a cove about 0.2 mile long with a sandy beach at its head. About 0.9 mile farther SW, on the same shore, is **Ship Cove** where Vancouver (English navigator and discoverer) moored his vessels. The cove affords protected anchorage for small craft in 1¼ to 2¼ fathoms with caution of the charted rocks. **John Bay**, on the W side opposite Point Conclusion, is a deep bight of no importance.

(H 12372; DD 21978)

11/13

Chapter 10—Paragraph 111; read:

⁽¹¹¹⁾ **Toledo Harbor** is a small, horseshoe-shaped bay with depths of 3 to 7½ fathoms, mud bottom, which is 12.7 miles N of Cape Ommaney and about 0.9 mile S of Port Walter Light. It is used considerably by small local fishing craft. It has an entrance about 75 yards wide with a mid-

COAST PILOT 8 (Continued)

channel depth of 2½ fathoms. A submerged rock extends from the N side of the entrance.

(H 12371; DD 22395)

11/13

Chapter 10—Paragraph 114; read:

⁽¹¹⁴⁾ The narrow channel, connecting the inner and outer harbors, has a width of about 30 yards with a depth of 1¼ fathoms and is subject to shoaling. Vessels should enter the port between half and high tide only and preferably on a rising tide. They should pass along the SE side of the channel and make a slow turn to enter the inner harbor. Too sharp a turn may throw the stern into shoal water.

(H 12371; DD 22395)

11/13

Chapter 10—Paragraph 118; read:

⁽¹¹⁸⁾ **Big Port Walter**, a basin with depths 22 to 54 fathoms, is entered through a narrow passage 0.4 mile long leading from the anchorage W of the wooded islet. The passage is almost straight, with a depth of 26 fathoms in midchannel at its narrowest part. The maximum current in the entrance is estimated to be 2 knots. A large stream enters in the N part, and two streams empty in the SW part of the bay. One of the latter is a cascade from a lake about 800 feet high. The shores are steep-to, and there are apparently no dangers. The basin is too deep for good anchorage and freezes in winter. With an accumulation of snow, the ice becomes 8 to 10 feet thick during severe winters and lasts almost until spring.

(H 12371; DD 22395)

11/13

**COAST PILOT 9 30 Ed 2012 Change No. 17
LAST NM 9/13**

Chapter 2—Paragraphs 149 to 150; read:

⁽¹⁴⁹⁾ (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽¹⁵⁰⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources

indicated in this section.

(FR 01/16/2009)

11/13

Chapter 2—Paragraphs 152 to 155.02; read:

⁽¹⁵²⁾ (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(152.01)(1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters (“A.393(x)”), incorporation by reference approved for §157.12.

^(152.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.496(XII)”), incorporation by reference approved for §157.12.

^(152.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.586(14)”), incorporation by reference approved for §157.12.

^(152.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof (“MEPC.13(19)”), incorporation by reference approved for §157.12.

^(152.05)(5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“MEPC.108(49)”), incorporation by reference approved for §157.12.

^(152.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 (“A.601(15)”), incorporation by reference approved for §157.450.

⁽¹⁵³⁾ (7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 (“A.744(18)”), incorporation by reference approved for §157.430.

⁽¹⁵⁴⁾ (8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 (“A.751(18)”), incorporation by reference approved for §157.445.

⁽¹⁵⁵⁾ (c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU,

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England].

^(155.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(155.02)(2) [Reserved]
(FR 1/16/2009)

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TABLE 1

Downbound vessels	Reporting points	Upbound vessels
Report	30 Minutes North of Lake Huron Cut	
	Lighted Horn Bouy "11"	
Report	Lake Huron Cut Light "7"	
	Lake Huron Cut Lighted Buoy "1"	Report
Report	St. Clair/Black River Junction Light	Report
	Stag Island Upper Light	Report
Report	Marine City Salt Dock Light	Report
Report	Grande Pointe Light "23"	
	St. Clair Flats Canal Light "2"	Report
Report	Lake St. Clair Light	Report
Report	Belle Isle Light	
Report	Grassy Island Light	Report
Report	Detroit River Light	Report