COAST PILOT CORRECTIONS

COAST PILOT 3 46 Ed 2013 Change No. 3
LAST NM 12/13

Chapter 9—Paragraph 220; read:

(220) The Norfolk and Portsmouth Belt Line Railroad Bridge, 1.9 miles south of the junction with Eastern Branch and 9.9 miles from Sewells Point, has a vertical-lift span with a clearance of 6 feet down and 142 feet up. Close southward, the Jordan (St. Rte. 337) fixed highway bridge has a clearance of 145 feet. The Norfolk Southern Railway Bridge, 10.9 miles from Sewells Point, has a vertical lift span with a clearance of 10 feet down and 135 feet up. (See **117.1 through 117.59 and 117.997,** chapter 2, for drawbridge regulations.)

(L 405-2013) 14/13

COAST PILOT 4 44 Ed 2012 Change No. 10
LAST NM 13/13

Chapter 4—Paragraph 67; read:

(67) **Hatteras Inlet**, 11 miles westward of Cape Hatteras Light, is entered over a shifting bar which is subject to continual change; local knowledge is recommended. The approach is marked by a lighted whistle buoy; buoys marking the channel over the bar are not charted because they are frequently shifted in position. **Hatteras Inlet Light** (35º11'52"N., 75º43'56"W.), 48 feet above the water, is shown from a skeleton tower on a black house.

(LL 2013) 14/13

Chapter 12—Paragraph 25; read:

(25) 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 (St. Rte. 337) fixed highway bridge has a clearance of 145 feet. 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 405-2013) 14/13

COAST PILOT 5 40 Ed 2012 Change No. 20
LAST NM 13/13

Chapter 7—Paragraph 46; read:

(46) **South Fork Channel** leads S from about 1 mile above the mouth of Bon Secour River for about 1.1 miles to shallow **Oyster Bay**. A fixed highway bridge crossing South Fork Channel limits navigation into Oyster Bay to skiffs only. In 2011, the controlling depth in the channel was 5.5 feet.

(DD 21425) 14/13

Chapter 9—Paragraph 394; read:

(394) The I-210 highway bridge at the N end of Rose Bluff Cutoff, about 1.5 miles below Port of Lake Charles, has a fixed channel span with a clearance of 127 feet.

(L 2357-2012) 14/13

Chapter 11—Paragraph 27; read:

(27) No bridges cross the channel from the entrance to the upper turning basin. An overhead power cable with a clearance of 63 feet crosses the harbor just above the Stauffer turning basin. A fixed highway bridge with a clearance of 60 feet crosses the harbor about 0.4 mile above the turning basin; overhead telephone cables at the bridge have clearances of 107 feet. The Union Pacific railroad bridge, with a vertical lift span having a clearance of 10 feet in the closed position and 69 feet in the open position, crosses the harbor about 1 mile above the turning basin. (See **117.1 through 117.59** and **117.975**, chapter 2, for bridge regulations.) A highway bridge that has a clearance of 20 feet is about 0.3 mile above the railroad bridge. An overhead power cable at the bridge has a clearance of 58 feet.

(NOS 11322; L 454-2013) 14/13

Chapter 13—Paragraphs 166 to 167; read:

(166) A dredged channel, marked by buoys, leads from the Atlantic Ocean to a bulkhead wharf on the S side of the breakwater of Puerto Arecibo. In 2012, a depth of 19 feet was available in the entrance channel with 3 to 19 feet in the basin off the 400-foot bulkhead wharf.

(167) (Delete)

(NOS 25668; DD 21607) 14/13

Chapter 13—Paragraph 378; read:

(378) **Bahia de la Chiva** is a shallow bight on the W side of Punta Conejo. **Isla Chiva**, about 30 feet high, is a cay in the entrance to the bight. A reef with 2 to 18 feet of water over it extends nearly 0.5 mile from shore 1.5 to 2.1 miles W of Punta Conejo. **Bahia Tapon**, a bight N of the reef, has depths of 2 to 3 feet. In 2013, unexploded ord-

COAST PILOT 5 (Continued)

nance was reported about 600 yards south of Bahia de la Chiva in the waters surrounding Isla Chiva. Vessels are cautioned not to transit or anchor around Isla Chiva.
(LNM 07/13 CG7) 14/13

COAST PILOT 6 43 Ed 2013 Change No. 4
LAST NM 13/13

Chapter 6—Paragraph 136; read:
(136) An artificial reef is 1.9 miles south-southeast of Buffalo Harbor Light in about 42°50'41"N., 78°53'27"W.
(L 478-2013) 14/13

Chapter 6—Paragraph 256; read:
(256) An overhead conveyor with a clearance of 100 feet crosses the Ashtabula River about 0.5 mile above the mouth. An overhead power cable with a clearance of 120 feet is about 0.1 mile north of the overhead conveyor. The Fifth Street bridge about 0.15 mile upstream from the conveyor has a bascule span with a clearance of 11 feet. The CSX Transportation Railroad bridge about 1.5 miles above the river mouth has a bascule span with a clearance of 11 feet. An overhead cable on the north side of the bridge has a clearance of 131 feet. (See **33 CFR 117.1 through 117.59 and 117.847**, chapter 2, for drawbridge regulations.)
(L 478-2013) 14/13

Chapter 6—Paragraph 324; read:
(324) Heavy small pleasure-craft traffic during the boating season is in Old River and on the Cuyahoga River as far upstream as just below the Conrail Bridge at mile 2.42.
(L 478-2013) 14/13

Chapter 11—Paragraph 590; read:
(590) Several detached shoal spots with depths of 21 to 24 feet are 0.3 to 1.1 miles northeast of the harbor entrance. Racine Harbor is subject to considerable wave action during periods of strong winds from northeast to southeast.
(L 478-2013) 14/13

Chapter 11—Paragraphs 685 to 686; read:
(685) The outer basin is not adapted for anchorage, but greatly reduces wave action in the lower river. Mooring to the breakwater or piers is prohibited. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.
(L 478-2013) 14/13

Chapter 11—Paragraph 726; read:
(726) West Twin River has depths of about 9 feet in the south part of the channel from the basin to Washington Street bridge. The nominal head of navigation on the East and West Twin Rivers is 3 and 7 miles, respectively, from the mouth, the navigable depth being not over 4 feet. Only small recreational craft operate on these rivers above the dredged channels.
(L 478-2013) 14/13

Chapter 11—Paragraph 867; read:
(867) Local harbor regulations are established by the City of Green Bay and enforced by the Port Director who can be reached at the Brown County Board of Harbor Commissioners, The Port of Green Bay, Wisconsin, Courthouse, Green Bay, WI 54301. Copies of the regulations can be obtained from the Port Director. A 4 mph (3.5 knots) **speed limit** is enforced in the harbor. (See **33 CFR 162.120,** chapter 2, for regulations.)
(L 478-2013) 14/13

Chapter 11—Paragraph 899; read:
(899) **Menasha, WI,** is on the north side of Fox River at the outlet from Lake Winnebago. The dredged channel in the river leads from the lake between Menasha and **Doty Island,** in the center of the lake outlet. Two highway bridges and a railroad bridge cross the river at Menasha.
(L 478-2013) 14/13

Chapter 13—Paragraphs 104 to 105; read:
(104) **Marquette Breakwater Outer Light** (46°32'02"N., 87°22'29"W.), 36 feet above the water, is shown from a white cylindrical tower on the outer end of the breakwater. A mariner activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.
(105) A breakwater extends south and southeast from Lighthouse Point to enclose a dredged harbor basin on its west side. In 2012, the basin had depths of 24 to 26 feet with lesser depths along the edges.The breakwater is marked by lights at the bend and at the outer end, and buoys mark the west limit of the basin.
(DD 22850; LL 2013) 14/13

Chapter 13—Paragraph 115; read:
(115) From Lighthouse Point, the shore is low and rocky for 2 miles north to Presque Isle Harbor. **Marquette Light** (46°32'48"N., 87°22'34"W.), 77 feet above the water, is shown from a red square tower on a dwelling. A shoal bank with a few bare rocks near the outer end, extends 0.25 mile east of Lighthouse Point. A rock awash is 150 feet east of the point. The northeast edge of the shoal bank is marked by a buoy. **Picnic Rocks,** a group of small rock islands, is 0.7 mile north of Marquette Light.
(LL 2013) 14/13

COAST PILOT 7 45 Ed 2013 Change No. 11
LAST NM 13/13

Chapter 7—Paragraph 327; read:
(327) **Corte Madera Channel** leads NW from deep water in the bay over the flats to a turning basin at the mouth of the creek. In 2013, the controlling depth in the entrance

COAST PILOT 7 (Continued)

channel was 8 feet, with 11 to 15 feet available in the turning basin. The channel and turning basin are marked by lights.

(DD 22812) 14/13

Chapter 13—Paragraph 308; read:

(308) **Brownsville**, on the W shore of Port Orchard, is on the N shore of **Burke Bay**, about 1.2 miles SW of Battle Point. Brownsville has a marina with 310 berths, 35 transient berths, and an additional 1,000 linear feet of guest moorage. The reported depth alongside is 8 feet. The marina can provide gasoline, diesel fuel, electricity, water, ice, marine supplies, and a pump-out facility. The **harbormaster's** office is on the second floor of the town store. All of Burke Bay bares, but it may be entered by small craft at about half tide.

(H 12281) 14/13

COAST PILOT 9 30 Ed 2012 Change No. 19
LAST NM 12/13

Chapter 7—Paragraph 77; read:

(77) **Aiktak Island**, 556 feet high, is S of the W part of Ugamak Island; the two islands are separated by a pass 0.5 mile wide and 3¼ to 6¾ fathoms deep. Small vessels use this pass for temporary anchorage, but moderately strong currents make the anchorage unfavorable. On the S side of Aiktak Island are sheer bluffs, the tops of which approach the highest parts of the island. The islet off the NE end is grass covered and less than 100 feet high.

(L 434-2011) 14/13