



**COAST PILOT 5 (Continued)**

Chapter 13—Paragraph 33; read:

<sup>(33)</sup> Pilotage is compulsory for all foreign vessels and U.S. vessels under register when entering or leaving the harbors of Puerto Rico. Coastwise vessels having on board an officer licensed as a pilot for the waters of Puerto Rico and all pleasure yachts are exempt from pilotage unless a pilot is actually engaged. The pilot service at each port is under the supervision and direction of a Pilotage Commission: ships' agents should notify the pilot local office 24 hours in advance so a pilot will be available at the expected time of arrival of a vessel. Pilots provide 24-hour service and board vessels from motorboats. Detailed information on pilotage procedures is given in the text for the ports concerned.

(L 449-2013)

16/13

Chapter 13—Paragraph 176; read:

<sup>(176)</sup> **Isla de Cabras**, on the W side of the entrance to Bahia de San Juan, is low with cliffs 32 to 36 feet high at its N end and is marked by a unlighted tower. **Las Cabritas** are three small islands and rocks 0.1 mile NE of the island. The island is connected to the mainland by a causeway at **Punta Palo Seco**. A small stone structure of **El Canuelo** is on the S extremity of Isla de Cabras. Care needs to be taken to properly identify islands, particularly when approaching from the west, as Isla de Cabras can easily be mistaken for Isla San Juan.

(L 449-2013; NOS 25670; LNM 12/07 CG7)

16/13

Chapter 13—Paragraph 203; read:

<sup>(203)</sup> Owing to the swells and currents on the coast of Puerto Rico, especially during the winter northerlies, inbound vessels should steer for a point about 4 miles N of **Punta del Morro**, the NW point of Isla San Juan, before lining up on the entrance to Bahia de San Juan. This precaution permits early adjustments to course and speed while still having sea room to do so. A **181°** lighted range and lighted buoys mark the entrance channel into the harbor.

(LL 2013; L 449-2013; NOS 25670)

16/13

Chapter 13—Paragraphs 205 to 212; read:

<sup>(205)</sup> The harbor is easy of access in ordinary weather, but it should not be entered at night without local knowledge. During winter northers, dangerous conditions may prevent entering the harbor. The bend inside the entrance can be difficult when the NE trades are blowing strongly, as they may force a vessel almost broadside to swells. Vessels outbound should avoid getting too close to Bajo Colnas; this is particularly so with long vessels in a strong N breeze.

**Port Control**

<sup>(206)</sup> All vessels equipped with radiotelephone approaching to enter Bahia de San Juan shall use the call and reply VHF-FM channel 14 to call San Juan Port Control and give a 1 to 2 hour notice of ETA.

<sup>(207)</sup> Vessels about ready to leave their berths shall call the port control tower on VHF-FM channel 14 to obtain clearance to depart.

<sup>(208)</sup> All vessels, particularly tugs with a tow, are cautioned to closely follow the procedure herein above indicated to avoid close quarters and risk of collision situations in the Bar and Anegado Channels.

**Pilotage, Bahia de San Juan**

<sup>(209)</sup> See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilotage can be arranged by contacting the pilot station by preferred means on VHF-FM channel 14, by telephone 787-722-1169, or by fax 787-725-3720. Pilot services are generally arranged for at least 24 hours in advance through the ships' agents. If advance arrangements have not been made a minimum of 4 hours' notice is required.

<sup>(210)</sup> Pilots board vessels 3 miles north of Lighted Buoy 2 from motorboats which are painted black with white tops and have the word PILOT or the letter "P" in white on both sides of the bow; 24-hour service is available.

<sup>(211)</sup> Vessels requiring pilot services are advised to navigate with caution and maintain a safe distance, never closer than 3 miles in a generally N direction from the harbor entrance, and hold that distance until boarded by the pilot. When small-craft warning signals are in place, with heavy seas breaking outside, the harbor is difficult and dangerous to negotiate and the arrival of the pilot on board may be considerably delayed. Pilot boats communicate over the same frequencies as the San Juan Port Control.

**Towage**

<sup>(212)</sup> Tugs up to 6,000 hp are available for docking, undocking, and up to 9,000 hp for long-distance towing and salvage. Use of tugs is not compulsory unless required by the pilot.

(L 449-2013; NOS 25670)

16/13

Chapter 13—Paragraph 449; read:

<sup>(449)</sup> A privately dredged 500-foot channel leads from deepwater to a turning basin and petroleum wharf. A jetty extending about 200 yards from the NE side of the basin entrance is marked by a light. The channel is marked by private lighted buoys, lights, and a **296°50'** lighted range. In 2011, the reported controlling depth was 38 feet.

(L 449-2013)

16/13

Chapter 13—Paragraphs 479 to 480; read:

<sup>(479)</sup> See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots board vessels 1.5 miles N of Lighted Buoy LM. A 48-hour and a 24-hour notice of time of arrival are requested.

## COAST PILOT 5 (Continued)

**Towage**

<sup>(480)</sup> Tugs up to 3,800 hp are available for docking vessels. The tugs monitor VHF-FM channel 16.  
(L 449-2013; NOS 25677; LL 2013) 16/13

Chapter 13—Paragraph 493; read:

<sup>(493)</sup> See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots from Ponce serve this harbor. Vessels are boarded off Cayos de Ratones, 3.1 miles southwest of Bahia de Jobos Light.  
(L 449-2013; LL 2013; NOS 25677) 16/13

Chapter 13—Paragraphs 532 to 533; read:

<sup>(532)</sup> See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots board vessels 1 mile from the entrance buoys.

**Towage**

<sup>(533)</sup> Tugs are available from South PR Towing in Guayanilla Harbor on VHF-FM channels 16 and 11.  
(L 499-2013) 16/13

Chapter 13—Paragraphs 568 to 569; read:

<sup>(568)</sup> See Pilotage, Puerto Rico (indexed as such) early this chapter. Vessels are usually boarded 3 miles outside the entrance buoys for Bahia de Guayanilla and Bahia de Tallaboa. Pilots can be contacted on VHF-FM channels 11 and 16. At least 2 hours' advance notice of arrival should be given.

**Towage**

<sup>(569)</sup> Tugs up to 4,000 hp are available for Bahia de Guayanilla and Bahia de Tallaboa. The tugs monitor VHF-FM channel 16.  
(L 449-2013) 16/13

**COAST PILOT 5      40 Ed 2012      Change No. 22**

Chapter 4—Paragraph 29; read:

<sup>(29)</sup> **Garrison Bight Channel**, well marked, leads from Man of War Harbor around the N end of Fleming Key, thence S for about 1.8 miles, thence E to Trumbo Point, thence into a turning basin just inside the entrance of Garrison Bight. In 2012, the controlling depth in the channel was 6 feet, thence 7.5 feet in the turning basin. An overhead power cable crosses the entrance and the N part of the bight; clearances are 50 feet at the entrance and 34 feet elsewhere. A privately dredged channel with a reported depth of 5 feet leads from the turning basin to a basin in the SW part of the bight; local knowledge is advised. A causeway bridge, with a 44-foot span and a clearance of 19 feet, crosses the SW part of the bight.

(L 165-2013; DD 21770; NOS 11441; NOS 11447) 16/13

Chapter 8—Paragraph 101; read:

<sup>(101)</sup> **The Jump** is an opening on the W side 10.6 miles AHP, where Grand Pass, Tiger Pass, and several smaller passes connect with the river. There is a sill across the entrance. In 2012, the centerline controlling depth was 20 feet.

(DD 22636) 16/13

Chapter 9—Paragraph 42; read:

<sup>(42)</sup> A dredged channel leads across the bar at Barataria Pass into Barataria Bay, thence in landcuts through Beau regard, Mendicant and other islands on the W side of Barataria Bay, thence through **Mud Lake, Bayou St. Denis, and Bayou Cutler**, thence through a landcut known as **Dupre Cut**, and thence through **Bayou Barataria** to the Intracoastal Waterway. In 2012, the controlling depth was 12 feet across the bar, thence 2 feet to Bayou Rigolettes, thence 4 feet to the junction with the Intracoastal Waterway.

(DD 22639; DD 22367) 16/13

Chapter 9—Paragraphs 195 to 196; read:

<sup>(195)</sup> **Avoca Island Cutoff** is a narrow channel joining Lower Atchafalaya River with Bayou Chene. The cutoff enters the E side of the river about 4 miles above the mouth. The channel has a Federal project depth of 20 feet and width of 400 feet. In 2012, the midchannel controlling depth was 10 feet.

<sup>(196)</sup> **Bayou Chene** extends from Avoca Island Cutoff to join and become part of the Intracoastal Waterway. The channel has a Federal project depth of 20 feet with a width of 400 feet. In 2012, the midchannel controlling depth was 10 feet from the cutoff to the Intracoastal Waterway.

(DD 22638) 16/13

Chapter 10—Paragraph 160; read:

<sup>(160)</sup> **Cow Bayou** flows into Sabine River about 4 miles above Sabine Lake. A dredged channel leads from the Sabine River to a turning basin at the highway bridge at **Orangefield**. In 2012, the controlling depth in the channel was 7.5 feet, thence 6.5 feet in the basin. Below the basin, one fixed highway bridge and two swing highway bridges cross the bayou; clearances are 8 feet for the swing bridges and 55 feet for the fixed bridge. (See **117.1 through 117.59** and **117.965**, chapter 2, for drawbridge regulations.) The fixed highway bridge at the upper end of the turning basin at Orangefield has a clearance of 18 feet. The minimum clearances of the overhead power and telephone cables below the Orangefield turning basin are 63 feet; overhead power cables at the turning basin and 0.5 mile above have clearances of 30 and 37 feet, respectively. A shipyard about 300 yards above the first bridge has a 1,000-ton floating drydock that can handle vessels up to 200 feet long.

(NOS 11343; L 123-2013) 16/13

**COAST PILOT 5 (Continued)**

Chapter 10—Paragraph 251; read:

<sup>(251)</sup> **Industrial Canal**, a private industrial canal, extends from the S end of the turning basin off the Texas City wharves S and W for about 2 miles to another turning basin. In 2012, the controlling depth was 37 feet in the channel and 38 feet in the basin. The channel is marked by a private light and a **090°** lighted range.

(NOS 11324; L 123-2013) 16/13

Chapter 10—Paragraph 282; read:

<sup>(282)</sup> **Anahuac Channel**, a dredged channel, leads from the upper part of Trinity Bay to Anahuac and **Browns Pass**, and is the entrance channel to Trinity River. In 2012, the controlling depth was 4.5 feet. The channel is marked by lights and daybeacons. Mariners should be on the lookout for floating logs.

(L 123-2013) 16/13

Chapter 10—Paragraph 311; read:

<sup>(311)</sup> **Clear Creek** empties into the W side of Galveston Bay 20 miles NW of Galveston; 2 miles above its mouth the creek broadens into shallow **Clear Lake**, 2.5 miles long. A dredged channel leads from Galveston Bay through Clear Creek and across Clear Lake, thence a natural channel leads for another 3.3 miles through Clear Creek to the railroad bridge at **League City**. In 2012, the controlling depth was 7 feet in the entrance channel, thence 3.5 feet through Clear Lake, thence 8 feet in Clear Creek to the railroad bridge at League City. The Clear Creek entrance channel and the creek and lake channels are well marked with lights, buoys, and daybeacons. Seabrook Channel, a dredged side channel, leads N from the mouth of Clear Creek about 0.6 mile along the S waterfront of **Seabrook**. In 1988, the controlling depth was 2.0 feet. The channel from Galveston Bay to Clear Lake is reported to be highly congested with light commercial and pleasure-craft traffic, especially on weekends; a **speed limit** of 5 miles per hour is posted.

(L 123-2013) 16/13

Chapter 10—Paragraph 316; read:

<sup>(316)</sup> **Dickinson Bayou** empties into **Dickinson Bay**, a small indentation in the W side of lower Galveston Bay, between **April Fool Point** and **Miller Point**, about 13 miles N of Galveston. A dredged channel leads from Galveston Bay through Dickinson Bay and Dickinson Bayou to the highway bridge about 1.2 miles above the mouth of the bayou. In 2012, the controlling depth was 6.5 feet to Light 27, thence 1.5 feet to the highway bridge. The entrance channel is marked by lights, buoys, and daybeacons.

(L 123-2013) 16/13

Chapter 10—Paragraphs 453 to 454; read:

<sup>(453)</sup> **Offatts Bayou** extends from off the S side of West Bay to the SW limits of Galveston. The entrance channel leaves the Intracoastal Waterway about 0.3 mile W of the causeway and leads close around **Teichman Point**. In 2012, the midchannel controlling depth was 5 feet from the waterway to the bayou. Off the point the channel divides, one channel leading to the Galveston Airport and the other into the bayou. The channels are marked by daybeacons. The bayou is frequented by small pleasure and fishing boats and some commercial traffic out of Galveston. A yacht club is on the S side of the bayou. Several commercial bait camps are around the bayou, and a city park is on the S shore.

<sup>(454)</sup> (Delete)

(NOS 11322; L 123-2013) 16/13

Chapter 10—Paragraph 457; read:

<sup>(457)</sup> A dredged channel, entered through two connecting channels and marked by buoys, daybeacons, lights, and lighted ranges, leads N from the Intracoastal Waterway to the Monsanto Chemical Co. plant basin on Chocolate Bayou, 7.3 miles above the Intracoastal Waterway. In 2012, the controlling depth was 11 feet to the Monsanto basin. It was reported that shell barges and pleasure craft navigate the natural channel in the bayou above the Monsanto basin to a highway bridge near the town of **Liverpool**, 13 miles above the Intracoastal Waterway. There are shell-handling wharves at and just below **Snug Harbor**, about 1.6 miles below the highway bridge.

(L 123-2013) 16/13

Chapter 11—Paragraph 59; read:

<sup>(59)</sup> **San Bernard River** flows into the Gulf 3.5 miles SW from the mouth of Brazos River. San Bernard River is obstructed at the mouth by a shifting sandbar over which the channel depths vary from 3 to 5 feet. From the Intracoastal Waterway, 0.8 mile above the mouth, the channel has been dredged to a point near the West Columbia highway bridge 22 miles above the Intracoastal Waterway. In 2012, the controlling depth was 3 feet to about 26 miles above the mouth.

(L 123-2013) 16/13

Chapter 11—Paragraph 115; read:

<sup>(115)</sup> **Victoria Barge Canal** is a dredged channel that leads from the Intracoastal Waterway NW along the E side of San Antonio Bay, thence through landcuts along the E side of Guadalupe Bay, Mission Lake, and Green Lake, thence in a dredged cut to **Pickering Basin (Port of Victoria)** about 30 miles above the Intracoastal Waterway and about 7 miles below the city of **Victoria**. In 2010-2012, the midchannel controlling depth was 12 feet to the turning basin, thence 11 feet was available in the basin. A 330-foot public dock with 9 feet alongside is in the basin;

**COAST PILOT 5 (Continued)**

water and electricity are available.

(L 123-2013)

16/13

Chapter 11—Paragraph 117; read:

<sup>(117)</sup> About 5.3 miles above the Intracoastal Waterway, a dredged channel leads E from Victoria Barge Canal to a turning basin at the town of **Seadrift**. In 2012, the controlling depth was 6 feet in the channel with 11 feet in the basin.

(L 123-2013)

16/13

Chapter 11—Paragraph 138; read:

<sup>(138)</sup> **Fulton**, an incorporated city on the W shore of Aransas Bay, is the site of a commercial fish harbor and yacht basin protected by a dike and breakwater. The harbor is entered from Aransas Bay through a dredged channel marked by lights and daybeacons. In 2012, the controlling depth in the entrance channel was 7 feet, thence 5 to 7.5 feet was available in the basin. It was reported that when making the harbor, local residents bear on a prominent, isolated old mansion which fronts on the beach close W of the harbor; a large water tower about 1 mile W of the mansion should not be used. Berth assignments and ship movements in the harbor are under the direction of a **harbormaster** who maintains an office in Rockport. A no-wake **speed limit** is enforced in the harbor.

(NOS 11314; L 123-2013)

16/13

Chapter 11—Paragraph 142; read:

<sup>(142)</sup> **Rockport** is a commercial fishing and resort city on the W shore of Aransas Bay. A spoil bank area extends along the NW side of the Intracoastal Waterway, through which are several openings marked by daybeacons. Natural depths of 10 to 13 feet lead to the light marking the approach to the harbor. A dredged channel leads from Aransas Bay to a basin in the harbor. The basin is about 0.3 mile long and protected by a concrete breakwater. In 2012, the controlling depth in the entrance channel was 2.5 feet, thence 8.5 feet was available in the basin with shoaling to 0.5 foot in the left quarter of the basin. To enter, pass about 50 yards E of the approach light and head directly toward the light on the seawall at the basin entrance. The channel is marked by lights and daybeacons.

(L 123-2013)

16/13

Chapter 11—Paragraph 163; read:

<sup>(163)</sup> **Jewell Fulton Canal** branches off La Quinta Channel about 2 miles NW of its junction with Corpus Christi Channel. The canal extends about 0.8 mile NE to a turning basin in **Kinney Bayou**. The entrance channel is marked by a light, daybeacons and an unlighted range.

(L 471-2013)

16/13

Chapter 11—Paragraph 264; read:

<sup>(264)</sup> **Jewell Fulton Canal** is a dredged channel which leads from La Quinta Channel to a turning basin in **Kinney**

**Bayou**. In 2012, the controlling depth in the channel and in the basin was 9 feet. The channel is marked by a light and daybeacons. A boatyard in the bayou has a 35-ton mobile hoist and can handle boats to 60 feet for hull and engine repairs.

(L 123-2013)

16/13

Chapter 14—Paragraph 122; read:

<sup>(122)</sup> See Pilotage, U.S. Virgin Islands (indexed as such) early this chapter. Pilotage is available from the St. Thomas Pilots, Virgin Island Port Authority. Office address is: P.O. Box 2616, Charlotte Amalie, St. Thomas, U.S.VI 00803; telephone 340-774-2333, 340-744-2250, 340-774-8580 (boathouse), FAX 340-777-9694; after hours cell 340-690-2060. Pilots can also be contracted through the marine operator, WAH, on VHF-FM channels 14, 16, 28, and 85 (international), 0500 to 2400 hours, daily.

(L 448-2013)

16/13

Chapter 14—Paragraph 260; read:

<sup>(260)</sup> See Pilotage, U.S. Virgin Islands (indexed as such) early this chapter. Vessels entering Krause Lagoon Channel are boarded about 2.5 miles SSW of Krause Lagoon Channel Entrance Lighted Buoy 1. Vessels entering Limetree Bay are boarded about 3 miles SE of Limetree Bay Channel Entrance Lighted Buoy 1. The area within a 4-mile radius of Limetree Bay Channel Entrance Lighted Buoy 2 is constantly congested with mostly very large heavy laden tank vessels entering and leaving Limetree Bay Channel. Maneuverabilities for these vessels are restricted. All vessels are advised to avoid loaded tank vessels and use extreme caution in and near this 4-mile area. The area from 5 to 10 miles S of Krause Lagoon Channel Entrance Lighted Buoy 1 is sometimes congested with vessels waiting to meet a pilot at the designated boarding areas; vessels desiring a pilot should contact Cape Towing Caribbean on VHF-FM channel 14 or 16 for active operations or approach procedures and docking instructions.

(L 448-2013)

16/13

**COAST PILOT 6**

**43 Ed 2013**

**Change No. 5  
LAST NM 14/13**

Chapter 10—Paragraph 306; read:

<sup>(306)</sup> **Mullett Lake**, drained at its north end by the Cheboygan River, is about 10 miles long and 3 miles wide. The lake is generally deep, with depths over 100 feet in the south central part. The entrance to the Cheboygan River at the north end of the lake is marked by two lights. A detached 4-foot shoal marked by a lighted buoy is about 1.7 miles south-southwest of the Cheboygan River entrance. A 2-foot shoal extends 0.6 mile off the west shore of the lake at the south end. A small-craft basin protected by jetties is at Aloha State Park on the east side of the lake. The outer ends of the jetties are marked by pri-

**COAST PILOT 6 (Continued)**

vate lights.

(LL 2013) 16/13

Chapter 11—Paragraph 1012; read:

<sup>(1012)</sup>**Manistique Light** (45°56'42"N., 86°14'51"W.), 50 feet above the water, is shown from a tower on the outer end of the east breakwater. A mariner activated sound signal at the light is operated by keying the microphone five times on VHF-FM channel 83A.

(LNM 11/13 CG9) 16/13

Chapter 14—Paragraph 31; read:

New table titled **Structures across Lake Champlain** from back of this Subsection.

(L 480-2013) 16/13

**COAST PILOT 6      43 Ed 2013      Change No. 6**

Chapter 2—Paragraphs 769 to 775.01; read:

<sup>(769)</sup> (c) The draw of the New England Central Railroad Bridge across Missiquoi Bay, mile 105.6, at Swanton, Vermont, shall operate as follows:

<sup>(770)</sup> (1) From June 15 through September 15, the draw shall remain in the full open position at all times and shall only be closed for the passage of rail traffic or the performance of maintenance authorized in accordance with subpart A of this part.

<sup>(771)</sup> (2) From September 16 through June 14, the draw may remain in the closed position and shall be opened on signal for the passage of vessel traffic after at least a twenty four hour notice is given by calling the number posted at the bridge.

<sup>(772)</sup> (3) The draw may be operated either remotely by the New England Central Railroad train dispatcher located at St. Albans, Vermont or manually by a draw tender located at the bridge.

<sup>(773)</sup> (4) A sufficient number of infrared cameras shall be maintained in good working order at all times with a clear unobstructed view of the channel under the bridge, and the up and down stream approaches to the bridge. A signal horn and message boards located both up and down stream, necessary to warn marine traffic that the bridge will be closing, shall also be maintained in good working order at all times. In the event that any of the cameras, navigation lights, horn, or message board become disabled, personnel shall be deployed to the bridge to be on scene within two hours from the known time of the equipment failure.

<sup>(774)</sup> (5) The draw may operate remotely as follows: Once it is determined that the draw must be opened or closed, the train dispatcher shall observe the waterway both up and down stream via the infrared cameras to verify that the channel is clear of all approaching vessel traffic. All approaching vessel traffic shall be allowed to pass before the bridge may be closed. Once it is determined that no vessel traffic is approaching the dispatcher shall sound the warning horn and activate the up and down

stream message boards indicating that the bridge will be closing. After at least a one minute delay the draw may then be closed and the swing span navigation lights shall display as red to indicate the bridge is in the closed position. Once the train clears the bridge the draw shall be returned to the full open position and the swing span lights shall display as green to indicate the draw is in the full open position.

<sup>(775)</sup> (6) In the event that the dispatcher cannot verify that the channel is clear of all vessel traffic and the bridge cannot be safely closed, an on-scene train crew-member shall observe the waterway for any vessel traffic and then communicate with the train dispatch office either by radio or telephone to request the bridge be safely closed. Personnel should then be deployed to the bridge to arrive within two hours to inspect and repair the bridge remote-operation equipment.

<sup>(775.01)</sup> (7) The bridge shall be operated manually from the tender's house located at the bridge until all necessary repairs are completed to the remote operation equipment.

(L 480-2013; FR 3/6/13) 16/13

**COAST PILOT 7      45 Ed 2013      Change No. 12  
LAST NM 14/13**

Chapter 6—Paragraph 78; read:

<sup>(78)</sup> San Simeon Bay offers good shelter in N weather, but is exposed to S gales in winter. The best anchorage is in the middle of the bight in 5 to 8 fathoms, hard sand bottom. A small ravine due W of the anchorage can be used to go ashore.

(LNM 41/11 CG11) 16/13

Chapter 13—Paragraph 119; read:

<sup>(119)</sup> **Duwamish Head**, 1.8 miles NE of Alki Point and rising to over 260 feet from the point, bounds Elliott Bay to the S. The bluff is tree covered, but is interspersed with houses. The lights of the houses along the beach and on the bluff are conspicuous at night. A shoal, extending over 0.2 mile N of the point, is marked by **Duwamish Head Light**.

(LL 2013) 16/13

Chapter 14—Paragraph 613; read:

<sup>(613)</sup> **Haleiwa Small-Boat Harbor**, at the head of Waialua Bay is protected by a breakwater on the W and a mole; both are marked by lights on the outer ends. The approach to the harbor is marked by lighted and unlighted buoys, lights, and by a **128.9°** lighted range. An entrance channel leads SW and S between the breakwater and mole to basins inside. In 2011, the controlling depth in the entrance channel was 11 feet, with 5 to 11 feet available in the basins. The harbor has 64 slips and 24 moorings available for vessels up to 50 feet, boat ramps, and water at most of the slips. The harbor can be entered in

**COAST PILOT 7 (Continued)**

all but the most violent storms, at which time good anchorage can be found about 1 mile offshore in 20 to 30 fathoms. Night entry is not recommended without local knowledge. The harbor office can be reached at 808-637-8246.

(DD 22714; LL 2013)

16/13

**COAST PILOT 7      45 Ed 2013      Change No. 13**

Chapter 2—Paragraphs 4840 to 4841; read:

<sup>(4840)</sup> 37°56.70'N., 123°03.70'W.

<sup>(4841)</sup> 37°55.20'N., 123°04.90'W.

(33 CFR 167.402)

16/13

Chapter 2—Paragraph 4888; read:

<sup>(4888)</sup> 33°44.90'N., 118°35.75'W.

(33 CFR 167.451)

16/13

## Chapter 14

## Structures across Lake Champlain

Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**	Clear Height above Low Water Datum (feet)	Information
Overhead power cable	43°33'44"N., 73°23'54"W.	0.3			Clearance data not available
Overhead power cable	43°34'15"N., 73°24'14"W.	1.0			Clearance data not available
Delaware & Hudson Railroad Bridge (fixed)	43°34'57"N., 73°25'40"W.	2.5	96	11	
Overhead power cable	43°34'31"N., 73°25'45"W.	3.0			Clearance data not available
State Route 22 Bridge (fixed)	43°34'22"N., 73°25'51"W.	3.2	82	8	
Crown Point-Chimney Point Bridge (fixed)	44°01'57"N., 73°25'24"W.	36.7	186	91	Note 1
Sand Bar Bridge (fixed)	44°37'53"N., 73°15'22"W.	82.6	54	15	
US Route 2 Bridge (bascule)	44°45'58"N., 73°17'24"W.	91.8	80	18	Note 2
North Hero Island-Alburg Tongue Bridge (fixed)	44°53'05"N., 73°16'28"W.	99.2	82	26	
Overhead power cables	44°53'08"N., 73°16'27"W.	99.3		47	
Isle La Motte-Alburg Tounge Bridge (fixed)	44°54'11"N., 73°18'57"W.	99.4	30	8	
Central Vermont Railroad Bridge (swing)	44°58'15"N., 73°13'14"W.	105.6	36	11	Note 2
Overhead power cables	44°58'22"N., 73°13'11"W.	105.9		50	
State Route 78 Bridge (bascule)	44°58'23"N., 73°13'12"W.	105.9	45	18	Note 2
Rouses Point Bridge	44°59'54"N., 73°20'57"W.	106.8	237	56	Note 1

\* Miles from Whitehall

\*\* Clear width in feet proceeding away from Whitehall

Note 1 – Bridge is across the direct route through the lake proceeding from the Hudson River to the St. Lawrence River.

Note 2 – See 33 CFR 117.1 through 117.59, 117.797, and 117.993, chapter 2, for drawbridge regulations.