

COAST PILOT 3 46 Ed 2013 16 JUN 2013

Chapter 10—Paragraph 105; read:

⁽¹⁰⁵⁾ **Falling Creek** (37°26'31"N., 77°25'22"W.) enters James River at Mile 72.4W. A fixed highway bridge with a clearance of 146 feet spans the river about 0.35 mile NE of Falling Creek.
(L 1169-2011) 27/13

**COAST PILOT 4 44 Ed 2012 02 JUN 2013
LAST NM 21/13**

Chapter 11—Paragraph 128; read:

⁽¹²⁸⁾ **Sand Key Light** (24°27'21"N., 81°52'38"W.), 109 feet above the water, is shown from a white, square, pyramidal, skeleton tower enclosing a stair cylinder and square dwelling.
(LNM 20/13 CG7) 27/13

Chapter 5—Paragraph 73; read:

⁽⁷³⁾ Beaufort is connected by a highway bridge across Gallants Channel to **Radio Island** and thence to Morehead City by bridges over the Intracoastal Waterway. The minimum clearance is 13 feet for the bascule bridge over Gallants Channel. (See **117.1 through 117.49 and 117.823**, chapter 2, for drawbridge regulations.) An overhead power cable close northward of the highway bridge has an authorized clearance of 87 feet (safe clearance 77 feet). The bridges over the Intracoastal Waterway are described in chapter 12.
(L 785-2013) 27/13

COAST PILOT 4 44 Ed 2012 09 JUN 2013

Chapter 10—Paragraph 172; read:

⁽¹⁷²⁾ There is a small protected basin in **Frazier Creek**, 0.3 mile south of the Roosevelt bascule bridge. In 1983, the reported controlling depth was 5 feet from the waterway to the highway bridge about 0.1 mile above the mouth. The bridge has a 33-foot fixed span with a clearance of 5 feet.
(NOS 2013) 27/13

**COAST PILOT 5 41 Ed 2013 02 JUN 2013
LAST NM 23/13**

Chapter 4—Paragraph 21; read:

⁽²¹⁾ **Sand Key Light** (24°27'21"N., 81°52'38"W.), 109 feet above the water, is shown from a white, square, pyramidal skeleton tower enclosing a stair cylinder and square dwelling.
(LNM 20/13 CG7) 27/13

Chapter 4—Paragraph 215; read:

⁽²¹⁵⁾ **Doctors Pass**, about 5 miles N of Gordon Pass, has been privately dredged. The pass is the entrance to **Hurricane Harbor, Venetian Bay, and Moorings Bay**. The

entrance is protected by two stone jetties. In 2013, shoaling to less than 2 feet was reported in the channel to Daybeacon 14; caution is advised. Large apartment buildings on either side of the entrance are prominent.

(LNM 13/13 CG8; L 684-2013) 27/13

Chapter 9—Paragraph 74; read:

⁽⁷⁴⁾ **Bayou Lafourche**, formerly an outlet of the Mississippi River at Donaldsonville, 70 miles above Canal Street, New Orleans, is blocked off from the river by a levee. The bayou extends from Donaldsonville in a SE direction for 93 miles, and empties into the Gulf at Belle Pass, 19 miles SW of Barataria Bay Light. The Intracoastal Waterway crosses the bayou at Larose. The bayou is navigable to Thibodaux, about 63 miles above the entrance at Belle Pass; above this point it is closed by a dam. In 1989-2013, the controlling depth was 9 feet from the Flotation Canal at Port Fourchon to Leeville, thence 7 feet to the junction with the Intracoastal Waterway at Larose, thence 4 feet to Raceland, thence 3 feet to Thibodaux.

(NOS 11352; DD 22935) 27/13

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Chapter 13—Paragraph 217; read:

⁽²¹⁷⁾ **Pier 1** (18°27'50"N., 66°06'50"W.): 770 feet of berthing space; 27 feet alongside the E; 32 feet alongside the W; berthing for cruise ships and military vessels; operated by Puerto Rico Ports Authority.

(L 449-2013; NOS 25670) 27/13

Chapter 13—Paragraphs 185 to 186; read:

⁽¹⁸⁵⁾ **Cano de Martin Pena**, at the SE end of Bahia de San Juan, is a narrow slough that connects with lakes and lagoons which extend E for 7 miles. An unmarked channel with a reported depth of 3 feet extends 1.5 miles above the entrance. A fixed bridge at the entrance to the slough has a clearance of 21 feet. Two overhead cables about 0.5 mile above the entrance have a least clearance of 31 feet. Two fixed highway bridges 0.75 mile above the entrance have a least clearance of 22 feet. The bridges 1.5 miles above the entrance, the head of navigation, have a least width of 44 feet and a clearance of 7 feet.

Anchorage

⁽¹⁸⁶⁾ General and special anchorages are in Bahia de San Juan. (See **110.1, 110.74c, and 110.240**, chapter 2 for limits and regulations.) A line of mooring dolphins, marked by lights, extends from Isla Grande to just outside the E end of Anchorage E. Care must be maintained during or in the event of a wind shift due to a limited swing area in Anchorage E for larger vessels. Anchorage D at the eastern end of San Antonio Channel is limited to small vessels with low mast height due to the proximity to the Isla

COAST PILOT 5 (Continued)

Grande airport.
(L 449-2013) 27/13

Chapter 13—Paragraph 446; read:

⁽⁴⁴⁶⁾ 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 2013, the reported controlling depth was 38 feet in the entrance channel and turning basin with 28 feet reported in the smaller basin to the W.

(L 449-2013) 27/13

Chapter 13—Paragraphs 570 to 571; read:

⁽⁵⁷⁰⁾ **Pierless distributing plant wharf** off Punta Pepillo is about 820 feet long with dolphins. Depths of 30 feet were reported alongside. Private lights mark the wharf.

⁽⁵⁷¹⁾ **The Demaco Company** has a 1,100-foot pier in the N part of the bay. The privately dredged approach channel leading to the pier is marked by private lighted buoys and a private **014°** lighted range. In 2012, a reported controlling depth of 30 feet was reported in the approach channel, thence depths of 39 feet were reported alongside the pier. A 200-foot-long tug pier is about 0.1 mile E of the pier.

(L 449-2013) 27/13

COAST PILOT 6 43 Ed 2013 02 JUN 2013
LAST NM 20/13

Chapter 1—Paragraphs 396 to 396.01; read:

Oil Spill Reporting

⁽³⁹⁶⁾ Reporting requirements for any oil discharge, noxious liquid substance or harmful substance occurring in waters under U.S. jurisdiction, are found in 33 CFR 153, Subpart B (not in this Coast Pilot.) Any person in charge of a vessel or an onshore/offshore facility shall, as soon as they have knowledge of any discharge of oil or a hazardous substance, immediately notify the National Response Center (NRC), NRC's toll free telephone number is 800-424-8802, fax number is 202-372-2920.

^(396.01) If direct reporting to the NRC is not practicable, notice of discharge may be made to the Coast Guard or EPA On-Scene Coordinator (OSC) for the geographic area where the discharge occurs. All such reports shall be promptly relayed to the NRC. If it is not possible to notify the NRC or the OSC immediately, reports may be made immediately to the nearest Coast Guard unit, provided that the person in charge of the vessel or onshore/offshore facility notifies the NRC as soon as possible. Any person who fails to notify the appropriate agency of the United States Government immediately of a discharge is, upon conviction, fined in accordance with 18 U.S. Code, or imprisoned for not more than 5 years, or both (33 CFR 153.205).

(NM 1/13) 27/13

COAST PILOT 7 45 Ed 2013 26 MAY 2013
LAST NM 20/13

Chapter 10—Paragraph 181; insert after:

New table titled **Structures Across the Willamette River (statute miles 0 through 15)** from back of this Subsection.

(L 746-2013) 27/13

COAST PILOT 7 45 Ed 2013 02 JUN 2013

Chapter 10—Paragraph 297; read:

⁽²⁹⁷⁾ The city wharf is over 1,000 feet long and has two warehouses; depths alongside are about 20 feet. A dock marked by private aids is close W of the wharf. There are also private facilities for handling petroleum products, bulk grain and fresh fruit.

(L 2184-2013; NOS 18532) 27/13

Chapter 15—Paragraph 31; read:

⁽³¹⁾ A dredged entrance channel leads E between a revetted mole on the N and a breakwater on the S to a mooring basin. In 2012, the controlling depth was 9 feet in the entrance channel, thence depths of 7 to 8 feet were in the basin.

(DD 22794) 27/13

Chapter 2—Paragraph 2493; read:

⁽²⁴⁹³⁾ (b) The draw of the Murray Morgan Bridge, also known as the South 11th Street Bridge, across Thea Foss Waterway, previously known as City Waterway, mile 0.6, at Tacoma, shall open on signal if at least two hours notice is given. However, to obtain a bridge opening between 10 p.m. and 8 a.m. notification must be made to the City of Tacoma by 8 p.m. In emergencies, openings shall be made as soon as possible upon notification to the City of Tacoma.

(FR 5/24/2013) 27/13

Chapter 2—Paragraphs 4829 to 4932; strike out.

(L 25-2013) 27/13

Chapter 4—Paragraph 193; read:

⁽¹⁹³⁾ **Traffic Separation Schemes for Los Angeles/Long Beach** are between the Gulf of Santa Catalina and San Pedro Channel and along the coast between Point Arguello and Point Vicente. (See charts 18022, 18740, 18720, 18746, 18721.) This Traffic Separation Scheme is recommended for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled waters, but are not intended in any way to supersede or to alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. Mariners should use extreme caution when crossing

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traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme (See 33 CFR 167.1 through 167.15 and, chapter 2, for regulations.) Portions of the charted Traffic Separation Scheme have been amended by the International Maritime Organization (IMO), and have not been updated in the Code of Federal Regulations. (See IMOCOLREG.2/Circ.64.)
(L 966-2013) 27/13

Chapter 7—Paragraphs 66 to 68; read:

⁽⁶⁶⁾ **Traffic Separation Scheme San Francisco** has been established off the entrance of San Francisco Bay (See chart 18645.) This Traffic Separation Scheme is recommended for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled waters, but are not intended in any way to supersede or to alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme. (See 33 CFR 167.1 through 167.15, chapter 2, for regulations.) Portions of the charted Traffic Separation Scheme have been amended by the International Maritime Organization (IMO), and have not been updated in the Code of Federal Regulations. (See IMO COLREG.2/Circ.64.)

⁽⁶⁷⁾ [Deleted.]

⁽⁶⁸⁾ When not calling at San Francisco mariners are urged to sail direct between Point Arguello and Point Arena so as to pass the San Francisco Bay area to the W of the Farallon Islands and clear of the San Francisco Traffic Separation Scheme. In this manner through coastwise traffic will avoid crossing the directed traffic areas and/or precautionary area.

(L 966-2013; L 25-2013) 27/13

Chapter 7—Paragraphs 69 to 81; strike out.

(L 966-2013; L 25-2013) 27/13

Chapter 7—Paragraph 82; read:

⁽⁸²⁾ An additional **Traffic Separation Scheme** has been established through the Main Ship Channel and Golden Gate into San Francisco Bay. The scheme consists of one-way **traffic lanes** separated by a **separation line** and, after entry into San Francisco Bay, includes a **precautionary area**, a **regulated navigation area**, and **recreation areas**. For purposes of INTERNATIONAL NAVIGATION Rule 10, this scheme has been adopted by IMO seaward of the demarcation line. (See Traffic Separation Schemes, chapter 1, for additional information).

(L 966-2013; L 25-2013) 27/13

COAST PILOT 7 45 Ed 2013 09 JUN 2013

Chapter 5—Paragraph 78; read:

⁽⁷⁸⁾ An aerolight, 981 feet above the water, is near the center of San Nicholas Island. A light is on the E side of the island.

(LNM 21/13 CG11) 27/13

COAST PILOT 7 45 Ed 2013 16 JUN 2013

Chapter 7—Paragraph 504; read:

⁽⁵⁰⁴⁾ **Lake Tahoe** (39°06'N., 120°00'W.), California-Nevada, is a recreation area almost surrounded by Tahoe, Toiyabe, and Eldorado National Forests. **Restricted areas** established by Federal regulations are given in **162.210 and 162.215**, chapter 2. Lake Tahoe is to be navigated by leaving all white buoys with orange bands to starboard when transiting in a counterclockwise direction; safe water will always be found toward the center of the lake from these buoys. Information about facilities may be obtained from one of the local offices of the Forest Service, U.S. Department of Agriculture.

(L 1069-2013; LL 2013) 27/13

Chapter 8—Paragraph 154.01; read:

^(154.01) **Cape Mendocino Light** (40°26'23"N., 124°24'22"W.), 515 feet above the water, is shown from a post on the W slope of the cape.

(CG11 23/13) 27/13

**COAST PILOT 9 30 Ed 2012 16 JUN 2013
LAST NM 14/13**

Chapter 8—Paragraph 417.01; read:

^(417.01) [16220](#)

(NOS 16220) 27/13

Chapter 8—Paragraph 450.01; read:

^(450.01) [16006](#)

(NOS 16006) 27/13

Structures Across the Willamette River (statute miles 0 through 15)

Name-Description-Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Low Water Datum (feet)	Information
Overhead power cables (three)	45°36'54"N., 122°47'20"W.		230	
St. Johns Bridge (highway, fixed)	45°35'07"N., 122°45'51"W.	1068	205	
Burlington Northern Railroad Lift Bridge	45°34'37"N., 122°44'50"W.	499	54 (down), 200 (up)	Bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-9050.
Fremont Bridge (highway, fixed)	45°32'17"N., 122°41'00"W.	928	163	
Broadway Bridge (highway, bascule)	45°31'55"N., 122°40'27"W.	251	90	Bridgetender monitors VHF-FM channels 16 and 13 and answers on channel 13; call sign KLU-724. (Note 1)
Steel Bridge (highway/railroad, vertical lift)	45°31'39"N., 122°40'09"W.	205	26 (down), 161 (up) 71 (up, lower deck only)	Bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQU-534. (Note 1)
Burnside Bridge (bascule)	45°31'23"N., 122°40'03"W.	205	64	Bridgetender monitors VHF-FM channels 16 and 13 and works on channel 13; call sign KTD-520. (Note 1)
Morrison Bridge (bascule)	45°31'05"N., 122°40'12"W.	209 (185 open)	69	(Note 1)
Hawthorne Bridge (vertical lift)	45°30'47"N., 122°40'15"W.	200	49 (down), 159 (up)	Bridgetender monitors VHF-FM channels 16 and 13 and works on channel 13; call sign KTD-521. (Note 1)
Marquam Bridge (fixed)	45°30'29"N., 122°40'08"W.	350	(see information)	Clearances: 120 feet for central 220 feet 102 feet for central 350 feet
Trimet Bridge (fixed)	45°30'17"N., 122°40'10"W.			Under construction
Ross Island Bridge (fixed)	45°30'04"N., 122°39'51"W.	490	(see information)	Clearances: 120 feet for central 100 feet 90 feet for central 330 feet
Overhead power cables	45°29'50"N., 122°39'50"W.		(see information)	Clearances: 123 feet (main channel) 83 feet (east channel)
Overhead power cables	45°29'25"N., 122°39'27"W.		75	Cable crosses east channel

Note 1 – See 33 CFR 117.1 through 117.59 and 117.897, chapter 2, for drawbridge regulations.

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