

SECTION II
NAVIGATION PUBLICATIONS

NM 33/13

COAST PILOT CORRECTIONS

COAST PILOT 2 42 Ed 2013 28 JUL 2013
LAST NM 31/13

Chapter 10—Paragraph 78; read:

⁽⁷⁸⁾ **Green Harbor** is a privately maintained two-part harbor just westward of the entrance to Green Creek. The entrance to the outer basin and the connecting channel between the outer and inner basins are very narrow. In 1985, depths were reported to be about 6 feet. Limited berthing is available in the outer basin. A boatyard is in the inner basin. An aquaculture site, marked by a private buoy, is near the entrance to Green Harbor around 40°43'11"N., 73°05'36"W.

(L 1156-2013) 33/13

COAST PILOT 4 44 Ed 2012 28 JUL 2013
LAST NM 32/13

Chapter 9—Paragraph 211; read:

⁽²¹¹⁾ State Route 415 highway bridge crossing the St. Johns River, 3 miles east of Sanford, is under construction (2013). An overhead power cable at the bridge has a clearance of 69 feet.

(LNM 24/13 CG7; L 1133-2013) 33/13

Chapter 10—Paragraph 21; read:

⁽²¹⁾ There is good anchorage in the Matanzas River at St. Augustine both below and above the bridge. This anchorage, however, is not used as a harbor refuge because during strong northeasterly and northwesterly winds the sea makes the bar impassable even for small vessels. A more protected anchorage with a hard sand bottom is reported in **Salt Run**, close south-southeastward of St. Augustine Inlet. The mariner should favor the eastern shore for the best water and lee. Private buoys mark the channel into Salt Run.

(L 950-2013) 33/13

Chapter 12—Paragraph 488; read:

⁽⁴⁸⁸⁾ At **Lantana, Mile 1031.0**, Lantana Avenue bridge crossing the waterway is under construction (2013). There are small-craft facilities at **Miles 1032.6** and **1033.1**. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, wet and dry storage are available. A lift to 85 tons is available for hull and engine repairs.

(L 1014-2013; LNM 28/13 CG7) 33/13

COAST PILOT 5 41 Ed 2013 28 JUL 2013
LAST NM 32/13

Chapter 7—Paragraph 370; read:

⁽³⁷⁰⁾ **Chef Menteur Pass**, a connecting passage between Lake Borgne and Lake Pontchartrain, is located about 10 miles SW of The Rigolets. The pass is about 6 miles long and 0.2 mile wide. There is a considerable range in depths in the pass with shallow water off the entrances. The pass, used by pleasure and fishing craft, is usually entered through the Intracoastal Waterway. A light marks the entrance from Lake Borgne, and another light marks the entrance from Lake Pontchartrain; two lights mark the Intracoastal Waterway crossing. An Intracoastal Waterway alinement channel crosses Chef Menteur Pass 1 mile SE of the original Intracoastal Waterway crossing. Two swing bridges cross the Chef Menteur Pass. The Chesapeake Seaboard X Transportation, Inc. (CSX) bridge has a clearance of 10 feet. The U.S. Route 90 highway bridge, crossing 0.3 mile NW of the railroad bridge, has a clearance of 10 feet. (See **117.1 through 117.49** and **117.436**, chapter 2, for drawbridge regulations.) The town of **Chef Menteur** is between the bridges. A large spherical tank 0.4 mile NW of the highway bridge is conspicuous.

(L 929-2013; NOS 11367) 33/13

Chapter 7—Paragraph 382; read:

⁽³⁸²⁾ Three causeways cross the E end of Lake Pontchartrain. U.S. Interstate Route 10 highway causeway, about 3.5 miles W of The Rigolets and crossing between **Pointe aux Herbes** and **Howze Beach**, has a bridge with a fixed span over the navigation channel about 1.2 miles from its NE end with a clearance of 73 feet. U.S. Route 11 highway causeway, W of U.S. Interstate Route 10 highway causeway and crossing from Pointe aux Herbes to **North Shore**, has two bascule bridges; one, about 1 mile SW of North Shore, has a clearance of 13 feet; the other, about 0.4 mile NE of Pointe aux Herbes, has a clearance of 12 feet. The N span is equipped with a radiotelephone. The bridgetender can be contacted on VHF-FM channel 13; call sign, KMC-226. The overhead power cable just W of this bridge has a clearance of 94 feet. The Southern Railway causeway, W of U.S. Route 11 highway causeway and crossing between **South Point** and North Shore, has a bascule bridge about 1 mile SW of North Shore. The bridge has a clearance of 4 feet closed and 106 feet open (leaf overhangs the channel). The bridgetender monitors VHF-FM channel 13; call sign KA-5070. The overhead power cable just W of this bridge has a clearance of 12 feet but is submerged at the channels. (See **117.1 through 117.59**

COAST PILOT 5 (Continued)

and **117.467**, chapter 2, for drawbridge regulations.)
(L 922-2013; NOS 11369; L 215-1992) 33/13

Chapter 9—Paragraph 86; read:

⁽⁸⁶⁾ At **Larose**, about 34 miles above the entrance to Bayou Lafourche, the Intracoastal Waterway crosses the bayou. A vertical lift bridge is about 0.5 mile SE of the waterway with a clearance of 2 feet in the closed position and 73 feet in the open position. A lift bridge about 1.0 mile W of the waterway junction has a clearance of 2 feet in the closed position and 73 feet in the open position. There are two wharves on the SW side of the intersection. Larose has several shipyards and boatyards. One shipyard with a 1,500-ton floating drydock is on the Intracoastal Waterway just SW of its junction with Bayou Lafourche; general repairs can be made. Marine railways that can handle craft up to 60 feet for general repairs are available at the boatyards. Machine shops and radio repair facilities are also available. Fuel, water, ice, and marine supplies can be obtained. A shipyard builds barges on the N side of the bayou just above the intersection.

(L 965-2013; LNM 26/13 CG8; L 779-2013) 33/13

COAST PILOT 6 43 Ed 2013 28 JUL 2013
LAST NM 32/13

Chapter 1—Paragraphs 108 to 108.01; read:

⁽¹⁰⁸⁾ **Broadcast Notices to Mariners** are made by the Coast Guard to report deficiencies and important changes in aids to navigation. (See Navigational Warnings, Information and Weather, this chapter.)

^(108.01) The **Special Notice to Mariners** is an annual publication containing important information for mariners on a variety of subjects which supplements information not usually found on charts and in navigational publications. It includes excerpts from various federal laws and regulations regarding marine pollution reporting, aids to navigation, and Vessel Traffic Service procedures. There are tips for trip planning, updates to the Rules of the Road, and information on local hazards. Also included are points of contact, phone numbers and email addresses for various subject matter experts, to assist the mariner in locating further information.

(NOS 2013; Spec. LNM/13 CG13) 33/13

Chapter 1—Paragraphs 151.01 to 348.04; read:

^(151.01) **SEARCH AND RESCUE**

^(151.02) **Coast Guard Search and Rescue**

⁽¹⁵²⁾ The Coast Guard conducts and/or coordinates search and rescue operations for surface vessels or aircraft that are in distress or overdue. Search and Rescue vessels and aircraft have special markings, including a widedash of red-orange and a small slash of blue on the forward portion of the hull or fuselage. Other parts of aircraft, normally painted white, may have other areas painted red to

facilitate observation. The cooperation of vessel operators with Coast Guard helicopters, fixed-wing aircraft, and vessels may mean the difference between life and death for some seaman or aviator; such cooperation is greatly facilitated by the prior knowledge on the part of vessel operators of the operational requirements of Coast Guard equipment and personnel, of the international distress signals and procedures, and of good seamanship.

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^(153.01) **Search and Rescue - Great Lakes**

⁽¹⁵⁴⁾ The United States Coast Guard has established a toll-free search and rescue telephone number for the Great Lakes. The number is intended for use when the telephone number of the nearest Coast Guard station is unknown, or when that station cannot be contacted. The toll-free number should not be used without first attempting to contact the nearest Coast Guard station. In all Great Lakes States the telephone number is 800-321-4400. This number is to be used for public reports of distress incidents, suspicious sightings, pollution or other maritime concerns.

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^(170.01) **Radiotelephone Distress Message**

⁽¹⁷¹⁾ Distress calls indicate a vessel or aircraft is threatened by grave and imminent danger and requests immediate assistance. They have absolute priority over all other transmissions. All stations which hear a distress call must immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call. This call shall not be addressed to a particular station, and acknowledgment of receipt shall not be given before the distress message which follows it is sent.

⁽¹⁷²⁾ Distress calls are made on VHF-FM channel 16

COAST PILOT 6 (Continued)

(MAYDAY) or 2182 kHz. (Note that the US Coast Guard does not monitor 2182 kHz on the Great Lakes.) For less serious situations than warrant the distress procedure, the radio-telephone urgency signal consisting of three repetitions of the word PAN-PAN (pronounced PAWN-PAWN), or the safety signal SECURITE (pronounced SECURITAY) spoken three times, are used as appropriate. For complete information on emergency radio procedures, see **47 CFR 80** or **Radio Navigational Aids, Pub. 117**.

(172.01) Global Maritime Distress and Safety System (GMDSS)

⁽¹⁷³⁾ This international system, developed by the International Maritime Organization (IMO), is based on a combination of satellite and terrestrial radio services, and has changed international distress communications from being primarily ship-to-ship based to primarily ship-to-shore (Rescue Coordination Center) based. Prior to the GMDSS, the number and types of radio safety equipment required to be carried by vessels depended upon the tonnage. Under GMDSS, the number and type of radio safety equipment vessels are required to carry depend on the areas in which they travel; GMDSS sea areas are defined by governments. All GMDSS-regulated ships must carry a satellite EPIRB, a NAVTEX receiver (if they travel in any areas served by NAVTEX), an Inmarsat-C SafetyNET receiver (if they travel in any areas not served by NAVTEX), a DSC-equipped VHF radiotelephone, two or more VHF handhelds, and a search and rescue radar transponder (SART).

(173.01) Automated Mutual Assistance Vessel Rescue System (AMVER)

⁽¹⁷⁴⁾ AMVER is a worldwide voluntary ship reporting system operated by the United States Coast Guard to promote safety of life and property at sea. AMVER's mission is to quickly provide SAR authorities, on demand, accurate information on the positions and characteristics of vessels near a reported distress. Any merchant vessel anywhere on the globe, on a voyage of greater than 24 hours duration, is welcome in the AMVER system and family. International participation is voluntary regardless of the vessel's flag of registry, the nationality of the owner or company, or ports of call.

⁽¹⁷⁵⁾ According to U.S. Maritime Administration (MARAD) regulations, U.S. flag merchant vessels of 1,000 gross tons or more operating in foreign commerce and foreign flag vessels of 1,000 gross tons or more for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936, must report and regularly update their voyages and positions to AMVER in accordance with instructions set forth in the AMVER Ship Reporting System Manual. For more information contact: AMVER Maritime Relations U.S. Coast Guard, 1 South Street Battery Park Building,

New York, NY 10004; Phone: 212-668-7764, Fax: 212-668-7684, Telex: 127594-AMVER NYK, or go to <http://www.amver.com/>.

(175.01) COSPAS-SARSAT

⁽¹⁷⁶⁾ COSPAS: Space System for Search of Distress Vessels; SARSAT: Search and Rescue Satellite-Aided Tracking. COSPAS-SARSAT is an international satellite system designed to provide distress alert and location data to assist search and rescue (SAR) operations, using satellites and ground facilities to detect and locate the signals of distress beacons operating on 406 MHz. For more information on the Cospas-Sarsat System go to <http://cospas-sarsat.org>.

(176.01) Digital Selective Calling (DSC)

⁽¹⁷⁷⁾ The U.S. Coast Guard offers VHF and MF/HF radiotelephone service to mariners as part of the Global Maritime Distress and Safety System. This service, called digital selective calling (DSC), allows mariners to instantly send an automatically formatted distress alert to the Coast Guard or other rescue authority anywhere in the world. Digital selective calling also allows mariners to initiate or receive distress, urgency, safety and routine radiotelephone calls to or from any similarly equipped vessel or shore station, without requiring either party to be near a radio loudspeaker. Each ship or shore station equipped with a DSC terminal has a unique Maritime Mobile Station Identity (MMSI). This is a nine-digit number that specifically identifies a ship, coast station, or group of stations. The DSC system alerts an operator when a distress call is received. It will provide the operator with a pre-formatted message that can include the distressed vessel's nine-digit MMSI, location, nature of distress, desired mode of communication and preferred working frequency.

(177.01) Emergency Position Indicating Radiobeacon (EPIRB)

⁽¹⁷⁸⁾ Emergency Position Indicating Radiobeacons emit a radio signal that can be used to locate mariners in distress. Search and Rescue Satellite Aided Tracking (SARSAT) satellites can locate the position of a 406 MHz EPIRB which greatly increases a mariner's chances of survival. While orbiting the earth, the satellites continuously monitor EPIRB frequencies. When SARSAT receives an EPIRB signal, it determines the beacon's position that is ultimately relayed to the nearest Coast Guard Rescue Coordination Center where rescue units are dispatched to the scene.

⁽¹⁷⁹⁾ Mariners should ensure that their EPIRB is in working condition and stowed properly at all times to avoid non-distress emissions. Mariners are required to register their 406 MHz EPIRBs for improved search and rescue response, and keep the registration current at all

COAST PILOT 6 (Continued)

times. Registration can be accomplished online at <https://beaconregistration.noaa.gov/rgdb/>.

(179.01)

EPIRB Types		
Type	Frequency	Description
Cat I	406 MHz	Float-free, automatically activated EPIRB. Detectable by satellite anywhere in the world. Recognized by the Global Maritime and Distress Safety System (GMDSS).
Cat II	406 MHz	Similar to Category I, except is manually activated. Some models are also water activated.

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(180.01) Medical Advice

(181) Ships at sea with no medical personnel embarked and experiencing a medical emergency onboard, can receive medical advice via radiotelex, radiotelephony or Inmarsat. Messages are generally addressed RADIOMEDICAL followed by the name of the coast station to which the message is sent. The priority of the message should depend on the severity of the ailment. In extreme emergency, the urgency signal (PAN-PAN) should precede the address. Messages are sent using distress and safety frequencies.

(181.01) Vessel Identification

(182) Coast Guard search-and-rescue aircraft and surface craft use radar to assist in locating disabled vessels. Wooden and fiberglass vessels are often poor radar targets. Operators of disabled craft that are the object of a search are requested to hoist, as high above the waterline as possible, a radar-reflecting device. If no special radar-reflecting device is aboard, an improvised device can be used. This should consist of metallic objects of irregular shape. The more irregular the shape, the better will be the radar-reflective quality. For quick identification at night, shine spotlights straight up. If aircraft are involved, once you are identified, turn lights away so as not to blind aircraft crew.

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(220.01) Float Plan

(221) Small craft operators should prepare a float plan before starting a trip and leave it ashore with a yacht club, marina, friend or relative. It is advisable to regularly use a checking-in procedure by radio or telephone for each point specified in the float plan. A float plan is vital for determining if a boat is overdue and will assist in locating a missing vessel in the event search and rescue operations become necessary.

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(347.01) **NAVIGATIONAL WARNINGS, INFORMATION AND WEATHER**

⁽³⁴⁸⁾Marine radio warnings and weather are disseminated by many sources and through several types of transmissions. For complete information on radio warnings and weather, see **Radio Navigational Aids, Pub. 117** and the National Weather Service publication **World-wide Marine Radiofacsimile Broadcast Schedules**.

COAST PILOT 6 (Continued)

^(348.01) Radio navigational warning broadcasts are designed to provide the mariner with up-to-date marine information vital to safe navigation. There are three types of broadcasts: coastal and local, long range and worldwide.

^(348.02) Coastal and local warnings are generally restricted to ports, harbors and coastal waters, and involve items of local interest. Usually, local or short-range warnings are broadcast from a single coastal station, frequently by voice and also radiotelegraph, to assist small craft operators in the area. The information is often quite detailed. Foreign area broadcasts are frequently in English as well as the native language. In the United States, short-range radio navigational warnings are broadcast by the U.S. Coast Guard Districts via NAVTEX and subordinate coastal radio stations.

^(348.03) Long range warnings are intended primarily to assist mariners on the high seas by promulgating navigational safety information concerning port and harbor approaches, coastlines and major ocean areas. Long-range radio navigational warnings are usually broadcast by means of radiotelegraphy, and in many instances by radioteletypewriter. A NAVAREA system of navigational warning areas has been developed providing worldwide coverage using standard format and procedures. The U.S. participates as Area Coordinator for both NAVAREA IV (Western North Atlantic) and NAVAREA XII (Eastern North Pacific).

^(348.04) The United States also maintains worldwide coverage using the HYDROLANT/HYDROPAC Navigational Warning System outside of NAVAREAs IV and XII.

(L 1269-2013; L 1270-2013)

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Chapter 1—Paragraphs 348.06 to 367.01; read:

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^(359.01) **NAVTEX**

⁽³⁶⁰⁾ NAVTEX is a standard international method of broadcasting notices to mariners and marine weather forecasts using small, low cost receivers designed to be installed in the pilothouse of a vessel. NAVTEX receivers screen incoming messages, inhibiting those, which had been

previously received or are of a category not of interest to the user, and print the rest on adding machine size paper. NAVTEX not only provides marine information previously available only to those knowledgeable in Morse code, but also allows any mariner who cannot man a radio full time to receive safety information at any hour. All NAVTEX transmissions are made on 518 kHz. Mariners who do not have NAVTEX receivers but have SITOR radio equipment can also receive these broadcasts by operating it in the FEC mode and tuning to 518 kHz.

Information broadcast over NAVTEX include offshore weather forecasts, offshore marine advisory warnings, search and rescue information, and navigational information that applies to waters from the line of demarcation (separating Inland Rules from COLREG Rule waters) to 200 miles offshore. Navigational information that affects the safety of navigation of deep draft (15 feet or more) vessels within the U.S. Inland Rules waters will also be included. Gulf Stream location is also included from Miami and Portsmouth. Coastal and high seas weather forecasts are not being broadcast over NAVTEX. The Safety of Life at Sea Convention, as amended in 1988, requires vessels regulated by that convention to carry NAVTEX receivers.

See Appendix A, U.S. NAVTEX Transmitting Stations, for a list of NAVTEX broadcast stations and message content covered by this Coast Pilot.

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^(363.01) **Broadcast Notice to Mariners**

⁽³⁶⁴⁾ The U.S. Coast Guard broadcasts marine safety information on VHF-FM Channel 22A (157.1 MHz) and on 2670 KHz single sideband (SSB). These safety broadcasts contain information such as notices to mariners, storm warnings, distress warnings and other pertinent information that is vital for safe navigation. Following a preliminary call on VHF-FM Channel 16 (156.8 MHz) and/or 2182 KHz, mariners are instructed to shift to VHF-FM Channel 22A simplex (157.1 MHz) or 2670 KHz respectively. Operators of vessels who plan to transit U.S. waters and who do not have VHF radios tunable to the U.S. Channel 22A are urged to obtain the necessary equipment. As a minimum, they should continually monitor 2182 KHz for announcements of U.S. Coast Guard marine safety broadcasts on 2670 kHz.

^(364.01) **NOAA Weather Radio Broadcasts**

⁽³⁶⁵⁾ NOAA Weather Radio provides continuous broadcasts of the latest weather information directly from National Weather Service (NWS) offices. In addition to general weather information, marine weather is provided by stations along the sea coasts and the Great Lakes. During severe weather, NWS forecasters can interrupt the regular broadcasts and substitute special warning mes-

COAST PILOT 6 (Continued)

sages. The stations operate 24 hours daily and messages are repeated every 4 to 6 minutes and are routinely revised every 1 to 3 hours or more frequently if necessary. The broadcasts are made on seven VHF-FM frequencies, 162.40 to 162.55 MHz. The 162.475 MHz frequency is only used in special cases where needed to avoid channel interference. They can usually be heard as far as 40 miles from the antenna site, sometimes more. The effective range depends on many factors, including the height of the broadcast antenna, terrain, quality of the receiver and the type of receiving antenna. As a general rule, listeners close to or perhaps beyond the 40 mile range should have a good quality receiver system to get reliable reception. (See Appendix A for a list of these stations in the area covered by this Coast Pilot.)

^(365.01) Commercial Maritime Coast Stations and Weather Nets

⁽³⁶⁶⁾ Commercial maritime coast stations, which provide communications services, broadcast weather information to ships at sea as a public service, or make forecast information available on demand, either free or for a nominal fee. These transmissions are most commonly performed using HF SITOR and Pactor/E-Mail, however, several of these stations also offer services via Inmarsat satellite and other means.

^(366.01) There are also a number of maritime weather nets operating on commercial marine VHF, MF and HF, where weather information is exchanged. These nets are extremely popular in areas of the world which have a large yachting population and where weather is dynamic, such as in the Caribbean and typically incorporate volunteers ashore.

^(366.02) Information on commercial maritime coast stations, including schedules and frequencies, is available in the **Radio Navigational Aids, Pub. 117**. (See Appendix A, Radio Weather Broadcasts, for additional information.)

^(366.03) Standard Abbreviations for Broadcasts

⁽³⁶⁷⁾ A listing of Standard Abbreviations for Textual Maritime Safety Broadcasts is contained in Appendix B. These abbreviations were jointly approved by the U.S. Coast Guard, National Weather Service, National Geospatial-Intelligence Agency and the Radio Technical Commission for Maritime Services. In addition to appearing in radio broadcasts of the U.S. Coast Guard and National Weather Service, they appear in Notices to Mariners of the U.S. Coast Guard and National Geospatial-Intelligence Agency, and in NAVTEX.

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(L 1270-2013)

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Chapter 1—Paragraphs 367.04 to 374; read:

^(367.04) Voluntary Observing Ship Program (VOS)

⁽³⁶⁸⁾ The Voluntary Observing Ship program is organized for the purpose of obtaining weather and oceanographic observations from moving ships. An international program under World Meteorological Organization auspices, the VOS has over 5000 vessels participating from 23 countries. Any vessel willing to take and transmit observations in marine areas can join the program. Weather observations are essential to meteorologists preparing weather forecasts for coastal, offshore and high seas areas. For more information on the VOS, including a comprehensive observing handbook, visit <http://vos.noaa.gov/>.

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^(370.01) National Institute of Standards and Technology (NIST)

⁽³⁷¹⁾ The National Institute of Standards and Technology maintains the standards for time and frequency for most users in the United States. NIST provides a variety of services designed to deliver time and frequency signals to the people who need them. The signals are broadcast via several mediums, including high and low frequency radio, the Internet and telephone lines. Broadcasts of time and frequency signals are made by stations operating in the part of the radio spectrum that is properly known as high frequency (HF), but is commonly called shortwave. Station WWV is located just north of Fort Collins, Colorado, and station WWVH is located on the island of Kauai, Hawaii. Both stations broadcast continuous time and frequency signals on 2.5, 5, 10 and 15 MHz; WWV also broadcasts on 20 MHz.

⁽³⁷²⁾ **NIST Time and Frequency Services, Special Publication 432**, gives a detailed description of the signals and services offered by NIST, how they work and how you can use them. The publication is available for download at <http://www.nist.gov/pml/div688/generalpubs.cfm>.

⁽³⁷³⁾ <Deleted Paragraph>

⁽³⁷⁴⁾ <Deleted Paragraph>

(L 1270-2013)

33/13

Chapter 5—Paragraph 99; read:

⁽⁹⁹⁾ A dredged approach channel leads east from the lake south of a detached breakwater and between converging breakwaters into the outer harbor of refuge. From the outer harbor, the inner harbor extends up the Oswego River for 0.5 mile along the Oswego piers. Another channel, protected by an extension of the west breakwater, extends southwest from the outer harbor along the shore to a turning basin. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The breakwaters are marked by lights and a lighted buoy, and the channels by lighted and unlighted buoys. A mariner activated sound signal is at the light on the west breakwater, initiated by keying the microphone five times on VHF-FM

COAST PILOT 6 (Continued)

channel 83A.

(LNM CG9 09/24) 33/13

Chapter 6—Paragraph 424; read:

⁽⁴²⁴⁾ The dredged channels are marked by lighted and unlighted buoys and lighted ranges. The lighted clock tower of the Erie County Courthouse is prominent on the line of **017.1°** Inner Range which marks Upper and Lower Straight Channels.

(LNM CG9 25/13) 33/13

Chapter 10—Paragraph 66; read:

⁽⁶⁶⁾ **Harbor Beach Light** (43°50'44"N., 82°37'53"W.), 54 feet above the water, is shown from a white conical tower on the north side of the harbor entrance. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.

(LNM CG9 28/13) 33/13

Chapter 10—Paragraph 308; read:

⁽³⁰⁸⁾ In Indian River, operation of vessels at high speed or towing water skis or similar contrivances is prohibited between Indian River Buoy 25 and daybeacon 40 and between daybeacons 57 and 63. A **slow-no wake speed** is enforced between daybeacons 40 and 57 and between daybeacon 63 and the head of the river.

(LNM CG9 26/13) 33/13

Chapter 11—Paragraphs 234 to 236; read:

⁽²³⁴⁾ The dredged entrance channel leads from deep water in Lake Michigan between converging breakwaters to an outer basin, thence between piers and revetments to Muskegon Lake. The outer ends of the breakwaters and piers, and the inner ends of piers, are marked by lights. Currents in the channel attain velocities up to 3 mph in either direction. The outer basin is not adapted for anchorage of vessels, but reduces wave action in the entrance channel.

⁽²³⁵⁾ <Deleted Paragraph>

⁽²³⁶⁾ <Deleted Paragraph>

(NOS 14934) 33/13

Chapter 11—Paragraph 396; read:

⁽³⁹⁶⁾ A dredged entrance channel leads east between the outer ends of the breakwaters and turns south to a small-craft harbor basin. A dredged channel continues inland for about 1 mile from the basin. Dangerous shoals form rapidly in the dredged sections of the waterway, and mariners are advised to navigate the waterway with extreme caution.

(NOS 14926) 33/13

Chapter 11—Paragraph 616; read:

⁽⁶¹⁶⁾ **Milwaukee Breakwater Light** (43°01'37"N., 87°52'55"W.), 61 feet above the water, is shown from a

black lantern on a white square structure on the end of the breakwater on the north side of the main entrance channel. A mariner activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.

(LNM CG9 28/13) 33/13

Chapter 11—Paragraph 680; read:

⁽⁶⁸⁰⁾ **Sheboygan Breakwater Light** (43°44'58"N., 87°41'34"W.), 55 feet above the water, is shown from a cylindrical tower with the outer end of the breakwater on the north side of the entrance channel. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A.

(LNM CG9 28/19) 33/13

Chapter 12—Paragraph 37; read:

⁽³⁷⁾ **De Tour Village, MI**, is on the west side of De Tour Passage northwest of Frying Pan Island. A ferry for passengers, autos, and limited freight operates year round from the village across the passage to Drummond Island. Small craft landing at De Tour Village must take care to avoid submerged cribs and dock ruins. A Michigan State Waterways Commission small-craft harbor protected by a breakwater marked by a light on the south end, is about 400 yards north of the ferry pier. Transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out facility, marine supplies, a launching ramp, a 25-ton lift for hull and engine repair, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9.

(NOS 14882; DD 23362) 33/13

Chapter 13—Paragraphs 129 to 130; read:

⁽¹²⁹⁾ **Big Bay Harbor** is a small-craft harbor of refuge in the southwest corner of Big Bay. A dredged entrance channel leads from deep water in Big Bay between converging breakwaters to an inner harbor basin. The outer ends of the east and west breakwaters are marked by a daybeacon and a light, respectively.

^(129.01) <Deleted Paragraph Header>

⁽¹³⁰⁾ <Deleted Paragraph>

(NOS 14963) 33/13

Chapter 13—Paragraph 188; read:

⁽¹⁸⁸⁾ **Copper Harbor** is a broad inlet on the north side of Keweenaw Peninsula about 9 miles northwest of Keweenaw Point. Narrow points of land extend from shore on either side of the entrance and leave an opening 1.4 miles wide. Islands and shoals extend about 1.1 miles east from the west point, and shoals extend about 0.15 miles west from the east point. The entrance between the shoals, marked by a bell buoy and a **190.5°** lighted range, is

about 550 feet wide with a depth of about 14 feet.

(LNMCG9 26/13)

33/13

Chapter 13—Paragraph 198; read:

⁽¹⁹⁸⁾ A channel leads between two partially submerged cribs from Lake Superior to deep water inside the harbor, and a basin has been dredged off a Michigan State Waterways Commission facility at the east end of the harbor. The entrance to the harbor is marked by a gong buoy and a **149.7°** lighted range.

(LNMCG9 26/13; NOS 14964)

33/13

Chapter 13—Paragraph 399; read:

⁽³⁹⁹⁾ **Boundary Island** is a dangerous reef with several small islets near the center of Pigeon Bay. Close northwest of Boundary Island, a narrow point extends 1 mile east from shore to divide the inner part of the bay into two arms. A reef with small islets extends off the end of the point. **Acadia Rock**, covered 6 feet, is 1 mile westsouthwest of Boundary Island. **Laura Grace Rock**, covered 9 feet, is 0.3 mile west of Acadia Rock. Other than these dangers, the bay has deep water. Caution is advised when anchoring, because the rocks limit the available room and the holding ground is not good.

(NOS 14968)

33/13