

SECTION II
NAVIGATION PUBLICATIONS

NM 42/13

NGA LIST OF LIGHTS CORRECTIONS

PUB 113 Ed 2013 NEW EDITION
(NGA) 42/13

SAILING DIRECTIONS CORRECTIONS

PUB 182 12 Ed 2013 NEW EDITION
(NGA) 42/13

COAST PILOT CORRECTIONS

COAST PILOT 3 46 Ed 2013 29 SEP 2013
LAST NM 40/13

Chapter 11—Paragraph 55; read:

⁽⁵⁵⁾ The **Naval Supply Center** pier at **Cheatham Annex Depot**, on the southwest side of York River 11.5 miles above the mouth. The pier is within a **restricted area**. A small arms live fire **danger zone** is above the pier and restricted area. (See 334.1 through 334.6 and 334.270, chapter 2, for limits and regulations.)
(L 1221-2013; NM 46/10) 42/13

Chapter 14—Paragraph 40; read:

⁽⁴⁰⁾ Just north of Pocomoke Sound Light 6, a marked crooked tributary channel with depths of 8 feet or more leads between shallow flats for 5 miles into a dredged channel in Deep Creek. In 2012, the controlling depth in the dredged channel from the entrance to the turning basin at the town of **Deep Creek** was 2 feet, thence 1.5 feet in the turning basin. The channel is marked by lights and daybeacons. Gasoline, diesel fuel, marine supplies, and a 25-ton travel lift are available at a boatyard in Deep Creek.
(L 1256-2013) 42/13

COAST PILOT 5 41 Ed 2013 29 SEP 2013
LAST NM 41/13

Chapter 2—Paragraphs 3330.01 to 3330.06; read:

^(3330.01) **§165.840 Regulated Navigation Area, Gulf of Mexico: Mississippi Canyon Block 20, South of New Orleans, LA.**

^(3330.02) (a) Location. The following area is a Regulated Navigation Area: A 300-foot diameter area at the water surface centered on the following coordinates: 28°56'12.619"N, 008°10.303'W, and extending the entire water column from the surface to the seabed.

^(3330.03) (b) Regulations.

^(3330.04) (1) In accordance with the general regulations in §165.11 of this part, all vessels are prohibited from anchoring, mooring, fishing, or otherwise loitering in the above described area except as authorized by the Captain of the Port, New Orleans.

^(3330.05) (2) Persons or vessels requiring deviations from this rule must request permission from the Captain of the Port New Orleans. The Captain of the Port New Orleans may be contacted by telephone at 504-365-2200.

^(3330.06) <Deleted Paragraph>
(FR 9/26/2013) 42/13

COAST PILOT 7 45 Ed 2013 29 SEP 2013
LAST NM 41/13

Chapter 4—Paragraph 434; read:

⁽⁴³⁴⁾ The dredged entrance channel leads NE between the jetties, then turns E into the harbor. The buoys in the entrance channel and harbor are frequently relocated due to changing conditions. Mariners are advised to exercise extreme caution and to contact the harbormaster for the latest channel and harbor conditions prior to entering.
(LL 2013) 42/13

Chapter 4—Paragraph 453; read:

⁽⁴⁵³⁾ A dredged entrance channel leads NW between the breakwater and Stearns Wharf then turns SW into the harbor. The channel is marked by lighted buoys which are frequently relocated due to changing conditions. The entrance and harbor are subject to rapid shoaling. The harbormaster advises that the entrance channel has a tendency to shoal after SE storms. Mariners should contact the harbormaster on VHF-FM channel 16 for channel conditions and assistance in entering.
(LL 2013; NOS 18725; Spec. LNM/13) 42/13

Chapter 7—Paragraph 204; read:

⁽²⁰⁴⁾ **Blossom Rock**, covered 39 feet and marked on the W side by a lighted bell buoy, is about 1 mile SE of Alcatraz Island. Another rock, covered 41 feet, is 0.3 mile S of Blossom Rock.
(BP 193267; NOS 18650) 42/13

Chapter 7—Paragraph 384; read:

⁽³⁸⁴⁾ The Tesoro Golden Eagle Refinery, Avon Marine Terminal extends across the flats at **Avon**, 1.5 miles E of the Suisun Point bridges. Total berthing space is 1,320 feet; depths alongside the channel face are 35-40 feet; deck height is 19 feet, with 14 feet at the center section. Tankers berth along the channel side of the face, and barges along the inshore side of the face; receipt and shipment of petroleum products; owned and operated by The Tesoro Refining and Marketing Company. Private lights and sound signals are on the outer ends of the pier. A **security zone** has been established around the wharf. (See **165.1197**, chapter 2, for limits and regulations.)
(DD 22617) 42/13

COAST PILOT 7 (Continued)

Chapter 13—Paragraph 427; read:

⁽⁴²⁷⁾ <Deleted Paragraph>
(LNM 49/12 CG13; GC 10668) 42/13

COAST PILOT 9 31 Ed 2013 29 SEP 2013
LAST NM 41/13

Chapter 5—Paragraphs 551 to 553; read:

⁽⁵⁵¹⁾ The S shore of Chirikof Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the southern half of the island. (See **50 CFR 223.202**, chapter 2, for limits and regulations.) In emergency situations anchorage may be found in **Southwest Anchorage**, a bight at the SW corner of the island. Anchorage can also be found in the wide bay on the NE side of the island. Anchorage difficulties may be experienced in heavy weather due to williwaws and limited swinging room. Foul ground is between Chirikof Island and **Nagai Rocks**. **Round Rock**, resembling a haystack, is the largest of the Nagai Rocks group.

⁽⁵⁵²⁾ <Deleted Paragraph>

⁽⁵⁵³⁾ A conspicuous 40-foot rock pillar is about $\frac{3}{4}$ mile NE of South Cape. A foul area extends from the E side near the middle of the island. Large kelp areas extend up to 2 miles from shore on the N side of the island.

(L 797-2013; H 12446; H 12248; H 12249) 42/13

Chapter 5—Paragraph 554.01; read:

^(554.01) Currents of over 3 knots may be experienced in the vicinity of Chirikof Island and generally set to the N and S. These currents, in conjunction with the bathymetry, may cause large standing waves and breakers, particularly to the S and SW of Round Rock and at the N end of the island.

(L 797-2013) 42/13

DIGITAL PUBS - QUARTERLY CORRECTIONS**DIGITAL PUBS - QUARTERLY Ed 2013****(3RD QUARTER) NEW EDITION**

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