

SECTION II
NAVIGATION PUBLICATIONS

NM 9/14

COAST PILOT CORRECTIONS

COAST PILOT 1 43 Ed 2013 09 FEB 2014
LAST NM 7/14

Chapter 9—Paragraph 379; read:

⁽³⁷⁹⁾ **Appledore Ledge**, covered 7 feet and marked on its west side by a buoy, is off the northwest end of Appledore Island. An unmarked 22-foot spot is about 500 yards off the north end of the island, and a rock covered 6 feet is off the southeast shore.

(L 16-2014; DD 24104; LNM 04/14 CG1) 9/14

COAST PILOT 2 43 Ed 2014 09 FEB 2014
LAST NM 8/14

Chapter 11—Paragraph 309; read:

⁽³⁰⁹⁾ The State Route 36 highway bridge (Highlands Bridge) across Shrewsbury River at Highlands has a fixed span with a clearance of 61 feet. The east side of the river northward of the bridge and the west side 0.3 mile southward of the bridge are used as anchorages for small craft.

(L 2209-2013; LNM 04/14 CG1) 9/14

Chapter 12—Paragraph 94; read:

⁽⁹⁴⁾ **Tappan Zee Bridge (IS 87/287)**, Mile 23.5, crosses Tappan Zee from Nyack to Tarrytown; under construction (2013). A Regulated Navigation Area is at the bridge. (See **33 CFR 165.T01-0174**, chapter 2, for limits and regulations.) A racon is atop the center of the main channel span of the southernmost bridge.

(L 2394-2013; FR 09/26/13; LNM 02/14 CG1) 9/14

COAST PILOT 4 45 Ed 2013 09 FEB 2014
LAST NM 8/14

Chapter 7—Paragraph 58; read:

⁽⁵⁸⁾ **Morgan River** flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. A marina on the S side of the river about 4.9 miles above the mouth has gasoline, diesel fuel, a pump-out facility, ice, water supplies and berths with electricity. Hull, engine and electronic repairs can be made. In 2013, the reported approach depth was 15 feet. **Coffin Creek**, on the south side of Morgan River near the mouth, has a shrimp-packing plant 1.7 miles above the creek mouth. **Village Creek**, about 0.8 mile above Coffin Creek, has two shrimp-packing plants where diesel fuel and supplies may be

obtained in an emergency only. **Edding Creek** is about 1.5 miles west of Village Creek.

(DB 21295-small) 9/14

Chapter 8—Paragraph 98; read:

⁽⁹⁸⁾ **Duplin River**, entering Doboy Sound from north-ward, is a small stream about 5 miles long. Submerged piling extend off the northwest side of the entrance. In 1983, the reported midchannel controlling depth was 9 feet from the entrance to **Pumpkin Hammock**, thence 6 feet for another 2 miles. A ferry from the mainland docks on the eastern bank of the river, 0.3 mile upstream from the entrance. The dock has a depth of 15 feet alongside.

(L 2288-2013; LNM 02/14 CG7) 9/14

Chapter 12—Paragraph 117; read:

⁽¹¹⁷⁾ At **Mile 209.2**, a dredged channel extends northward from the waterway into **Peletier Creek**. A channel marked by daybeacons leads to several small-craft facilities in the creek where berthage with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies are available. Lifts to 60 tons are available; hull, engine and electronic repairs can be made.

(DD 23275; LNM 35/13 CG5) 9/14

COAST PILOT 5 41 Ed 2013 09 FEB 2014
LAST NM 3/14

Chapter 6—Paragraph 74; read:

⁽⁷⁴⁾ The main entrance to Apalachicola Bay is through **Government Cut** (also known as **Bob Sikes Pass**), a dredged cut between St. George and Little St. George Islands from the Gulf into the bay about 4.9 miles E of the abandoned lighthouse. The entrance to the cut is protected by twin jetties. The channel is marked by lighted buoys, a lighted range, and daybeacons.

(L 1967-2013; LNM 38/13 CG8) 9/14

Chapter 6—Paragraphs 78 to 79; read:

⁽⁷⁸⁾ **Two Mile Channel**, a dredged channel, leads N for 1.2 miles from the bay to a lateral channel leading E and W, parallel to the shore, off the fishing village of **Two Mile**, about 2 miles W of the entrance to Apalachicola River. The channel heading E connects with the Intracoastal Waterway at Two Mile Channel Light TM. An entrance light, buoys, and daybeacons mark the channels.

⁽⁷⁹⁾ **Scipio Creek Channel**, a dredged channel, leads from the river off Apalachicola to a municipal boat basin in **Scipio Creek**.

(L 1967-2013; LNM 48/13 CG8) 9/14

COAST PILOT 5 (Continued)

Chapter 7—Paragraphs 45 to 46; read:

⁽⁴⁵⁾ **Bon Secour River** empties into the E part of Bon Secour Bay. A dredged channel leads from the Intracoastal Waterway through Bon Secour Bay and into Bon Secour River, a total distance of 3.9 miles. There are two turning basins on the S side of the river at miles 1.6 and 2.5 respectively. The channel is marked by a light and daybeacons. In 1982, it was reported that a depth of 4 feet could be carried for about 1.3 miles above the dredged channel.

⁽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.

(L 1992-2013; LNM 48/13 CG8) 9/14

Chapter 7—Paragraph 57; read:

⁽⁵⁷⁾ **Fairhope**, on the E side of the bay about 17.6 miles above the entrance, is a town with bus connections. There is a 1,450-foot municipal pier at the town. A channel marked by private daybeacons, with a reported approach depth of 9 feet and alongside depth of 5 feet in 2005, leads to a marina in a basin adjoining the N side of the pier. Gasoline, water, ice, electricity, and a launching ramp are available. In 2005, the marina was reported to be temporarily closed. Fairhope Yacht Club is located in **Fly Creek**, N of the municipal pier. A dredged channel leads E from Mobile Bay to a turning basin about 0.1 mile above the mouth of the creek. An overhead power cable, NE of the turning basin, has a reported clearance of 48 feet. The entrance to the channel is marked by a light. A municipal fish dock, on the W side of Fly Creek about 0.3 mile above the entrance, can provide gasoline and diesel fuel. Marinas on the creek can provide berths with water and electricity, pump-out, gasoline, diesel fuel, and marine supplies. Lifts to 36 tons can handle craft for hull, engine, and electronic repairs.

(L 2000-2013; LNM 48/13 CG8; NOS 11376) 9/14

Chapter 13—Paragraph 161; read:

⁽¹⁶¹⁾ **Punta Borinquen Light** (18°29'50"N, 67°08'56"W), 292 feet above the water, is shown from a gray cylindrical tower. A 200-foot rock bluff begins 0.8 mile SW of the light and extends NE and E along the N coast of Puerto Rico.

(LNM 38/13 CG8) 9/14

COAST PILOT 7 46 Ed 2014 09 FEB 2014

LAST NM 8/14

Chapter 2—Paragraphs 1934 to 1936; read:

⁽¹⁹³⁴⁾ (a) The restricted area. All waters within one-quarter nautical mile from the shoreline or manmade structures including mooring buoys, piers and jetties on the easterly end of San Nicolas Island between a point on the northeast shore at latitude 33°14'32"N, longitude 119°26'41"W and a point on the southeast shore at latitude 33°13'08"N, longitude 119°27'06"W.

⁽¹⁹³⁵⁾ (b) The regulations. (1) Except in an emergency, no vessel shall enter into or anchor in this restricted area without permission from the Commanding Officer, Naval Base Ventura County. Cargo and supply vessels or barges destined for San Nicolas Island may anchor in the area for unloading or loading. (2) Each person in a restricted anchorage shall obey the order or direction of the Commanding Officer, Naval Base Ventura County, Coast Guard Eleventh District Commander, or Coast Guard Captain of the Port, Los Angeles-Long Beach, when issued to carry out this section.

⁽¹⁹³⁶⁾ (c) Enforcement. The Coast Guard may be assisted in enforcing this rule by other Federal, state, or local agencies.

(FR 11/12/2013) 9/14

Chapter 5—Paragraph 96; read:

⁽⁹⁶⁾ **Begg Rock**, 15 feet high, is 8 miles NW of the W point of San Nicolas Island. A reef extends N and S of the rock over 100 yards in each direction. The rock rises abruptly from depths of 50 fathoms.

(LNM 46/11 CG11) 9/14

Chapter 5—Paragraph 98; read:

⁽⁹⁸⁾ A **restricted anchorage area** surrounds the E end of San Nicolas Island. (See **110.1 and 110.220**, chapter 2, for limits and regulations.) Upon approval by naval authorities, indifferent anchorage may be had on the S side of the 0.6-mile-long sandspit on the E end of the island. Small craft anchor in 8 fathoms, hard sand bottom, near the inshore edge of the kelp. Larger vessels anchor farther offshore in 10 to 17 fathoms, hard sand bottom. The anchorage is often uncomfortable because the island tends to split the W seas and they break with equal force on both sides and meet off the end of the spit in a maelstrom of breakers. This condition tends to move the sand from the W end of the island and builds up the sandspit. After sunset a strong wind frequently blows off the mesa, making holding difficult. In a blow, local fishermen usually leave this anchorage, preferring the one at Santa Barbara Island. A landing can usually be made at the E end on the S side of the island during the summer without difficulty.

(FR 11/12/2013) 9/14

Chapter 7—Paragraph 221; read:

⁽²²¹⁾ The **San Francisco-Oakland Bay Bridge**, one of the longest bridges in the world, crosses the bay from **Rincon Point** in San Francisco to Yerba Buena Island, thence to Oakland. Racons mark the main bridge spans. The recommended passage for southbound traffic is under the NE half of span A-B (midspan clearance 204 feet). Northbound traffic should use the SW half of span D-E (midspan clearance 204 feet). The midspan clearance of spans B-C and C-D are each 220 feet. In 2010, a fixed highway bridge between Yerba

COAST PILOT 7 (Continued)

Buena Island and Oakland was under construction just N of the existing span. The Coast Guard requests that mariners use the temporary main channel designated between piers I and J on the existing bridge. These clearances are approximate; they may be reduced by several feet due to heavy traffic on the bridge and prolonged periods of extremely high temperature, and as much as 10 feet under extreme conditions. Maintenance scaffolding located in each span reduces vertical clearance by approximately 5 feet and is lighted at night with red lights. Caltrans will move the scaffolding if requested for the passage of vessels. Mariners should contact Caltrans Toll Sergeant at 510-286-1148.

(L 2343-2013)

9/14

COAST PILOT 9 31 Ed 2013 09 FEB 2014
LAST NM 7/14

Chapter 2—Paragraphs 1328.01 to 1328.12; read:

^(1328.01) **§165.1712 Safety Zone; Alaska Marine Highway System Port Valdez Ferry Terminal, Port Valdez; Valdez, AK.**

^(1328.02) (a) Location. The following area is a safety zone: all navigable waters of Port Valdez extending 200 yards in all directions from the edges of the Alaska Marine Highway System Terminal dock located in Port Valdez at 61°07'26"N and 146°21'50"W.

^(1328.03) (b) Enforcement period. The rule will be enforced whenever there is an Alaska Marine Highway System Ferry vessel transiting within the area described in paragraph (a) of this section and there is a Commercial Salmon Fishery Opener that includes the navigable waters within the safety zone. Each enforcement period will be announced by a broadcast notice to mariners when the Commercial Salmon Fishery Opener is announced.

^(1328.04) (c) Definitions. The following definitions apply to this section:

^(1328.05) (1) The term “designated representative” means any Coast Guard commissioned, warrant or petty officer of the U. S. Coast Guard who has been designated by the Captain of the Port, Prince William Sound, to act on his or her behalf.

^(1328.06) (2) The term “official patrol vessel” may consist of any Coast Guard, Coast Guard Auxiliary, state, or local law enforcement vessels assigned or approved by the COTP, Prince William Sound.

^(1328.07) (3) The term ‘AMHS vessel’ means any vessel owned or operated by the Alaska Marine Highway System, including, but not limited to: M/V AURORA, M/V CHENEGA, M/V COLUMBIA, M/V FAIRWEATHER, M/V KENNICOTT, M/V LECONTE, M/V LITUYA, M/V MALASPINA, M/V MATANUSKA, M/V TAKU and M/V TUSTUMENA.

^(1328.08) (d) Regulations. (1) The general regulations contained in 33 CFR 165.23, as well as the requirements in paragraphs (d)(2) through (5) of this section, apply.

^(1328.09) (2) No vessels, except for AMHS ferries and

vessels owned or operated by AMHS will be allowed to transit the safety zone without the permission of the COTP Prince William Sound or the designated representative during periods of enforcement.

^(1328.10) (3) All persons and vessels shall comply with the instructions of the COTP or the designated representative. Upon being hailed by a U.S. Coast Guard vessel or other official patrol vessel by siren, radio, flashing light or other means, the operator of the hailed vessel shall proceed as directed.

^(1328.11) (4) Vessel operators desiring to enter or operate within the regulated area may contact the COTP or the designated representative via VHF channel 16 or 907-835-7205 (Prince William Sound Vessel Traffic Service) to request permission to do so.

^(1328.12) (5) The COTP, Prince William Sound may be aided by other Federal, state, borough and local law enforcement officials in the enforcement of this regulation. In addition, members of the Coast Guard Auxiliary may be present to inform vessel operators of this regulation.

(FR 2/4/2014)

9/14

Chapter 4—Paragraph 503; read:

⁽⁵⁰³⁾ **State of Alaska, Valdez Ferry Terminal:** W side of City Dock; 200 feet of berthing space; 20 feet alongside; deck height, 22 feet; landing for passenger and vehicular ferry; owned and operated by the State. The terminal and adjacent waters are within a **Safety Zone**. (See §165.1712, chapter 2, for limits and regulations.)

(FR 2/4/2014)

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