

**COAST PILOT CORRECTIONS**

**COAST PILOT 5      41 Ed 2013      16 FEB 2014**  
**LAST NM 9/14**

Chapter 2—Paragraphs 1416 to 1417; read:

<sup>(1416)</sup> (b) The US 90 (Danzinger) Bridge, mile 3.1, shall open on signal if at least two hours notice is given; except that the draw need not be opened from 7 a.m. to 8:30 a.m. and 5 p.m. to 6:30 p.m. Monday through Friday.

<sup>(1417)</sup> (c) The draw of the Senator Ted Hickey (Leon C. Simon Blvd./Seabrook) Bridge, mile 4.6, shall open on signal from 7 a.m. to 8 p.m.; except that the bridge need not open from 7 a.m. to 8:30 a.m. and 5 p.m. to 6:30 p.m. Monday through Friday. From 8 p.m. to 7 a.m., the draw shall open on signal if at least two hours notice is given.

(FR 2/12/2014) 10/14

Chapter 6—Paragraph 69; read:

<sup>(69)</sup> **Bulkhead Shoal**, which extends from Cat Point S to Bulkhead Point on St. George Island, marks the dividing line between St. George Sound and Apalachicola Bay. The Intracoastal Waterway has been dredged through this shoal. An overhead power cable E of the shoal has a clearance of 46 feet, with a clearance of 85 feet over the ICW.

(L 2236-2013; LNM 51/13 CG8) 10/14

Chapter 6—Paragraph 208; read:

<sup>(208)</sup> A dredged channel leads from Choctawhatchee Bay to a turning basin at the head of navigation just S of the fixed highway bridge at Freeport. The channel is marked with lights and daybeacons. The bridge at Freeport has a fixed 18-foot span with a clearance of 5 feet. An overhead power cable with a clearance of 24 feet crosses the channel close E of the bridge.

(L 2005-2013; LNM 51/13 CG8; LL 2014) 10/14

Chapter 7—Paragraph 165; read:

<sup>(165)</sup> A dredged channel leads from deep water in Mississippi Sound through **Bayou La Batre** to a turning basin about 0.5 mile below State Route 188 highway bridge at the town of **Bayou La Batre**, thence to the bridge. The channel is marked by buoys, lights and daybeacons. State Route 188 highway bridge has a vertical lift span with clearances of 6½ feet down and 73 feet up. (See **117.1 through 117.59** and **117.103**, chapter 2, for drawbridge regulations.) An overhead power cable at the bridge has a clearance of 60 feet.

(L 1971-2013; LNM 52/13 CG8) 10/14

Chapter 7—Paragraph 237; read:

<sup>(237)</sup> Two channels connect Mississippi Sound and the

Biloxi waterfront and Biloxi Bay. **Biloxi East Channel**, a dredged channel, leads from a point in Mississippi Sound 2.5 miles N of Dog Keys Pass, through Biloxi Bay E of Deer Island, to U.S. Route 90 highway bridge. The channel is marked by lights and daybeacons. **Biloxi Channel**, a dredged channel, leads N from Mississippi Sound W of Deer Island, thence E along the S Biloxi waterfront to a junction with Biloxi East Channel at a point about 1 mile SE of U.S. Route 90 highway bridge. The channel is marked by lights and daybeacons.

(L 2157-2013; L 2156-2013;  
L 1914-2013; LNM 02/14 CG8) 10/14

Chapter 8—Paragraph 105; read:

<sup>(105)</sup> **Baptiste Collette Bayou** (see charts 11353, 11361 and 11363), on the E side of the river 11.5 miles AHP, connects the Mississippi River with Breton Sound. The entrance from Breton Sound is protected by jetties. The channel is marked by lights and daybeacons.

(DD 24005; LNM 02/14 CG8) 10/14

Chapter 12—Paragraphs 359 to 361; read:

<sup>(359)</sup> The upper reaches of Taylor Bayou can be reached through **Taylor Bayou Outfall Canal** at **Mile 290.3W** which leads N from the waterway to a junction with Taylor Bayou about 2.6 miles above the waterway. In 1982, the outfall canal had a reported controlling depth of 13 feet. Taylor Bayou has depths of about 4 feet for about 29 miles above its junction with the outfall canal. A bridge crossing the outfall canal about 2.5 miles above the junction with the Intracoastal Waterway is under construction (2013).

<sup>(359.01)</sup> <Deleted Paragraph Header>

<sup>(360)</sup> <Deleted Paragraph>

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(L 2454-2013; L 2308-2013; LNM 02/14 CG8) 10/14

**COAST PILOT 6      44 Ed 2014      16 FEB 2014**  
**LAST NM 6/14**

Chapter 1—Paragraphs 389.01 to 389.02; read:

<sup>(389.01)</sup> **Notification of Arrival and Vessel Response Plans**

<sup>(389.02)</sup> A **Notification of Arrival (NOA)** must be submitted by all U.S. and foreign vessels bound for or departing from ports or places in the United States. (See 33 CFR 160 – Subpart C, chapter 2). Additionally, tank vessels and non-tank vessels are required to submit an oil spill response plan. (See 33 CFR 155 – Subparts D and J, not contained in this Coast Pilot.)

(FR 9/30/13; 33 CFR 155;  
33 CFR 160; NOS IDMS 23013) 10/14

Chapter 6—Paragraph 123; read:

<sup>(123)</sup> **North Grand Island Bridge**, a twin fixed highway

**COAST PILOT 6 (Continued)**

bridge, crosses the river between Niagara Falls, NY, and Buckhorn Island. The bridge has a clearance of 50 feet for a center width of 260 feet over the central span of the Niagara River Channel. Two overhead power cables crossing the river about 0.5 and 0.7 mile below the bridge have clearances of 79 and 75 feet, respectively. Cable support towers in the river are marked by lights.

(L 4-2014)

10/14

Chapter 11—Paragraph 1299; read:

<sup>(1299)</sup> **Cedar River, MI**, is a small village at the mouth of **Cedar River**, across Green Bay west of Porte des Morts Passage. The mouth of the river is protected by rubble mound breakwaters on the east and west sides. The approach to the river is marked by lighted and unlighted buoys, and the outer ends of the breakwaters are marked by lights. In 2013, the controlling depth was 3½ feet between the breakwaters and upstream for 0.4 mile to the fixed highway bridge at the head of navigation. The bridge has a clearance of 10 feet. A marina on the east side of the river just below the highway bridge provides transient berths, gasoline, diesel fuel, biodiesel fuel, electricity, water, sewage pump-out, and launch ramp.

(DD 24074)

10/14