COAST PILOT CORRECTIONS

COAST PILOT 1 44 Ed 2014 NEW EDITION
(NOS) 12/14

COAST PILOT 4 45 Ed 2013 02 MAR 2014
LAST NM 9/14

Chapter 4—Paragraph 203; read:

(203) **Stumpy Point Bay**, on the west side of Pamlico Sound 10 miles from the south end of Roanoke Island and about 11 miles southwestward of Oregon Inlet, affords good anchorage in depths of about 3 to 4 feet. A dredged channel leads from Pamlico Sound into the bay and splits into two channels at Light 10. One channel leads north to a ferry dock and the other leads northwest to a turning basin at **Lake Worth**, the small town at the head of the bay.The channels are well marked by lights, buoys and daybeacons. Two fishhouses at the upper end of the basin have diesel fuel, gasoline, water, ice, and marine supplies.
(NOS 12204) 12/14

Chapter 4—Paragraph 291; read:

(291) A dredged channel, marked by lights and daybeacons, leads from Neuse River to a basin at Oriental. The harbor provides excellent anchorage for small craft. Two marinas are in the harbor and basin. (See the small-craft facilities tabulation on chart 11541 for services and supplies available.)
(NOS 11552) 12/14

Chapter 6—Paragraph 287; read:

(287) **Shem Creek,** on the lower east side of Charleston Harbor, is entered through a dredged channel leading from **Mount Pleasant Channel.** The channel, marked by lights and daybeacons, leads W and then N to a terminal basin just below the Route 17 highway bridge at **Mount Pleasant**. In 2013, the controlling depth was 5 feet to the highway bridge. Shem Creek can be approached from westward via unmarked Hog Island Channel, used by local boatmen only at high water. A marina about 1.2 miles above the dredged channel entrance has gasoline, water, ice, and a launching ramp. Other wharves on the creek are used by fishing vessels. U.S. Route 17 highway bridge has a 36-foot fixed span with a clearance of 12 feet.
(L 2427-2013; NOS 11524) 12/14

Chapter 8—Paragraphs 290 to 292; read:

(290) A good haven for small vessels, particularly in northeasterly weather, can be found at the town of **St. Marys**, on the north bank of St. Marys River 4 miles above the mouth. The larger wharves here are used by fishing boats and have depths of about 13 feet alongside. Diesel fuel, electricity, water, ice and a pump-out station are available. It is reported that strong currents, the large tidal range, and the exposure to winds from all but north make mooring at these wharves hazardous for strangers.

(291) <Deleted Paragraph>

(292) **North River** branches from St. Marys River about 2 miles above its mouth. Small craft can obtain refuge in bad weather by anchoring near the pulp mill 1 mile up the river, or near the bridges 16 miles above St. Marys on the St. Marys River.
(NOS 2014; NOS 11489) 12/14

Chapter 9—Paragraphs 218 to 219; read:

(218) Overhead power cables with an authorized clearance of 90 feet cross the St. Johns River at Rivercrest.

(219) An overhead power cable with a clearance of 90 feet crosses the river at 29°37'20"N., 81°35'52"W., near Bray Creek.
(L 1806-2013; NOS 11487) 12/14

Chapter 10—Paragraph 324; read:

(324) There are numerous tall hotel buildings on the north side of the entrance close westward of the north jetties. The numerous hotels and several tanks along the beach, and tanks, and radio and television towers in Fort Lauderdale are other conspicuous objects.
(L 1373-2013) 12/14

Chapter 10—Paragraph 354; read:

(354) Port Everglades pilot boat has a gray hull and white superstructure with the word PILOT displayed on the sides. The pilot boat displays the hotel flag by day and a white light over a red light at night. The pilot boat monitors and works VHF-FM channels 14 and 16. There is significant vessel traffic in the vicinity Port Everglades Lighted Buoy PE (26°05'30"N., 80°04'46"W.) Unless directed to come closer by the Port Everglades Pilots or the Port Everglades Harbormaster, all vessels should plan on receiving their pilot 2 miles E of Port Everglades Lighted Buoy PE; the buoy is equipped with a racon. Vessels should maintain a speed of 7 knots and provide a pilot ladder 3 feet (1 meter) above the water on the lee side. Swift variable currents, usually east of the buoy, can affect boarding procedures.
(L 1193-2013) 12/14

Chapter 12—Paragraph 108; read:

(108) The Intracoastal Waterway leaves Neuse River about 15 miles above the mouth and follows a dredged channel through Adams Creek to **Adams Creek Canal,** a land cut about 5 miles long which connects with the head of **Core Creek**. A marina, through a canal on the west side of the waterway, at **Mile 194.2**, has berths, electricity, gasoline,

COAST PILOT 4 (Continued)

diesel fuel, water, ice, pump-out station, marine supplies, launching ramp and wet storage. In 2013, the reported approach and alongside depth was 6 feet. State Route 101 highway bridge over Adams Creek Canal at **Mile 195.8** has a fixed span with a clearance of 65 feet. Overhead power cables N of the bridge have a least clearance of 85 feet. A marina on the east side of the waterway at **Mile 197.3** has berths, electricity, gasoline, diesel fuel, pump-out, water, ice and wet storage. A lift to 200 tons is available; hull, engine and electronic repairs can be made. In 2012, the reported approach depth was 10 feet with 8 feet alongside.
(DB 21467-small; NOS 11541) 12/14

Chapter 12—Paragraph 144; read:

(144) At **Mile 313.8**, on the south side of the waterway opposite Beaverdam Creek, there is a concrete launching ramp. At **Mile 315.0**, a marina on the north side can provide transient berths, gasoline, diesel fuel, electricity, water, ice, pump-out station, marine supplies and dry storage; full repairs can be made. In 2013, the reported approach and alongside depth was 7 feet.
(DB 21519-small) 12/14

Chapter 12—Paragraph 175; read:

(175) **Bucksport** is on the west side of Waccamaw River at **Mile 377.5**. A marina here can provide transient berths with electricity, gasoline, diesel fuel, water, ice, pump-out facility, wet storage and a launching ramp. In 2013, 12 feet was reported alongside.
(DB 21521-small) 12/14

Chapter 12—Paragraphs 237 to 238; read:

(237) The Intracoastal Waterway leaves Johnson Creek and enters **South Newport River** at **Mile 629.0** and follows the river to **Sapelo Sound**. The waters of the sound can be somewhat rough when there are strong east or northeast winds. The sound is described in chapter 8. From Saplo Sound the waterway continues through **Saplo River** and into **Front River** at **Mile 639.0**.

(238) <Deleted Paragraph>
(NOS 15510; NOS 2014) 12/14

Chapter 12—Paragraph 271; read:

(271) At **Mile 746.8**, a marked channel on the west side of the waterway leads to a marina about a half mile from the mouth. The marina can provide transient berths, elecricity, gasoline, diesel fuel, pump-out facility, water, ice and a 35-ton lift; hull and engine repairs can be made. In 2013, the reported approach and alongside depth was 6 feet.
(DB 21474-small) 12/14

Chapter 12—Paragraph 273; read:

(273) A basin is on the east side of the waterway just north of the bridge. A marina in the basin can provide transient berths, electricity, gasoline, diesel fuel, water, ice, pump-out facility, a launching ramp, marine supplies, wet and dry storage and a 14-ton lift; engine and electronic repairs can be made. In 2013, the reported approach and alongside depth was 6 feet.
(DB 21474-small) 12/14

Chapter 12—Paragraph 601; read:

(601) **Dania Cut-Off Canal** enters the waterway at **Mile 1068.8.** The canal was constructed by the county for drainage purposes, and during floodwater periods it may cut through to the ocean. An overhead power cable with a clearance of 130 feet crosses the canal about 0.6 mile westward of the intersection with the Intracoastal Waterway. Numerous commercial vessels use the first mile of the canal when calling at Port Laudania. These vessels are generally size and draft restricted to the center of the channel for their safe navigation. To prevent dangerous meeting situations, vessels over 50 feet in length or over 7 feet of draft should give Security calls on VHF-FM channels 13 and 16 prior to transiting the Dania Cut-off Canal. An unmarked rock awash extends about 45 feet into the channel on the south side of the canal about 0.8 mile above the entrance.
(NOS 11467) 12/14

Chapter 12—Paragraph 604; read:

(604) <Deleted Paragraph>
(NOS 11467) 12/14

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LAST NM 10/14

Chapter 6—Paragraph 119; read:

(119) **Cayuga Island**, close to the north shore of Niagara River Channel about 5 miles below Tonawanda Island, is separated from the mainland by **Little River,** which outlets at either end of the island. **Cayuga Creek** flows into Little River at about midlength of the island. Little River and Cayuga Creek afford a well-protected harbor for small craft. A dredged entrance channel leads from deep water in Niagara River through the lower entrance to Little River. In 2013, the controlling depth was 3½ feet. The upper entrance to Little River, marked by a private **344°** range, had a reported controlling depth of 4 feet in 1980. Depths inside are about 4 to 7 feet. A fixed highway bridge with a reported clearance of 10 feet crosses Little River just west of the mouth of Cayuga Creek. An overhead cable with a clearance of 55 feet crosses the river about 0.35 mile west of the bridge. A fixed highway bridge crossing Cayuga Creek just above the mouth has a clearance of 9 feet.
(L 149-2014; DD 24198) 12/14

COAST PILOT 6 (Continued)

Chapter 10—Paragraphs 134 to 139; read:

(134) **Sebewaing Harbor** is at the mouth of the Sebewaing River, on the east shore of Saginaw Bay about 12 miles south of Sand Point. A stack on the north side of the river in the village of **Sebewaing, MI**, is prominent.

(135) <Deleted Paragraph Header>

(136) A dredged entrance channel leads southeast from deep water in Saginaw Bay through the mouth of the Sebewaing River and upstream to about 800 feet below the CSX Railroad bridge. The bridge has a clearance of 9 feet. A slow-no wake speed is enforced on the Sebewaing River and connecting channels and canals.

(137) <Deleted Paragraph Header>

(138) <Deleted Paragraph>

(139) <Deleted Paragraph>

(DD 23368; NOS 2014) 12/14

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Chapter 4—Paragraph 118; read:

(118) **Mission Bay**, entered between two jetties 5.5 miles N of Point Loma, is a recreational small-craft harbor administered by the city of San Diego. Lights mark the entrance to the bay as well as a sound signal on the outer end of the N jetty. The mariner radio activated sound signal is initiated by keying the microphone five times on VHF-FM channel 81A. A prominent feature when approaching the harbor is the municipal fishing pier at Ocean Beach, 0.3 mile S of the entrance. The lighted 338-foot tower at Sea World is prominent 1.8 miles E of the entrance. Sound signals are sounded from the fishing pier. A dredged channel leads from deep water in the Pacific Ocean to the highway bridge about 1.3 miles above the entrance. **Quivira Basin** and **Mariners Basin**, on the E and W sides of the channel, respectively, are entered about 1 mile above the entrance.

(NOS IDMS 23305) 12/14