

SECTION II  
NAVIGATION PUBLICATIONS

NM 13/14

SAILING DIRECTIONS CORRECTIONS

<b>PUB 140</b> (NGA)	<b>13 Ed 2014</b>	<b>NEW EDITION</b> 13/14
<b>PUB 141</b> (NGA)	<b>14 Ed 2014</b>	<b>NEW EDITION</b> 13/14

COAST PILOT CORRECTIONS

<b>COAST PILOT 4</b>	<b>45 Ed 2013</b>	<b>09 MAR 2014</b> <b>LAST NM 12/14</b>
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Chapter 6—Paragraph 29; read:

<sup>(29)</sup> **Shallotte Inlet**, 19 miles westward of Cape Fear River, is entered over a shifting bar and has a winding entrance. A lighted whistle buoy marks the entrance. The bar channel is subject to continual change, and the buoys marking it are shifted frequently to mark the best water, and therefore not charted. The inlet, used only by local fishermen and not recommended to strangers, provides an access from the sea to the Intracoastal Waterway and to **Shallotte River**. The river is navigable to the town of **Shallotte**, about 8 miles above the inlet. The river from the Intracoastal Waterway to Shallotte is shoal to bare in several areas; extreme caution is advised. The mean range of tide is about 3 feet at Shallotte.

(NOS 11534) 13/14

Chapter 6—Paragraph 99; read:

<sup>(99)</sup> From Enterprise Landing to near Conway, 36 miles above the mouth, the river is marked by daybeacons. Above Conway the river is obstructed by logs, snags, and sandbars. The head of the tidal reach is at Bellamys Landing, 80 miles above the mouth. The freshet range at Conway is about 13.5 feet.

(L 1771-2013; NOS 11534) 13/14

Chapter 8—Paragraph 105; read:

<sup>(105)</sup> **Darien River** extends southwestward for a distance of 11.5 miles, where it joins the Altamaha River. In 2013, the controlling depth was 5 feet from the Intracoastal Waterway to Darien. Care is necessary when navigating this river due to the shoals and numerous floating snags. Water is fresh in the river at Darien after the ebb has been running for about 3 hours. The best route from Doboy Sound to the Darien River is via the Intracoastal Waterway.

(L 1651-2013) 13/14

Chapter 8—Paragraphs 110 to 111; read:

<sup>(110)</sup> **Altamaha River** is formed by the confluence of the **Oconee River** and **Ocmulgee River**, 138 miles above its mouth and flows in a general southeasterly direction entering

the western end of Altamaha Sound. The river is subject to freshets, and depths change radically. In 2013, the controlling depth to the confluence was 3 feet. Depths are less during the summer low-water period.

<sup>(111)</sup> <Deleted Paragraph>  
(NOS 2014; NOS 11502; L 1652-2013) 13/14

Chapter 12—Paragraph 141; read:

<sup>(141)</sup> At **Mile 309.3**, a marina in a basin on the north side of the waterway provides berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, a launching ramp, wet and dry storage, pump-out station and a 55-ton lift; full repairs are available. In 2013, a depth of 6 feet was reported alongside the berths.

(DB 21516-small) 13/14

Chapter 12—Paragraph 184; read:

<sup>(184)</sup> From the vicinity of Casino Creek the waterway continues through the marshes and a land cut to the mouth of **Jeremy Creek (Mile 430.0)**. **McClellanville** is on the side channel through Jeremy Creek, 0.6 mile northward of the waterway. Boats lie alongside the piers on the east side of the McClellanville channel.

(NOS 11518) 13/14

<b>COAST PILOT 6</b>	<b>44 Ed 2014</b>	<b>09 MAR 2014</b> <b>LAST NM 12/14</b>
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Chapter 5—Paragraph 167; read:

<sup>(167)</sup> A dredged channel extends from deep water in Lake Ontario between parallel piers to the bay. The inner end of the east pier extends laterally eastward to **Charles Point** to enclose the bay. The outer ends of the piers are marked by lights, and the entrance channel is marked by lighted buoys and a light. (See Notice to Mariners and latest edition of the chart for controlling depths.)

(NOS 14814) 13/14

Chapter 6—Paragraphs 225 to 226; read:

<sup>(225)</sup> The harbor is entered from Lake Erie through a dredged entrance channel northeast of Point Gratiot. The channel leads southeast between a pier on the west and a detached breakwater on the east to the harbor basin off the Municipal Pier. The pier and breakwater are marked on the channel ends by lights, and the channel limits are marked by buoys. Two small-craft harbors on the east and west sides of the Municipal Pier are protected by breakwaters; the breakwaters are marked by lights at the entrances.

<sup>(226)</sup> <Deleted Paragraph>  
(NOS 14823) 13/14

**COAST PILOT 6 (Continued)**

Chapter 6—Paragraph 297; read:

<sup>(297)</sup> <Deleted Paragraph>  
(NOS 14824)

13/14

Chapter 6—Paragraph 480; read:

<sup>(480)</sup> <Deleted Paragraph>  
(NOS 14841)

13/14

Chapter 6—Paragraph 575; read:

<sup>(575)</sup> Federal project depths are 26 feet in Moseley Channel, 25 feet in Upper Straight Channel and Bay Channel, 24 feet in the turning basin, 22 feet in Dock Channel and 21 feet in Lower Straight Channel. (See Notice to Mariners and latest edition of charts for controlling depths.)  
(NOS 14845)

13/14

Chapter 9—Paragraphs 86 to 87; read:

<sup>(86)</sup> <Deleted Paragraph Header>

<sup>(87)</sup> <Deleted Paragraph>

(NOS 14853)

13/14

Chapter 10—Paragraphs 410 to 414; read:

<sup>(410)</sup> **Mackinaw City, MI**, is a town on **Old Mackinac Point**, the northernmost point of the lower peninsula of Michigan. A water tank, a radio tower, and the abandoned lighthouse on Old Mackinac Point are prominent. A harbor basin on the east side of Old Mackinac Point is enclosed by a railroad pier with a breakwater extending north from its outer end and by a combination breakwater and dock extending from shore on the north side of the basin.

<sup>(411)</sup> <Deleted Paragraph Header>

<sup>(412)</sup> Passenger ferries operate to Mackinac Island from the State Dock and from a private dock, 800 and 2,700 feet south of the railroad pier, respectively.

<sup>(413)</sup> <Deleted Paragraph Header>

<sup>(414)</sup> <Deleted Paragraph>

(NOS 14881; NOS 2014)

13/14

Chapter 13—Paragraph 326; read:

<sup>(326)</sup> An L-shaped pier and breakwater extends from shore 0.4 mile south of Point De Froid to enclose a dredged small-craft basin on its southeast side. The outer end of the breakwater is marked by a light. A detached breakwater south of the L-shaped breakwater is marked by a private light on each end. Vessels may enter from north or south of the detached breakwater.

(NOS 14973)

13/14

**COAST PILOT 7****46 Ed 2014****09 MAR 2014****LAST NM 12/14**

Chapter 2—Paragraphs 5330.01 to 5330.11; read:

<sup>(5330.01)</sup> §165.1413 **Regulated navigation area; Southern Oahu Tsunami Evacuation; Honolulu, Hawaii.**

<sup>(5330.02)</sup>(a) Location. The following area is a regulated navigation area (RNA): All waters of the Pacific Ocean south of the southern side of Oahu, HI extending from the surface of the water to the ocean floor, and is bound by a line connecting the following points: 21°17'14"N, 157°55'34"W; 21°13'30"N, 157°55'34"W; 21°13'30"N, 157°48'20"W; 21°14'14"N, 157°48'20"W thence westward along the 50-fathom line to the beginning point. These coordinates are based upon the National Oceanic and Atmospheric Administration Coast Survey, Pacific Ocean, Oahu, Hawaii, chart 19357.

<sup>(5330.03)</sup>(b) Regulations. You may contact the Coast Guard on VHF Channel 16 (156.800 MHz) or at telephone number 808-842-2600, to obtain clarification on RNA transits and locations. Operations permitting, the Coast Guard plans to provide on-scene direction using Coast Guard patrol boats and assets. During the enforcement period persons and vessels wishing to remain inside the RNA must abide by the following stipulations:

<sup>(5330.04)</sup>(1) No person or vessel may enter into an exclusionary area 3.7 nautical miles long by 1 nautical mile wide, centered lengthwise and along a line running seaward at 208 degrees southwest of Honolulu Harbor Front Range Light, except to transit to or from the staging areas or other areas outside the zone. Loitering or lingering in the exclusionary zone is prohibited.

<sup>(5330.05)</sup>(2) The Western Recreational Vessel Staging area is bound by the following points: 21°17'14"N, 157°55'34"W; 21°13'30"N, 157°55'34"W; 21°13'30"N, 157°55'17"W; 21°16'46"N, 157°53'23"W and then along the 50-fathom line to the beginning point. This staging area is intended for recreational vessels departing from and returning to the Keehi Lagoon area.

<sup>(5330.06)</sup>(3) The Commercial Vessel Staging Area is bound by a line connecting the following points: 21°16'48"N, 157°52'10"W; 21°13'30"N, 157°54'05"W; 21°13'30"N, 157°51'36"W; 21°15'55"N, 157°50'58"W and then along the 50-fathom line to the beginning point. This staging area is intended for use by all commercial vessels intended to remain in the RNA during a tsunami treat.

<sup>(5330.07)</sup>(4) The Eastern Recreational Vessel Staging Area is bound by the following points: 21°15'55"N, 157°50'58"W; 21°13'30"N, 157°51'36"W; 21°13'30"N, 157°48'20"W; 21°14'14"N, 157°48'20"W and then along the 50-fathom line to the beginning point. The Commercial Vessel Staging Area borders this staging area's western edge. The dividing line between the Commercial Vessel Staging Area and the Eastern Recreational Vessel Staging Area can be determined visually. The private dayboards located in the Ala Wai Small Boat Harbor and the La Ronde Rotating Restaurant roof top restaurant form a natural range that mariners can use in daylight hours to gauge the eastern boundary of the Commercial

**COAST PILOT 7 (Continued)**

Vessel Staging Area and the western boundary of the Eastern Recreational Vessel Staging Area. This eastern recreational staging area is intended for use by recreational vessels departing from and returning to the Ala Wai Small Boat harbor and Kewalo Basin.

<sup>(5330.08)</sup>(5) Located between the Western Recreational Vessel Staging Area and the Commercial Vessel Staging Area is an Exclusion Area. This area is bound by the following points: 21°16'46"N, 157°53'23"W; 21°13'30"N, 157°55'17"W; 21°13'30"N, 157°54'05"W; 21°16'48"N, 157°52'10"W and then along the 50-fathom line to the beginning point.

<sup>(5330.09)</sup>(6) All vessels staging in the RNA must be seaward of the 50-fathom (300 foot) line.

<sup>(5330.10)</sup>(c) Enforcement period. Paragraph (b) of this section will be enforced when a tsunami warning has been issued for the Hawaiian Islands by the Pacific Tsunami Warning Center. The COTP will notify the public of any enforcement, suspension of enforcement, or termination of enforcement through appropriate means to ensure the widest publicity, including the use of broadcast notice to mariners, notices of enforcement and press releases.

<sup>(5330.11)</sup>(d) Penalties. Vessels or persons violating this rule are subject to the penalties set forth in 33 U.S.C. 1232.

(FR 2/28/14)

13/14

Chapter 14—Paragraph 705.01; read:

<sup>(705.01)</sup>A **regulated navigation area** for staging vessels in the event of a tsunami evacuation is off the S coast of Oahu between Diamond Head and Honolulu International Airport. See **33 CFR 165.1413**, chapter 2, for limits and regulations.

(FR 2/28/14)

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