

COAST PILOT CORRECTIONS

COAST PILOT 2 43 Ed 2014 13 APR 2014
LAST NM 9/14

Appendix A—Paragraphs 129 to 136; read:

⁽¹²⁹⁾ **Coast Guard District and Sector Offices Coast Guard District and Sector Offices Coast Guard District and Sector Offices**

⁽¹³⁰⁾ Commander, First Coast Guard District, 408 Atlantic Avenue, Boston, MA 02110-3350. The First Coast Guard District is comprised of: Maine; New Hampshire; Vermont; Massachusetts; Rhode Island; Connecticut; New York except that part north of latitude 42°N. and west of longitude 74°39'W.; that part of New Jersey north of latitude 40°18'N., east of longitude 74°30.5'W., and northeast of a line from 40°18'N., 74°30.5'W., north-northwesterly to the New York, New Jersey and Pennsylvania boundaries at Tristate; all U.S. Naval reservations on shore at Newfoundland; the ocean area encompassed by the Search and Rescue boundary between Canada and the United States easterly to longitude 63°W.; thence due south to latitude 41°N.; thence southwesterly along a line bearing 219°T to the point of intersection at 37°N., 67°13'W., with a line bearing 122°T from the New Jersey shoreline at latitude 40°18'N., (just south of the Shrewsbury River); thence northwesterly along this line to the coast.

^(130.01) Within each Coast Guard District are Coast Guard Sectors. A Sector Office combines the functions of the Captain of the Port and Marine Inspection Office.

^(130.02) Coast Guard Sector Boston, 427 Commercial Street, Boston, MA 02109. 617-223-3123. The boundaries of Sector Boston start at 42°52'20"N., 70°49'02"W., (Massachusetts/New Hampshire coastal boundary); thence east to the outermost extent of the EEZ at 42°52'18"N., 67°43'53"W.; thence southeast along the outermost extent of the EEZ to 42°08'00"N., 67°08'17"W.; thence west to 42°08'00"N., 70°15'00"W.; thence southwest to the Massachusetts coast near Manomet Point at 41°55'00"N., 70°33'00"W.; thence northwest to 42°04'00"N., 71°06'00"W.; thence to 42°01'08"N., 71°22'53"W., (Massachusetts/Rhode Island boundary); thence west along the southern boundary of Massachusetts, except the waters of Congamond Lakes, to 42°02'59"N., 73°29'49"W., (Massachusetts/New York boundary); thence north along the Massachusetts/New York boundary to 42°44'45"N., 73°15'54"W., (Massachusetts/New York/Vermont boundaries); thence east along the entire extent of the northern Massachusetts boundary to the point of origin.

^(130.03) Coast Guard Sector Southeastern New England, 1 Little Harbor Road, Woods Hole, MA 02543. 866-819-9128. The boundaries of Sector Southeastern New England start on the Massachusetts coast at 41°55'00"N., 70°33'00"W., (Manomet Point); thence northeast to

42°08'00"N., 70°15'00"W.; thence east to the outermost extent of the EEZ at 42°08'00"N., 67°08'17"W.; thence south along the outermost extent of the EEZ to 38°24'45"N., 67°41'26"W.; thence northwest to a point near Watch Hill Light, RI at 41°18'14"N., 71°51'30"W.; thence northeast to Westerly, RI at 41°21'00"N., 71°48'30"W.; thence north to 41°25'00"N., 71°48'00"W.; thence north along the Connecticut/Rhode Island boundary, including the waters of Beach Pond, to the Massachusetts boundary; thence east along the Massachusetts/Rhode Island boundary to the northeastern most corner of Rhode Island; thence northeast to 42°04'00"N., 71°06'00"W.; thence southeast to the point of origin.

^(130.04) Coast Guard Sector Long Island Sound, 120 Woodward Avenue, New Haven, CT, 06512-3698. The boundaries of Sector Long Island Sound start at 40°35'24"N., 73°46'36"W., thence northeast to 40°40'00"N., 73°40'00"W.; thence to 40°52'30"N., 73°37'12"W.; thence northwest to 40°58'00"N., 73°40'00"W., (south shore of Manursing Island); thence north to 41°01'30"N., 73°40'00"W., (Connecticut/New York boundary); thence north along the western boundary of Connecticut to 42°02'59"N., 73°29'15"W., (Massachusetts/Connecticut boundary); thence east along the southern boundary of Massachusetts, including the waters of the Congamond Lakes, to 42°00'29"N., 71°47'57"W., (Rhode Island boundary); thence south along the Connecticut/Rhode Island boundary, excluding the waters of Beach Pond, to 41°24'00"N., 71°48'00"W.; thence south to 41°21'00"N., 71°48'30"W., near Westerly, RI; thence southwest to a point near Watch Hill Light, RI, at 41°18'14"N., 71°51'30"W.; thence southeast to the outermost extent of the EEZ at 38°24'45"N., 67°41'26"W.; thence southwest along the outermost extent of the EEZ to 37°56'50"N., 69°18'15"W.; thence northwest to 38°28'00"N., 70°11'00"W.; thence northwest to the point of origin.

^(130.05) Coast Guard Sector New York, 212 Coast Guard Drive, Staten Island, NY, 10305-5005. The boundaries of Sector New York start near the south shore of Long Island at 40°35'24"N., 73°46'36"W., thence southeast to 38°28'00"N., 70°11'00"W.; thence northwest to the New Jersey coast at 40°18'00"N., 73°58'40"W.; thence west to 40°18'00"N., 74°30'30"W.; thence northwest to 41°21'27"N., 74°41'42"W., (New York/New Jersey/Pennsylvania boundaries near Tristate); thence northwest along the east bank of the Delaware River to 42°00'00"N., 75°21'28"W.; thence east to 74°39'00"W.; thence north to 43°36'00"N.; thence east through Whitehall, NY, to 43°33'03"N., 73°15'01"W., (New York/Vermont border); thence south along the New York boundary to 41°01'30"N., 73°40'00"W.; thence south to 40°58'00"N., 73°40'00"W., (south shore of Manursing Island); thence southeasterly to 40°52'30"N., 73°37'12"W.; thence south to 40°40'00"N., 73°40'00"W.; thence southwest to the point of origin.

COAST PILOT 2 (Continued)

(131) <Deleted Paragraph Header>
 (132) <Deleted Paragraph>
 (133) <Deleted Paragraph>
 (134) <Deleted Paragraph>
 (135) <Deleted Paragraph>
 (136) <Deleted Paragraph>
 (L 1798-2013; 33 CFR 3; LNM 14/14 CG1) 19/14

COAST PILOT 3 47 Ed 2013 30 MAR 2014
LAST NM 14/14

Chapter 2—Paragraph 650; read:

(650) (b) The draws of the Poplar Street Bridge, mile 8.2, and the U.S. 13A Bridge, mile 8.25, both at Laurel, need not open for the passage of vessels.
 (FR 3/21/2014) 19/14

COAST PILOT 3 47 Ed 2013 06 APR 2014

Chapter 2—Paragraphs 876 to 877; read:

(876) <Deleted Paragraph>
 (877) (h) The draw of the Stone Harbor Boulevard Bridge, mile 102.0 across Great Channel, at Stone Harbor, shall open on signal except that:
 (FR 4/1/2014) 19/14

Chapter 2—Paragraphs 881 to 882; read:

(881) (i) [Reserved]
 (882) (j) The draw of Two-Mile Bridge, mile 112.2, across Middle Thorofare in Wildwood Crest, shall open on signal except:
 (FR 4/1/2014) 19/14

Chapter 2—Paragraph 885; read:

(885) (k) The draw of the Route 35 Bridge, mile 1.1 across Manasquan River at Brielle, shall open on signal except as follows:
 (FR 4/1/2014) 19/14

Chapter 2—Paragraph 891; read:

(891) (l) The draw of Cape May Canal Railroad Bridge across Cape May Canal, mile 115.1, at Cape May shall operate as follows:
 (FR 4/1/2014) 19/14

Chapter 2—Paragraphs 930 to 934; read:

(930) <Deleted Paragraph Header>
 (931) <Deleted Paragraph>
 (932) <Deleted Paragraph>
 (933) <Deleted Paragraph>
 (934) <Deleted Paragraph>
 (FR 4/1/2014) 19/14

COAST PILOT 3 47 Ed 2013 13 APR 2014

Chapter 5—Paragraph 148; read:

(148) At Mile 80.4, a 2-mile combination of highway bridges and causeways extends southeastward over the Intracoastal Waterway, channels and islands in Great Egg Harbor Bay from Somers Point to Ocean City. In 2011, the bridges were under construction.
 (FR 4/1/2014) 19/14

COAST PILOT 5 41 Ed 2013 06 APR 2014
LAST NM 11/14

Chapter 4—Paragraph 150; read:

(150) Flamingo, on the mainland about 9 miles E of East Cape (25°07'N., 81°05'W.), is a tourist center in Everglades National Park at the entrance of Buttonwood (Flamingo) Canal. A 300-foot tower E of the canal about 0.3 mile NE of the visitors center is prominent. A privately dredged channel leads from the 7-foot contour of Florida Bay to the canal entrance. The channel is marked by lights and daybeacons. A dam blocks the canal about 200 yards above the entrance. Boat ramps at the dam allow the passage of craft to 26 feet long from Florida Bay to Coot Bay and Whitewater Bay. A highway bridge, about 0.5 mile above the mouth of the canal, has a reported 45-foot fixed span and a clearance of 10 feet. A marina on the W side of the canal just below the dam at Flamingo has berths with electricity, water, ice, and limited marine supplies. Gasoline, diesel fuel, and launching ramps are available on either side of the dam. A 5-mph no-wake speed limit is enforced in the canal.
 (L 2383-2013; NOS 11433) 19/14

Chapter 6—Paragraph 288; read:

(288) Blackwater River empties into Blackwater Bay, the N arm of East Bay. The channel is marked by lights, daybeacons and buoys to the town of Milton.
 (LNM 05/14 CG8; NOS 11385) 19/14

Chapter 8—Paragraph 86; read:

(86) Pass a Loutre and its branches, Southeast Pass, North Pass, Northeast Pass, flow E into the Gulf. These passes are deep from the Head of Passes to within a short distance of the Gulf, but the mouths are obstructed by bars. Small local craft occasionally use these passes, but strangers should avoid them. Pass a Loutre and North Pass have depths of about 7 feet over the bars; the others are much shallower. The approaches to North Pass and Pass a Loutre are marked by lighted buoys.
 (LNM 05/14 CG8; NOS 11361) 19/14

Chapter 8—Paragraph 102; read:

(102) Tiger Pass, close W of Grand Pass, connects the Mississippi River via the Jump with the Gulf. The entrance from the Gulf is protected by jetties. Lights and daybeacons

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mark the entrance and the lower 5 miles of the pass. Venice Coast Guard Station is on the W side of the head of the pass at Venice.

(DD 24190; LNM 09/14 CG8; NOS 11361) 19/14

Chapter 8—Paragraph 157; read:

⁽¹⁵⁷⁾ The Crescent City Connection Bridges (Route 90), high-level fixed highway bridges connecting Algiers and New Orleans, about 0.7 mile above Canal Street, have clearances of 150 feet over a central 750-foot width. The Huey P. Long Bridge, a combined highway and railroad bridge crossing the river 11 miles above Canal Street, has a clearance of 132 feet through the W span for a channel span width of 500 feet. These are the only bridges over the Mississippi River in the vicinity of New Orleans. The other bridges and tunnels in the port are covered in the description of the respective waterways which they cross.

(L 2415-2013; LNM 06/14 CG8; NOS 11368) 19/14

Chapter 9—Paragraph 20; read:

⁽²⁰⁾ The Empire Waterway provides for a passage from the Gulf of Mexico to the Mississippi River via Doullut Canal at Empire. The waterway leads N from the Gulf through a cut in Pelican Island and through the E side of Adams Bay to Empire. A floodgate is across the N part of the waterway near Empire. The Gulf entrance is marked by lights off the ends of the jetties and a lighted buoy about 1.5 miles S of the jetties. The channel is not well defined due to erosion and local knowledge is advised.

(LNM 05/14 CG8; NOS 11358) 19/14

Chapter 9—Paragraph 63; read:

⁽⁶³⁾ Caminada Pass, about 7 miles SW of Baratavia Bay, connects Caminada Bay with the Gulf. The pass is little used, as every storm shifts the entrance channel. Usually a depth of 4 to 5 feet can be taken into the pass, but only 2 or 3 feet into the bay. A private light marks the jetty on the N side of the entrance. Just inside the pass, an old highway bridge with its midsection removed is used as fishing piers. The SE fishing pier is in ruins and partially submerged with debris; extreme caution is advised. A fixed highway bridge on the NE side of the fishing piers has a clearance of 47 feet. An overhead power cable crossing at the bridge has a clearance of 23 feet.

(L 478-2014; LNM 12/14 CG8; NOS 11365) 19/14

Chapter 9—Paragraph 124; read:

⁽¹²⁴⁾ Houma Navigation Canal extends in a NW direction from Cat Island Pass for about 8 miles across Terrebonne Bay, thence in a landcut in a N direction for about 23 miles to an intersection with the Intracoastal Waterway about 1 mile below Houma. The canal is maintained by the Corps of Engineers. The entrance and the section through Terrebonne Bay is marked by lights, lighted ranges, lighted and unlighted buoys.

(LNM 07/14 CG8; NOS 11357; LL 2014) 19/14

Chapter 10—Paragraph 96; read:

⁽⁹⁶⁾ Two bridges cross the improved channel above the turning basin at Beaumont. The first, the Kansas City Southern vertical lift railroad bridge, about 0.4 mile above the turning basin, has a clearance of 7 feet down and 140 feet up. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) The second, Interstate 10/U.S. 90 highway bridge, about 1 mile above the railroad bridge, has a fixed span with a clearance of 48 feet.

(L 477-2014; LNM 11/14 CG8) 19/14

Chapter 14—Paragraphs 102 to 103; read:

⁽¹⁰²⁾ East Gregerie Channel, between Hassel Island and Water Island, has a reported depth of 28 feet for the 350-yard center width. Haulover Cut, between Hassel Island and St. Thomas Island, has a least depth of 12 feet through the center of the narrow passage. At the SW entrance, a reef that uncovers extends about 80 yards into the cut from Hassel Island. Rocks, submerged and awash, border the N side of the channel. East Gregerie Channel is marked by lighted buoys. The conventional direction of buoyage changes at the meeting of East Gregerie and West Gregerie channels; particular attention and extreme caution is advised. Caution is also advised for all vessels traversing this area since it is an active seaplane landing area.

⁽¹⁰³⁾ West Gregerie Channel, between Water Island and St. Thomas Island, has a reported depth of 39 feet for a 250-yard center width to the junction with East Gregerie Channel N of Water Island. The channel is marked by lighted buoys. A lighted radio tower at the base of Careen Hill has been reported to be an excellent mark to steer for when entering West Gregerie Channel.

(LNM 06/14 CG7; LNM 30/10 CG7; NOS 25649) 19/14

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Chapter 2—Paragraphs 3077.01 to 3084; read:

^(3077.01) <Deleted Paragraph Header>

⁽³⁰⁷⁸⁾ <Deleted Paragraph>

⁽³⁰⁷⁹⁾ <Deleted Paragraph>

⁽³⁰⁸⁰⁾ <Deleted Paragraph>

⁽³⁰⁸¹⁾ <Deleted Paragraph>

⁽³⁰⁸²⁾ <Deleted Paragraph>

⁽³⁰⁸³⁾ <Deleted Paragraph>

⁽³⁰⁸⁴⁾ <Deleted Paragraph>

(FR 4/8/2014) 19/14

Chapter 10—Paragraph 250; read:

⁽²⁵⁰⁾ <Deleted Paragraph>

(FR 4/8/2014) 19/14

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Chapter 4—Paragraph 168; read:

⁽¹⁶⁸⁾ Lostmans River is entered through First Bay, which is about 19 miles N of Northwest Cape. Local boatmen

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use the N entrance to the river. A depth of about 3 feet can be carried some 10 miles back into this river, which drains a large area of shallow bays. The crooked winding channel is marked by private daybeacons.

(L 2384-2013) 19/14

Chapter 6—Paragraph 188; read:

⁽¹⁸⁸⁾ Watson Bayou is an irregularly shaped body of water that extends N from St. Andrew Bay. There are several piers for light-draft vessels. Over the E arm, near Millville, is a railroad bridge with a 26-foot fixed span and a clearance of 13 feet. A fixed highway bridge is close E of the railroad bridge. Several oil terminals, served by barges, are on the bayou. U.S. Route 98 highway bridge crossing the bayou, about 1.2 miles above the entrance, has a 35-foot fixed span with a clearance of 9 feet. There are two marinas E of the bridge. Welding and machinery repairs are available nearby. The channel is unmarked.

(DD 20754) 19/14

Chapter 6—Paragraph 295; read:

⁽²⁹⁵⁾ Perdido Pass, extending between Florida Point and Alabama Point, is easily distinguished from offshore by State Route 182 highway bridge across its entrance with two openings. The fixed span over Perdido Pass Channel has a clearance of 54 feet. The fixed span over Cotton Bayou Channel has a clearance of 41 feet. The dredged entrance channel leads from the Gulf through Perdido Pass to a fork at the highway bridge; thence into two channels, one leading N into Terry Cove and Johnson Cove and the other leading E into Bayou St. John. A crossover channel connects the east and the west channels N of the highway bridge. The entrance to the pass is protected by a jetty on the W and E side. Over half of the E jetty is submerged about 1 to 3 feet at low tide; extreme caution is advised. Numerous sunken wrecks are in the approach to the pass. The channels are well marked; a lighted whistle buoy off the entrance marks the approach.

(L 2008-2013; LNM 49/13 CG8) 19/14

Chapter 7—Paragraph 53; read:

⁽⁵³⁾ East Fowl River enters the W side of Mobile Bay about 13.8 miles N of the bay entrance. It extends generally SW. The entrance is marked by lights and daybeacons. State Route 193 highway bridge, about 1.0 mile above the mouth of the river, has a fixed span with a clearance of 45 feet. An overhead power cable with a clearance of 47 feet crosses the channel connecting with West Fowl River at about 30°23'53"N., 88°08'39"W. A marina on the N side of East Fowl River just E of the bridge has berths with water and electricity, gasoline, diesel fuel, ice, a launching ramp, limited marine supplies, and a pumpout station. East Fowl River leads into West Fowl River, and thence into Fowl River Bay; these are discussed later in this chapter.

(LNM 49/13 CG8; L 2001-2013) 19/14

Chapter 7—Paragraph 60; read:

⁽⁶⁰⁾ Dog River, emptying into the W side of Mobile Bay at a point about 21 miles N of the entrance, is used considerably by yachts and small boats. A channel marked by daybeacons and lights leads NW from a point in Mobile Bay Channel about 1.3 miles above Gaillard Island to the mouth of Dog River. State Route 163 highway bridge crossing the mouth of Dog River has a fixed span with a clearance of 73 feet. The railroad bridge 7 miles above the mouth has a 22-foot fixed span with a clearance of 8 feet.

(L 1998-2013; LNM 49/13 CG8) 19/14

Chapter 7—Paragraph 164; read:

⁽¹⁶⁴⁾ Coden is a small fishing village on Bayou Coden on the N shore of Portersville Bay, NE of Isle aux Herbes. A dredged channel leads from Bayou La Batre channel through Portersville Bay to the mouth of Bayou Coden, thence N to the State Route 188 highway bridge about 0.5 mile above the mouth of the bayou. A turning basin is on the W side of the channel about 500 feet below the bridge. State Route 188 fixed highway bridge has a 35-foot span with a clearance of 15 feet. There are seafood packing plants and several commercial shipyards that specialize in the construction of steel tugs and supply vessels.

(LNM 49/13 CG8; L 1970-2013) 19/14

Chapter 7—Paragraph 258; read:

⁽²⁵⁸⁾ A channel with dredged sections leads from a junction with Biloxi East Channel at the U.S. Route 90 highway bridge through Back Bay of Biloxi and Big Lake to the entrance to Industrial Seaway. The channel is marked by lights and daybeacons.

(L 1919-2013) 19/14

Chapter 7—Paragraph 261; read:

⁽²⁶¹⁾ A dredged branch channel leads SW from the channel about 0.2 mile above U.S. Route 90 highway bridge to a turning basin in Ott Bayou. Daybeacons mark the channel.

(L 1917-2013) 19/14

Chapter 7—Paragraph 263; read:

⁽²⁶³⁾ The East Harrison County Canal Channel, an unmarked dredged channel 0.8 mile above the U.S. Route 90 highway bridge, leads S from the channel to a turning basin.

(L 1918-2013) 19/14

Chapter 7—Paragraph 268; read:

⁽²⁶⁸⁾ Bernard Bayou empties into Big Lake from the W. A dredged channel leads from the entrance at Shallow Point in Big Lake to a junction with Industrial Seaway at Gulfport Lake, NNE of Gulfport-Biloxi Regional Airport. Overhead power cables cross the bayou about 0.5 mile above the mouth and have a clearance of 80 feet. The

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highway bridge at Handsboro has a fixed span with a clearance of 28 feet.

(L 1925-2013; NOS 11372) 19/14

Chapter 7—Paragraph 270; read:

⁽²⁷⁰⁾ Industrial Seaway, a canal privately dredged by the Harrison County Development Commission, affords access to industrial areas along the seaway and Bernard Bayou N of Gulfport. The canal leads from a junction with the dredged channel section at the W end of Big Lake through a landcut from Shallow Point on the N side of the entrance to Bernard Bayou for about 2.5 miles, thence through Bernard Bayou and Gulfport Lake for about another 2 miles to a turning basin in the vicinity of Three Rivers Road. The channel is marked by lights. Plans provide for the extension of the seaway farther W to Wolf River and Bay St. Louis at a later date. Pilots for the seaway are available at Gulfport.

(L 2100-2013) 19/14

Chapter 7—Paragraphs 328 to 329; read:

⁽³²⁸⁾ Bayou Portage, which empties into the E side of St. Louis Bay, is used by small craft as a harbor of refuge during minor storms. The Harrison County Development Commission has dredged a channel from the bay through Bayou Portage to a dredged slip that extends about 0.8 mile SSE to Pass Christian. Lights, buoys and daybeacons mark the channel. A bascule bridge about 2 miles above the mouth of the bayou has a clearance of 29 feet. An overhead power cable crossing just E of the bridge has a clearance of 48 feet. A marina on the N side of the bayou, across from the dredged slip, has berths, electricity, launching ramp, wet and dry storage, water and ice available.

⁽³²⁹⁾ Wolf River empties into the E side of St. Louis Bay just above Bayou Portage. A dredged entrance channel leads N from a junction with Bayou Portage Channel for 1.6 miles to the mouth of the river. The channel is marked by a daybeacon and lights.

(LNM 49/13 CG8; L 1968-2013; NOS 11372) 19/14

Chapter 7—Paragraph 333; read:

⁽³³³⁾ Jourdan River empties into the W side of St. Louis Bay. A dredged channel leads W in St. Louis Bay for 1.7 miles above the mouth of the river. A marina on Joes Bayou, just inside the river entrance, has berths, electricity, water, ice, a launching ramp and wet storage available.

(L 1968-2013; LNM 49/13 CG8) 19/14

Chapter 7—Paragraph 339; read:

⁽³³⁹⁾ Bayou Caddy, also known as Cadet Bayou, (See also chart 11367) empties into Mississippi Sound 7 miles SW of St. Louis Bay. The bayou is entered from the sound through a dredged channel to a turning basin just inside the mouth, thence continues for about 1.6 miles to a second turning basin, thence about 0.1 mile to the head of the project. The

channel is marked by lights and daybeacons to the mouth of the bayou. Diesel fuel, water, and ice are available at the fuel dock. Berths, gasoline, pump-out station, wet and dry storage, marine supplies, a launching ramp, and an 8-ton mobile hoist that can handle craft for hull and minor engine repairs are available at the marina.

(LNM 49/13 CG8; L 1968-2013) 19/14

Chapter 9—Paragraph 291; read:

⁽²⁹¹⁾ Freshwater Bayou Channel, a dredged channel, leads from the Gulf to the entrance of Freshwater Bayou Canal. Freshwater Bayou Canal continues N to the Intracoastal Waterway near Intracoastal City. A lighted bell buoy marks the approach, and lights and buoys mark the approach channel to the entrance of the canal. Lights mark the canal to its junction with the Intracoastal Waterway. A saltwater barrier lock is about 1.3 miles above the entrance. The lock is 600 feet long, 84 feet wide, and has depths of 16 feet over the sills. Each end of the lock on the W side of the channel has 300-foot-long timber guidewall approaches. The lock is in operation continuously.

(DD 23044; DD 23371; LNM 23/13 CG8) 19/14

**COAST PILOT 6 44 Ed 2014 06 APR 2014
LAST NM 14/14**

Chapter 6—Paragraph 170; replace with below:

New table titled **Structures across the Buffalo Waterways** from back of this subsection.

(L 691-2014) 19/14

COAST PILOT 6 44 Ed 2014 13 APR 2014

Chapter 6—Paragraphs 236 to 238; read:

⁽²³⁶⁾<Deleted Paragraph Header>

⁽²³⁷⁾ The harbor is entered from Lake Erie through a dredged entrance channel between two converging breakwaters to a harbor basin just inside. A light marks the west breakwater and the outer end of the east breakwater.

⁽²³⁸⁾<Deleted Paragraph Header>

(NOS 14838) 19/14

Chapter 9—Paragraph 117; read:

⁽¹¹⁷⁾ <Deleted Paragraph>

(NOS 14853) 19/14

Chapter 11—Paragraph 397; replace with below:

New table titled **Structures across Grand River to Bass River** from back of this Subsection.

(L 715-2014) 19/14

COAST PILOT 6 44 Ed 2014 20 APR 2014

Chapter 5—Paragraphs 183 to 185; read:

⁽¹⁸³⁾<Deleted Paragraph Header>

COAST PILOT 6 (Continued)

⁽¹⁸⁴⁾ A dredged channel extends from deep water in the lake between breakwaters into the bay, thence about 0.6 mile southerly in the bay. The breakwaters are marked by lights. A boat launching ramp access channel is just inside the bay on the west side of the main channel.

⁽¹⁸⁵⁾<Deleted Paragraph Header>
(NOS 14804) 19/14

Chapter 5—Paragraph 242; read:

⁽²⁴²⁾ The creek is entered from Lake Ontario through a dredged channel between two piers. The west pier is marked by a light. The channel is unstable because of mud deposits from Eighteenmile Creek and drifting sand from the west. A rock ledge with a least depth of 11 feet is across the entrance channel 500 feet lakeward of the piers.
(NOS 14806) 19/14

**COAST PILOT 7 46 Ed 2014 30 MAR 2014
LAST NM 13/14**

Chapter 2—Paragraph 1934; 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°14'36"N, longitude 119°26'41"W and a point on the southeast shore at latitude 33°13'08"N, longitude 119°27'06"W.
(L 2297-2013; FR 11/12/13) 19/14

Chapter 2—Paragraph 5331; read:

⁽⁵³³¹⁾ **§165.14-1414 Safety Zones; Hawaiian Islands Commercial Harbors; HI.**
(L 2037-2013; FR 10/24/13) 19/14

Chapter 2—Paragraph 5338; read:

⁽⁵³³⁸⁾ (6) All waters of Kaunalapau Harbor, Lanai inland from a line drawn between 20°47'10"N, 156°59'32"W and 20°47'01"N, 156°59'31"W;
(L 2037-2013; FR 10/24/13) 19/14

Chapter 9—Paragraph 71; read:

⁽⁷¹⁾ A wharf E of Graveyard Point is used mostly for commercial fishing. Fishing boats are lifted to cradles on the wharf with two large hoists. The wharf can accommodate vessels that are a maximum of: 44 feet in length, 15 feet in width and no more than 19 tons. Gasoline, diesel fuel, water, marine supplies, ice and dry boat storage is available on the wharf; minor repairs can be made. At times, shoaling causes the water depth alongside the wharf to be less than adequate for docking. Mariners are urged to contact the wharf office at 541-332-1306 for the latest condi-

tions. A 550-foot breakwater extends SE from Graveyard Point and provides some protection for the wharf.
(LNM 52/13 CG13; NOS 18589) 19/14

Chapter 13—Paragraph 75; read:

⁽⁷⁵⁾ Keystone Harbor (see also chart 18464) is entered through a dredged channel just NE of Admiralty Head. A state ferry landing is at the head of the harbor. This landing is the Whidbey Island terminus of the passenger and automobile ferry that operates to Port Townsend. A breakwater, marked by a light, protects the E side of the entrance. A private light on a concrete pile marks the W side of the entrance. A launching ramp is on the E side of the harbor.
(NOS 18464) 19/14

Chapter 13—Paragraph 405; read:

⁽⁴⁰⁵⁾ East Bremerton is the community back of Point Herron, on the E side of the Port Washington Narrows entrance. The fixed highway bridge crossing the narrows here has a clearance of 74 feet.
(L 2474-2013) 19/14

Chapter 13—Paragraph 418; read:

⁽⁴¹⁸⁾ Two fixed highway bridges and two power cables cross the narrows. The northerly of the two bridges has a clearance of 80 feet. An overhead power cable close E of the bridge has a clearance of 80 feet. The Manette Bridge, in the S part of the narrows, has a clearance of 74 feet. A power cable with a clearance of 90 feet is about 0.3 mile N of the bridge.
(L 2474-2013) 19/14

Chapter 14—Paragraph 150; read:

⁽¹⁵⁰⁾ A safety zone is in Hilo Harbor, adjacent to the commercial piers. (See 33 CFR 165.1 through 165.40 and 165.14-1414, chapter 2, for limits and regulations.)
(L 2037-2013; FR 10/24/13) 19/14

Chapter 14—Paragraph 298; read:

⁽²⁹⁸⁾ A safety zone is in Kawaihae Harbor, adjacent to the commercial piers. (See 33 CFR 165.1 through 165.40 and 165.14-1414, chapter 2, for limits and regulations.)
(L 2037-2013; FR 10/24/13) 19/14

Chapter 14—Paragraph 454; read:

⁽⁴⁵⁴⁾ A safety zone is in Kahului Harbor. (See 33 CFR 165.1 through 165.40 and 165.14-1414, chapter 2, for limits and regulations.)
(L 2037-2013; FR 10/24/13) 19/14

Chapter 14—Paragraph 545; read:

⁽⁵⁴⁵⁾ A safety zone is in Kaunalapau Harbor. (See 33 CFR 165.1 through 165.40 and 165.14-1414, chapter 2, for limits

COAST PILOT 7 (Continued)

and regulations.)

(L 2037-2013; FR 10/24/13) 19/14

Chapter 14—Paragraph 599; read:

⁽⁵⁹⁹⁾ A safety zone is in Kaunakakai Harbor, off the W face of the State pier. (See 33 CFR 165.1 through 165.40 and 165.14-1414, chapter 2, for limits and regulations.)

(L 2037-2013; FR 10/24/13) 19/14

Chapter 14—Paragraph 696; read:

⁽⁶⁹⁶⁾ A security zone and safety zone are in Honolulu Harbor and entrance channel. (See 33 CFR 165.1 through 165.40, 165.1407 and 165.14-1414, chapter 2, for limits and regulations.)

(L 2037-2013; FR 10/24/13) 19/14

Chapter 14—Paragraph 777; read:

⁽⁷⁷⁷⁾ Barbers Point Harbor is about 2 miles NW of Kalaeloa. A dredged channel leads NE to a basin in the harbor. In 2011, the controlling depth was 38 feet in the entrance channel to the basin, thence 35 to 39 feet in the basin. The channel is marked by lighted buoys, lights, and a 045° lighted range. A security zone and safety zone are in the harbor. (See 33 CFR 165.1 through 165.40, 165.1407 and 165.14-1414, chapter 2, for limits and regulations.)

(L 2037-2013; Dole 10/24/13) 19/14

Chapter 14—Paragraph 903; read:

⁽⁹⁰³⁾ A Safety Zone is in Nawiliwili Harbor, N of the small-boat harbor. (See 33 CFR 165.1 through 165.40 and 165.14-1414, chapter 2, for limits and regulations.)

(L 2037-2013; FR 10/24/13) 19/14

Chapter 14—Paragraph 957; read:

⁽⁹⁵⁷⁾ A Safety Zone is in the waters of Port Allen surrounding the State pier. (See 33 CFR 165.1 through 165.40 and 165.14-1414, chapter 2, for limits and regulations.)

(L 2037-2013; FR 10/24/13) 19/14

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Chapter 2—Paragraphs 6448 to 6496; read:

⁽⁶⁴⁴⁸⁾ §334.980 Pacific Ocean, around San Nicholas Island, CA, naval restricted area.

⁽⁶⁴⁴⁹⁾ (a) The area. (1) Perimeter (restricted). The waters of the Pacific Ocean around San Nicholas Island, CA, extending about 3 miles seaward from the shoreline, described as follows:

⁽⁶⁴⁵⁰⁾ Point A—33°10'10"N, 119°24'20"W

⁽⁶⁴⁵¹⁾ Point C—33°10'10"N, 119°31'10"W

⁽⁶⁴⁵²⁾ Point D—33°12'00"N, 119°35'30"W

⁽⁶⁴⁵³⁾ Point E—33°14'20"N, 119°37'40"W

⁽⁶⁴⁵⁴⁾ Point F—33°16'40"N, 119°38'10"W

⁽⁶⁴⁵⁵⁾ Point G—33°19'10"N, 119°37'10"W

⁽⁶⁴⁵⁶⁾ Point I—33°20'10"N, 119°31'10"W

⁽⁶⁴⁵⁷⁾ Point K—33°17'40"N, 119°24'50"W

⁽⁶⁴⁵⁸⁾ Point L—33°13'50"N, 119°21'50"W

⁽⁶⁴⁵⁹⁾ (2) Sections of area.

^(6459.01)(i) ALPHA section is the northerly section of the area, and is described as follows:

⁽⁶⁴⁶⁰⁾ Point H—33°20'01"N, 119°32'02"W

⁽⁶⁴⁶¹⁾ Point I—33°20'10"N, 119°31'10"W

⁽⁶⁴⁶²⁾ Point K—33°17'40"N, 119°24'50"W

⁽⁶⁴⁶³⁾ Point L—33°13'50"N, 119°21'50"W

^(6463.01) Point O—33°13'50"N, 119°26'02"W

⁽⁶⁴⁶⁴⁾ Thence northwesterly along shoreline to Point N

⁽⁶⁴⁶⁵⁾ Point N—33°17'04"N, 119°32'02"W

⁽⁶⁴⁶⁶⁾ Point H—33°20'01"N, 119°32'02"W

⁽⁶⁴⁶⁷⁾ (ii) BRAVO section is the westerly section of the area, and is described as follows:

⁽⁶⁴⁶⁸⁾ Point N—33°17'04"N, 119°32'02"W

⁽⁶⁴⁶⁹⁾ Thence westerly, southerly and easterly along the shoreline to Point M

⁽⁶⁴⁷⁰⁾ Point M—33°13'10"N, 119°29'40"W

⁽⁶⁴⁷¹⁾ Point B—33°10'10"N, 119°29'40"W

⁽⁶⁴⁷²⁾ Point C—33°10'10"N, 119°31'10"W

⁽⁶⁴⁷³⁾ Point D—33°12'00"N, 119°35'30"W

⁽⁶⁴⁷⁴⁾ Point E—33°14'20"N, 119°37'40"W

⁽⁶⁴⁷⁵⁾ Point F—33°16'40"N, 119°38'10"W

⁽⁶⁴⁷⁶⁾ Point G—33°19'10"N, 119°37'10"W

⁽⁶⁴⁷⁷⁾ Point H—33°20'01"N, 119°32'02"W

^(6477.01) Point N—33°17'04"N, 119°32'02"W

⁽⁶⁴⁷⁸⁾ (iii) CHARLIE section is the southerly section of the area, and is described as follows:

⁽⁶⁴⁷⁹⁾ Point L—33°13'50"N, 119°21'50"W

⁽⁶⁴⁸⁰⁾ Point O—33°13'50"N, 119°26'02"W

⁽⁶⁴⁸¹⁾ Thence southerly and westerly along the shoreline to Point M

⁽⁶⁴⁸²⁾ Point M—33°13'10"N, 119°29'40"W

⁽⁶⁴⁸³⁾ Point B—33°10'10"N, 119°29'40"W

⁽⁶⁴⁸⁴⁾ Point A—33°10'10"N, 119°24'20"W

⁽⁶⁴⁸⁵⁾ Point L—33°13'50"N, 119°21'50"W

⁽⁶⁴⁸⁶⁾ (b) The regulations. (1) Except during closure periods or as otherwise provided in this section, the restricted area will be open to all vessels.

⁽⁶⁴⁸⁷⁾ (2) Boats must remain at least 300 yards from the shoreline of San Nicolas Island at all times. Nothing in this provision shall be construed as authorization to anchor within 300 yards or to land on San Nicolas Island, except in an emergency.

⁽⁶⁴⁸⁸⁾ (3) No person, vessel or other craft shall enter the restricted area or designated section(s) during closure periods unless authorized to do so by the Commanding Officer, Naval Base Ventura County or the Officer in Charge, San Nicolas Island.

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⁽⁶⁴⁸⁹⁾(4) Submarine cables within the restricted area pose a risk to the equipment of vessels engaged in dredging, dragging, seining, anchoring and other bottom contact operations. Appropriate care must be taken to avoid damage.

⁽⁶⁴⁹⁰⁾(5) Closure Periods. Notice that the restricted area or section(s) ALPHA, BRAVO, or CHARLIE are closed to entry shall be given by radio broadcast Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz or by contacting "PLEAD CONTROL" on VHF-FM radio channel 11 or 16. Closure information may also be requested by telephone between 0600 and 1800 Monday through Friday at 805-989-8841 or via recorded message at 805-989-1470.

⁽⁶⁴⁹¹⁾(6) The regulations in this section shall be enforced by personnel attached to Naval Base Ventura County, Point Mugu, CA, and by such agencies as may be designated by the Commandant, 11th Naval District, San Diego, CA.

⁽⁶⁴⁹²⁾<Deleted Paragraph>

⁽⁶⁴⁹³⁾<Deleted Paragraph>

⁽⁶⁴⁹⁴⁾<Deleted Paragraph>

⁽⁶⁴⁹⁵⁾<Deleted Paragraph>

⁽⁶⁴⁹⁶⁾<Deleted Paragraph>

(FR 4/2/2014) 19/14

Chapter 7—Paragraph 336.01; replace with below:
New table titled **Facilities in the Port of Oakland** from back of this Subsection.
(NOS 2014) 19/14

Chapter 13—Paragraph 53; read:

⁽⁵³⁾ **Point Hudson Harbor**, just W of Point Hudson, is protected by jetties at the entrance. A marina in the harbor can provide gasoline, diesel fuel, transient berths, electricity, water, ice, marine supplies, winter storage, a launching ramp and pump-out facility. A 30-ton marine lift is available and full repairs can be made. A Customs office is at the marina.
(DB 21843-small) 19/14

Chapter 13—Paragraph 55; read:

⁽⁵⁵⁾ **Port Townsend Boat Haven**, 1.1 miles SW from Point Hudson, is operated by the Port of Port Townsend; the entrance is marked by lights. There is space for 475 commercial and recreational vessels. The marina in the basin can provide gasoline, diesel fuel, transient berths, water, ice, marine supplies, launching ramp, winter storage and pump-out facility. A full service boatyard adjacent to the marina has a 300-ton marine lift and can provide full repairs.
(DB 21844-small) 19/14

Chapter 13—Paragraph 302; read:

⁽³⁰²⁾ **Oak Harbor**, which indents the N shore of Saratoga Passage W of Crescent Harbor, is a semicircular cove about 1 mile in diameter. A foul area with several rocks awash extends about 0.5 mile SE of **Maylor Point** on the E side of the harbor entrance. The natural entrance channel is

marked by lights, lighted and unlighted buoys. The town of Oak Harbor is on the N shore of the harbor and has a seasonal dock with an entrance channel marked by pilings. A marina operated by the town is on the E side and can provide gasoline, diesel fuel, transient berths, electricity, water, ice, marine supplies, winter storage, launching ramp and pump-out facility. A 30-ton marine lift is available and full repairs can be made. The marina is protected on the W side by a breakwater marked by private lights.

(DB 21763-small; NOS 18428) 19/14

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Chapter 7—Paragraphs 417 to 418; read:

⁽⁴¹⁷⁾ Petaluma River enters San Pablo Bay on the NW side. The city of Petaluma, 12 miles above the mouth, is the center of an extensive dairy and egg industry. The river is used by pleasure craft and by barges handling gravel, oyster shell, heavy construction equipment, and pre-stressed concrete products. A dredged channel leads from deep water in San Pablo Bay to the mouth of the Petaluma River and continues upstream to the city of Petaluma.

⁽⁴¹⁸⁾ <Deleted Paragraph>
(NOS 18654) 19/14

Chapter 12—Paragraph 151; read:

⁽¹⁵¹⁾ A nonanchorage area has been established in the E part of Port Angeles Harbor. (See 110.1 and 110.230, chapter 2, for limits and regulations.)
(L 345-2013; FR 2/12/13) 19/14

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Chapter 4—Paragraphs 118 to 119; 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. A jetty marked on its outer end by a light, extends about 125 yards NW from the S side of the entrance to Quivira Basin.

⁽¹¹⁹⁾ <Deleted Paragraph>
(NOS 18765) 19/14

COAST PILOT 7 (Continued)

Chapter 4—Paragraph 252; read:

⁽²⁵²⁾ <Deleted Paragraph>
(NOS 18740)

19/14

Chapter 4—Paragraph 466; read:

⁽⁴⁶⁶⁾ A dredged entrance channel leads NE from the detached breakwater for about 0.7 mile, then the harbor channel continues N for about 0.6 mile to the N end of the harbor. There are two openings between the jetties and the detached breakwater; the chart is the best guide for navigating the openings. The N and S ends of the detached breakwater and the outer ends of the jetties are marked by lights. A sound signal is at the light on the outer end of the N jetty. The sound signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16.

(NOS 18744)

19/14

Chapter 13—Paragraph 66; read:

⁽⁶⁶⁾ A marina is 0.4 mile SW of the N entrance to Port Townsend Canal and can provide gasoline, diesel fuel, transient berths, electricity, water and pump-out facility.

(DB 21849-small)

19/14

Chapter 13—Paragraph 105; read:

⁽¹⁰⁵⁾ Kingston, a town on the N side of the cove, has a large, well-equipped small-craft basin, a 420-foot long fishing pier, and a pier with a ferry slip at its end. The ferry runs between Kingston and Edmonds. The basin is used by tugs, fishing boats and pleasure craft. The harbor is protected by a stone breakwater that extends about 340 yards SW from the ferry pier; the end of the breakwater is marked by a light. Services available include: electricity, gasoline, diesel fuel, water, ice, pump-out facility, surfaced launch ramp and marine supplies. The marina has space for 262 small-craft including about 49 transient berths.

(NOS 18446)

19/14

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Chapter 3—Paragraphs 494.01 to 494.02; read:

^(494.01) **Storm Avoidance**

^(494.02) Vessels transiting through the Western Alaska Captain of the Port (COTP) zone on innocent passage desiring to seek refuge due to storm avoidance should contact the Coast Guard Sector Anchorage Command Center at 907-428-4100 or Sector.Anchorage@uscg.mil to receive consensus on the desired location of refuge. Any vessel that is a participant of an approved Alternate Planning Criteria (APC) as part of the Vessel Response Plan (VRP) desiring to deviate from the APC routing measures for any reason including storm avoidance, shall follow the notification and approval requirements set by the vessels APC Administrator.

(IDMS 23523)

19/14

COAST PILOT 9 31 Ed 2013 13 APR 2014

Chapter 5—Paragraphs 1 to 1.02; read:

⁽¹⁾ This chapter describes Afognak and Kodiak Islands and the numerous smaller off-lying islands which surround their shores. Also described are the various passes and straits leading between these islands, the port of Kodiak, and the numerous other fishing villages.

^(1.01) **Caution**

^(1.02) Certain areas of the marine environment along the NE sides of Kodiak Island may contain munitions and explosives of concern (unexploded ordinance). These areas are within the dashed black lines shown on Chart 16580. Mariners are cautioned against anchoring, dredging or trawling within these areas.

(L 1379-2013)

19/14

Chapter 7—Paragraphs 1 to 1.02; read:

⁽¹⁾ This chapter describes the Aleutian Islands and the many passes leading from the Pacific Ocean into the Bering Sea. Also described are the harbors of Dutch Harbor on Unalaska Island, Kuluk Bay on Adak Island, Massacre Bay on Attu Island, and many other smaller harbors in the Aleutian Islands.

^(1.01) **Caution**

^(1.02) Certain areas of the marine environment in the Aleutian Islands may contain munitions and explosives of concern (unexploded ordinance). Specifically, these are along the NE end of Unalaska Island (including Unalga Island and part of Akutan Island) and the SW end of Unalaska Island and the NE end of Umnak Island, also, the NW and SE sides of Kiska Island. These areas are within the dashed black lines shown on Charts 16520 and 16500 (Unalaska Island) and Chart 16441 (Kiska Island). Mariners are cautioned against anchoring, dredging or trawling within these areas.

(L 1379-2013)

19/14

Structures across the Buffalo Waterways

Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)	Clear Height above Low Water Datum (feet)	Information
Buffalo River					
Buffalo Skyway Bridge (fixed)	42°52'28"N., 78°52'42"W.	1.00	215	100	
Michigan Avenue Bridge (vertical lift)	42°52'18"N., 78°52'23"W.	1.34	183	17.5 (down) 100 (up)	Note 1
Ohio Street Bridge (vertical lift)	42°51'43"N., 78°52'03"W.	2.10	250	17 (down) 105 (up)	Note 1
Overhead power cable	42°51'24"N., 78°51'17"W.	3.40		133	
CSX Transportation Railroad Bridge (bascule)	42°51'47"N., 78°51'13"W.	4.02	100	18	Note 1
CSX Transportation Railroad Bridge (bascule)	42°51'36"N., 78°50'55"W.	4.39	97	12	Note 1
Buffalo Creek Railroad Bridge (bascule)	42°51'36"N., 78°50'55"W.	4.39	97	12	
ConRail Bridge (bascule)	42°51'41"N., 78°50'42"W.	5.07	110	38	Bridge is reported removed
South Park Avenue Bridge (vertical lift)	42°51'47"N., 78°50'34"W.	5.22	200	19 (down) 95 (up)	Notes 1 and 2
Conrail Bridge (bascule)	42°51'38"N., 78°49'58"W.	5.79	100	26	Bridge is reported removed
Bailey Avenue Bridge (bascule)	42°51'44"N., 78°49'30"W.	6.24	90	21	
Cazenovia Creek					
Overhead power cable	42°51'38"N., 78°49'32"W.	6.19	N/A	N/A	
Bailey Avenue Bridge (fixed)	42°51'38"N., 78°49'31"W.	6.22		12	
Buffalo Ship Canal					
Buffalo Skyway Bridge (fixed)	42°52'20"N., 78°52'44"W.	1.10	193	100	
Union Canal					
Fuhrmann Boulevard Bridge (fixed)	42°50'02"N., 78°51'17"W.	0.68	50	3	Clearances are reported
Father Baker Memorial Bridge (fixed)	42°50'02"N., 78°51'15"W.	0.70	50	30	Clearances are reported

* Miles above North Breakwater South End Light

Note 1 – See 33 CFR 117.1 through 117.59 and 117.773, chapter 2, for drawbridge regulations.

Note 2 – Clear height when raised is 95 feet at left channel limit increasing to 100 feet 25 feet channelward of right channel limit and 100 feet at right channel limit. Clear height when closed is 19 feet at left channel limit and 20 feet at right channel limit with an increased height of 21 feet over a width of 140 feet 50 feet channelward of the left channel limit and extending within 10 feet of the right channel limit.

Structures across Grand River to Bass River

Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**	Clear Height above Low Water Datum (feet)	Information
Main Channel					
CSX Railroad Bridge (swing)	43°04'33"N , 86°13'11"W.	1.38	80 (right) 61 (left)	9	Note 1
U.S. Route 31 Bridge (bascule)	43°04'31"N , 86°13'04"W.	2.89	155	25	Note 1
Overhead power cable	43°04'31"N , 86°13'02"W.	2.94		132	
Overhead power cable	43°02'57"N , 86°09'38"W.	6.45		90	
Overhead power cable	43°02'26"N , 86°04'55"W.	12.60		80	
South Channel					
Overhead cable	43°04'12"N , 86°13'37"W.	1.83	NA	N A	Clearance data not available
Third Street Bridge (fixed)	43°04'12"N , 86°13'36"W.	1.84	NIA	9	Clearance is reported
Overhead cable	43°04'12"N , 86°13'35"W.	1.85	NA	N A	Clearance data not available
Overhead cable	43°04'13"N , 86°13'33"W.	1.92	NA	NIA	Clearance data not available
Overhead cable	43°04'14"N , 86°13'27"W.	2.00	NA	N A	Clearance data not available
CSX Railroad Bridge (fixed)	43°04'14"N , 86°13'26"W.	2.01	NIA	9	
Overhead cables	43°04'12"N , 86°13'17"W.	2.16	NA	N A	Clearance data not available
U.S. Route 31 Bridge (fixed)	43°04'12"N , 86°13'10"W.	2.25	NIA	17	
Overhead cables	43°04'12"N , 86°13'09"W.	2.26		20	
Overhead cable	43°04'12"N , 86°13'05"W.	2.32	NIA	N A	Clearance data not available
Spring Lake Channel					
Route 104 Bridge (fixed)	43°04'35"N , 86°12'51"W.	3.15	111	35	
<p>* Miles above South Pierhead Entrance Light **Clear width proceeding upstream</p> <p>Note 1-See 33 CFR 117.1 through 117.59 and 117.633, chapter 2, for drawbridge regulations.</p>					

Facilities in the Port of Oakland

Name	Location	Berthing Space (feet)	Depths* (feet)	Deck Height (feet)	Mechanical Handling Facilities and Storage	Purpose	Owned/ Operated by:
Ports America Oakland (Berths 20 and 21)	37°49'09"N., 122°18'39"W.	1,355	42	14	• Open storage (166 acres) • Three container cranes (30 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Ports America, Inc.
Ports America Oakland (Berths 22–24)	37°49'02"N., 122°18'56"W.	3,129	50	14	• Open storage (166 acres) • Four container cranes (50 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Ports America, Inc.
Ports America Oakland (Berths 25 and 26)	37°48'42"N., 122°19'16"W.	1,138	50	14	• Open storage (44 acres) • Three container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Ports America, Inc.
TraPac Terminal (Berths 30–32)	37°48'37"N., 122°19'41"W.	2,172	50	14	• Open storage (66 acres) • Four container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ TraPac, Inc.
Seventh Street Container Terminal (Berth 33)	37°48'39"N., 122°19'53"W.	701	50	14	• Open storage (19 acres)	Receipt and shipment of bulk cargo	Port of Oakland/ TraPac, Inc.
Ben E. Nutter Terminal (Berths 35–37)	37°48'26"N., 122°20'23"W.	2,157	50	14	• Open storage (74 acres) • Four container cranes (50 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Seaside Transportation Services
TTI Terminal (Berths 55 and 56)	37°47'52"N., 122°19'15"W.	2,400	50	14.5	• Open storage (120 acres) • Four container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Total Terminals International
Oakland International Container Terminal (Berths 57–59)	37°47'42"N., 122°18'38"W.	3,600	50	14.5	• Open storage (150 acres) • Six container cranes (65 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Stevedoring Services of America Terminals
Global Gateway Central (Berths 60–63)	37°47'37"N., 122°18'01"W.	2,743	42	13.7	• Open storage (80 acres) • Four container cranes (50 long tons)	Receipt and shipment of containerized cargo	Port of Oakland/ Eagle Marine Services
Schnitzer Steel Products 7th Street Pier	37°47'38"N., 122°17'33"W.	875	36	12	• Open storage (33 acres) • One traveling container crane (30 long tons)	Shipment of ferrous scrap metal	Schnitzer Steel Products Co.
Schnitzer Steel Products 6th Street Pier	37°47'39"N., 122°17'30"W.	700	36	11	Belt-conveyor and vessel loading spout (500 tons per hour)	Shipment of shredded scrap metal	Schnitzer Steel Products Co.
Schnitzer Steel Products Bulkhead Wharf	37°47'43"N., 122°17'22"W.	500	31	10	Barge mounted cranes and crawler cranes	Receipt of scrap metal	Schnitzer Steel Products Co.
Charles P. Howard Terminal (Berths 67 and 68)	37°47'41"N., 122°17'03"W.	1,946	42	13	• Open storage (50 acres) • Four container crane (50 long tons)	Receipt and shipment of containerized cargo and automobiles	Port of Oakland/ Stevedoring Services of America Terminals

* The depths given above are reported. For information on the latest depths contact the port authorities or the private operators.