

SECTION II  
NAVIGATION PUBLICATIONS

NM 21/14

COAST PILOT CORRECTIONS

COAST PILOT 2      43 Ed 2014      04 MAY 2014  
LAST NM 19/14

Chapter 2—Paragraphs 1513 to 1514; read:

<sup>(1513)</sup> <Deleted Paragraph>

<sup>(1514)</sup> (b) The draws of the New Jersey Transit Rail Operations railroad bridge, mile 0.7, the Baltic Street bridge, mile 0.9, the Summer Street bridge, mile 1.3, the South Street bridge, mile 1.8, and the Bridge Street bridge, mile 2.1, all at Elizabeth, need not be opened for the passage of vessels.  
(FR 5/1/2014)      21/14

Chapter 2—Paragraphs 3191.01 to 3191.10; read:

<sup>(3191.01)</sup> §165.170 **Safety Zone; Military Munitions Recovery, Raritan River, Raritan, NJ.**

<sup>(3191.02)</sup>(a) Location. The following area is a safety zone: All navigable waters of the Raritan River upstream of the Perth Amboy Railroad Bridge, which spans the waterway at approximately 40°29'46.3"N, 74°16'51.5"W.

<sup>(3191.03)</sup>(b) Definitions. The following definitions apply to this section:

<sup>(3191.04)</sup>(1) “Designated representative” means any U.S. Army Corps of Engineers personnel, any commissioned, warrant, or petty officer of the U.S. Coast Guard, and any member of the Coast Guard Auxiliary who has been designated by the Captain of the Port New York (COTP), to act on his or her behalf. As a designated representative, the U.S. Army Corps of Engineers official patrol vessel will communicate with vessels via VHF–FM radio or loudhailer.

<sup>(3191.05)</sup>(2) “Official patrol vessel” means any Coast Guard, Coast Guard Auxiliary, Army Corp of Engineers, state, or local law enforcement vessels assigned or approved by the COTP.

<sup>(3191.06)</sup>(c) Regulations. (1) The general regulations in 33 CFR 165.23 apply.

<sup>(3191.07)</sup>(2) Entry, transit, diving, dredging, dumping, fishing, trawling, conducting salvage operations, remaining or anchoring within the safety zone described in paragraph (a) of this section is prohibited unless authorized by the COTP.

<sup>(3191.08)</sup>(3) Upon being hailed by a U.S. Coast Guard vessel, U.S. Army Corps of Engineers vessel or a designated representative, by siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

<sup>(3191.09)</sup>(4) Vessel operators desiring to enter, transit, dive, dredge, dump, fish, trawl, conduct salvage operations, remain within or anchor within the safety zone must contact the COTP or a designated representative via VHF channel 16 or by phone at 718–354–4353 (Sector New York Command Center) to request permission.

<sup>(3191.10)</sup>(5) Vessel operators given permission to enter or operate in the safety zone must comply with all directions giv-

en to them by the COTP or a designated representative.

(FR 4/14/2014)      21/14

COAST PILOT 5      41 Ed 2013      27 APR 2014  
LAST NM 19/14

Chapter 9—Paragraphs 313 to 314; read:

<sup>(313)</sup> <Deleted Paragraph>

<sup>(314)</sup> <Deleted Paragraph>

(DD 23045; LNM 31/13 CG8; NOS 11348)      21/14

Chapter 14—Paragraphs 154 to 154.01; read:

<sup>(154)</sup> **St. John Island**, about 2 miles E of St. Thomas Island, is 8 miles long, and up to 4 miles wide. Its E end for 3 miles is formed by a narrow neck of land from 1 mile to less than 0.5 mile across, and from its inner end the coast turns sharply S, forming a deep bight which terminates at Ram Head, the S point of the island. The central and W portions are comprised of irregular hills, the highest of which is **Bordeaux Mountain**, 1,277 feet high. The hills and mountains are mostly covered with trees, brush, and some patches of grass.

<sup>(154.01)</sup> Most of the offshore waters surrounding St John are part of the Virgin Islands National Park and the Virgin Islands Coral Reef National Monument. Anchoring is not permitted anywhere within the park along the south side of St. John (except for dinghies under 16 feet.) Moorings must be used instead. Anchoring is also prohibited in Virgin Islands Coral Reef National Monument. For more information about how and where to secure your boat around St. John see the Park Service Mooring Guide at <http://www.nps.gov/viis/planyourvisit/upload/MooringGuide.pdf>.

(L 949-2014)      21/14

Chapter 14—Paragraph 157.02; read:

<sup>(157.02)</sup> **Cruz Bay is a customs port of entry.**

(L 949-2014)      21/14

Chapter 14—Paragraphs 161.01 to 162; read:

<sup>(161.01)</sup> **Enighed Pond**, .17 mile SSW of Moravian Point, is entered through Turner Bay. A car ferry dock with daily service to Red Hook, St Thomas, is at the head of Enighed Pond.

<sup>(162)</sup> **Cruz Bay**, on the W side of St. John Island, is a small cove used by small interisland vessels bringing supplies and tourists to the island. The entrance is marked by a light 12 feet above the water, and private buoys mark the channels through the cove. In 1982, the reported controlling depth was 14 feet in the channel to the public pier in the SE part of the bay. The Government House on the peninsula extending to **Battery Point** is a prominent landmark. A marina of the National Park Service is in the cove E of Battery Point; a depth of 6 feet can be taken

**COAST PILOT 5 (Continued)**

to the 80-foot pier and bulkhead. A passenger ferry dock is on the SE side of Cruz Bay.

(L 949-2014) 21/14

Chapter 14—Paragraph 187; read:

<sup>(187)</sup> <Deleted Paragraph>  
(L 949-2014) 21/14

Appendix A—Paragraph 260; read:

<sup>(260)</sup> Ports of Entry: Charlotte Amalie, St. Thomas; Christiansted, St. Croix; Cruz Bay, St. John; Frederiksted, St. Croix.  
(L 949-2014) 21/14

**COASTPILOT5 41Ed2013**

Chapter 2—Paragraphs 3294.01 to 3321.01; read:

<sup>(3294.01)</sup> **§165.838 Regulated Navigation Area; Gulf Intracoastal Waterway, Inner Harbor Navigation Canal, New Orleans, LA.**

<sup>(3295)</sup> (a) Location. The following is a regulated navigation area (RNA):

<sup>(3296)</sup> (1) The Gulf Intracoastal Waterway (GIWW) from Mile Marker (MM) 22 East of Harvey Locks (EHL), west on the GIWW, including the Michoud Canal and the Inner Harbor Navigation Canal (IHNC), extending North ½ mile from the Seabrook Flood Gate Complex out into Lake Pontchartrain and South to the IHNC Lock.

<sup>(3297)</sup> (2) The Harvey Canal, between the Lapalco Boulevard Bridge and the confluence of the Harvey Canal and the Algiers Canal;

<sup>(3298)</sup> (3) The Algiers Canal, from the Algiers Lock to the confluence of the Algiers Canal and the Harvey Canal;

<sup>(3298.01)</sup> (4) The GIWW from the confluence of Harvey Canal and Algiers Canal to MM 7.5 West of Harvey Locks (WHL)

<sup>(3299)</sup> (b) Definitions. As used in this section:

<sup>(3299.01)</sup> (1) Breakaway means a floating vessel that is adrift and that is not under its own power or the control of a towboat, or secured to its moorings.

<sup>(3300)</sup> (2) COTP means the Captain of the Port, New Orleans;

<sup>(3300.01)</sup> (3) Facility means a fleeting, mooring, industrial facility or marina along the shoreline at which vessels are or can be moored and which owns, possesses, moors, or leases vessels located in the areas described in paragraph (a) of this section.

<sup>(3300.02)</sup> (4) Fleet includes one or more tiers of barges.

<sup>(3301)</sup> (5) Fleeting or mooring facility means the area along the shoreline at which vessels are or can be moored.

<sup>(3302)</sup> (6) Floating vessel means any floating vessel to which the Ports and Waterways Safety Act, 33 U.S.C. 1221 et seq., applies.

<sup>(3303)</sup> (7) Mooring barge or spar barge means a barge moored to mooring devices or secured to the ground by spuds, and to which other barges may be moored.

<sup>(3303.01)</sup> (8) Mooring device includes a deadman, anchor, pile or other reliable holding apparatus.

<sup>(3304)</sup> (9) Navigational structures are the Seabrook Floodgate Complex, the IHNC Lake Borgne Surge Barrier, and the West Closure Complex components of the Hurricane and Storm Damage Risk Reduction System (HSDRRS).

<sup>(3305)</sup> (10) Person in charge includes any owner, agent, pilot, master, officer, operator, crewmember, supervisor, dispatcher or other person navigating, controlling, directing or otherwise responsible for the movement, action, securing, or security of any vessel, barge, tier, fleet or fleeting or mooring facility subject to the regulations in this section.

<sup>(3306)</sup> (11) Tier means barges moored interdependently in rows or groups.

<sup>(3307)</sup> (12) Port Coordination Team is a body of public and private port stakeholders led by the COTP whose purpose is to share information, establish priorities, recommend and implement actions to address risks to ports and waterways during incidents and events.

<sup>(3308)</sup> (13) Tropical Event means the time period immediately preceding, during, and immediately following the expected impact of heavy weather from a tropical cyclone.

<sup>(3309)</sup> (c) Enforcement. (1) The provisions of paragraph (d) of this section will be enforced during a tropical event beginning 24 hours in advance of the predicted closure of the IHNC Lake Borgne Surge Barrier structure within the HSDRRS (IHNC & GIWW) in the area defined in paragraph (a)(1) of this section.

<sup>(3309.01)</sup> (2) The provisions of paragraph (d) of this section will be enforced beginning 24 hours in advance of the predicted closure of the West Closure Complex within the HSDRRS (Harvey & Algiers Canals) in the area defined in paragraphs (a)(2) through (4) of this section.

<sup>(3309.02)</sup> (3) If the Coast Guard receives notice of a closure less than 24 hours before closure, the provisions of paragraph (d) of this section will be enforced upon the COTP receiving the notice of predicted closing.

<sup>(3309.03)</sup> (4) In the event that a particularly dangerous storm is predicted, the COTP, in consultation with the Port Coordination Team, may require all floating vessels to evacuate the RNA beginning as early as 72 hours before predicted closure of any navigational structure or upon notice that particularly dangerous storm conditions are approaching, whichever is less.

<sup>(3309.04)</sup> (5) The COTP will notify the maritime community of the enforcement periods for this RNA through Marine Safety Information Bulletins and Safety Broadcast Notices to Mariners.

<sup>(3310)</sup> (d) Regulations. During the period that the RNA is enforced and before closure of the navigational struc-

**COAST PILOT 5 (Continued)**

tures, all floating vessels must depart the RNA except as follows:

<sup>(3310.01)</sup>(1) Floating vessels may remain in the Harvey and Algiers Canals, provided they are moored sufficiently to prevent a breakaway and meet the minimum mooring requirements and conditions set forth in paragraphs (f) and (g) of this section.

<sup>(3310.02)</sup>(2) Floating vessels may remain in the Michoud Canal at least ¼ mile north of the intersection of the Michoud Canal and the GIWW, the GIWW from MM 15 EHL to MM 10 EHL, provided they are moored sufficiently to prevent a breakaway and meet the minimum mooring requirements and conditions set forth in paragraphs (f) and (g) of this section.

<sup>(3310.03)</sup>(3) During the period that the RNA is enforced and before closure of the navigational structures, vessels may transit through the RNA en route to a destination outside of the RNA given there is sufficient time to transit prior to the closure of a navigational structure, or they may transit to a facility within the RNA with which they have a prearranged agreement. These vessel movements and time critical decisions will be made by the COTP in consultation with the Port Coordination Team.

<sup>(3310.04)</sup>(4) The COTP may review, on a case-by-case basis, alternatives to minimum mooring requirements and conditions set forth in paragraphs (f) and (g) of this section and may approve a deviation to these requirements and conditions should they provide an equivalent level of safety.

<sup>(3311)</sup>(e) Special Requirements for Facilities. In addition to the mooring and towboat requirements discussed in paragraph (f) and (g) of this section, Facilities within the area described in paragraph (a) of this section that wish to deviate from these restrictions because they have vessels intending to remain within the areas allowed in paragraphs (d)(1) and (2) of this section shall comply with the below documentation and maintenance requirements in order to obtain the COTP's approval for their vessel(s) to remain in the closed RNA.

<sup>(3312)</sup>(1) Annual Hurricane Operations Plan. All facilities that have vessels intending to deviate from this RNA and remain within the areas allowed in paragraphs (d)(1) and (2) of this section shall develop an operations plan. The operations plan shall be readily available by May 1st of each calendar year for review by the COTP. The Annual Hurricane Operations Plan shall include:

<sup>(3312.01)</sup>(i) A description of the maximum number of vessels the facility intends to have remaining at any one time during hurricane season.

<sup>(3312.02)</sup>(ii) A detailed plan for any vessel(s) that are intended to be sunk/grounded in place when the RNA is enforced if evacuation is not possible.

<sup>(3312.03)</sup>(iii) A diagram of the waterfront facility and fleeting area.

<sup>(3312.04)</sup>(iv) Name, call sign, official number, and operational status of machinery on board (i.e.,

engines, generators, fire fighting pumps, bilge pumps, anchors, mooring machinery, etc.) each standby towboat.

<sup>(3312.05)</sup>(v) Characteristics for each vessel remaining at the fleeting or mooring facility, as applicable (length, breadth, draft, air draft, gross tonnage, hull type, horsepower, single or twin screw);

<sup>(3312.06)</sup>(vi) Details of mooring arrangements in accordance with mooring requirements and conditions set forth in paragraphs (g) and (h) of this section or COTP case-by-case approved deviations;

<sup>(3312.07)</sup>(vii) Certification by a professional engineer that the mooring arrangements are able to withstand winds of up to 140 mph, a surge water level of eleven feet, a current of four mph and a wave height of three feet within the canal basin in the area defined in paragraph (a)(1) of this section and a surge water level of eight feet, a current of four mph, and a wave height of two and a half feet within the canal basin in the area defined in paragraphs (a)(2) through (4) of this section;

<sup>(3312.08)</sup>(viii) Emergency contact information for the owner/operator, and/or agent of the facility/property.

<sup>(3312.09)</sup>(ix) 24-hour emergency contact information for qualified individuals empowered in writing by the owners/operators to make on-site decisions and authorize expenditures for any required pollution response or salvage.

<sup>(3312.10)</sup>(x) Full insurance disclosure to the COTP. Vessels moored to a facility shall provide insurance information to the facility.

<sup>(3313)</sup>(2) Storm Specific Verification Report. 72 hrs prior to predicted closure of the navigational structures, those facilities which have vessels that intend to remain within the RNA shall submit a Storm Specific Verification Report to the COTP New Orleans. The requirements for this Storm Specific Verification Report are located in the Canal Hurricane Operations Plan, which is Enclosure Six to the Sector New Orleans Maritime Hurricane Contingency Port Plan, <http://homeport.uscg.mil/nola>. The report shall include:

<sup>(3313.01)</sup>(i) Updated contact information, including names of manned towboat(s) and individuals remaining on the towboat(s).

<sup>(3313.02)</sup>(ii) Number of vessels currently moored and mooring configurations if less than stated in Annual Hurricane Operations Plan.

<sup>(3313.03)</sup>(iii) If the number of vessels exceeds the amount listed in the Annual Hurricane Operations Plan, describe process and timeframe for evacuating vessels to bring total number of vessels into alignment with the Annual Hurricane Operations Plan.

<sup>(3314)</sup>(3) The person in charge of a facility shall inspect each mooring wire, chain, line and connect-

**COAST PILOT 5 (Continued)**

ing gear between mooring devices and each wire, line and connecting equipment used to moor each vessel, and each mooring device. Inspections shall be performed according to the following timelines and guidance:

<sup>(3314.01)</sup>(i) Annually between May 1 and June 1 of each calendar year; and

<sup>(3314.02)</sup>(ii) After vessels are added to, withdrawn from, or moved at a facility, each mooring wire, line, and connecting equipment of each barge within each tier affected by that operation; and

<sup>(3314.03)</sup>(iii) At least weekly between June 1 and November 30; and

<sup>(3314.04)</sup>(iv) 72 hrs prior to predicted closure of the navigation structures within this RNA; or within 6 hrs of the predicted closure, if the notice of predicted closure is less than 72 hrs.

<sup>(3315)</sup>(4) The person who inspects moorings shall take immediate action to correct any deficiency.

<sup>(3316)</sup>(5) Facility Records. The person in charge of a fleeting or mooring facility shall maintain, and make available to the COTP, records containing the following information:

<sup>(3316.01)</sup>(i) The time of commencement and termination of each inspection.

<sup>(3316.02)</sup>(ii) The name of each person who makes the inspection.

<sup>(3316.03)</sup>(iii) The identification of each vessel, barge entering or departing the fleeting or mooring facility, along with the following information:

<sup>(3316.04)</sup>(A) Date and time of entry and departure; and

<sup>(3316.05)</sup>(B) The names of any hazardous cargo which the vessel is carrying.

<sup>(3317)</sup>(6) The person in charge of a facility shall ensure continuous visual surveillance of all vessels at the facility.

<sup>(3318)</sup>(7) The person who observes the vessels shall:

<sup>(3318.01)</sup>(i) Inspect for movements that are unusual for properly secured vessels; and

<sup>(3318.02)</sup>(ii) Take immediate action to correct each deficiency.

<sup>(3319)</sup>(f) Mooring Requirements. Facility owners shall consider all requirements within this section as minimum standards. Title 33 CFR 165.803, United Facilities Criteria (UFC) 4-159 and American Society of the Civil Engineers (ASCE) 7 should be utilized by Professional Engineers in the certification of the Annual Hurricane Operations Plan.

<sup>(3319.01)</sup>(1) No person may secure a vessel to trees or to other vegetation.

<sup>(3319.02)</sup>(2) No person may allow a vessel to be moored with unraveled or frayed lines or other defective or worn mooring.

<sup>(3319.03)</sup>(3) No person may moor barges side to side unless they are secured to each other from fittings as close to each corner of abutting sides as practicable.

<sup>(3319.04)</sup>(4) No person may moor barges end to end unless they are secured to each other from fittings as close to each corner of abutting ends as practicable.

<sup>(3319.05)</sup>(5) A vessel may be moored to mooring devices if both ends of that vessel are secured to mooring devices.

<sup>(3319.06)</sup>(6) Barges may be moored in tiers if each shoreward barge is secured to mooring devices at each end.

<sup>(3319.07)</sup>(7) A vessel must be secured as near as practicable to each abutting corner by:

<sup>(3319.08)</sup>(i) Three parts of wire rope of at least 1 inch diameter with an eye at each end of the rope passed around the timberhead, caval, or button;

<sup>(3319.09)</sup>(ii) A mooring of natural or synthetic fiber rope that has at least the breaking strength of three parts of 1 inch diameter wire rope; or

<sup>(3319.10)</sup>(iii) Fixed rigging that is at least equivalent to three parts of 1 inch diameter wire rope.

<sup>(3319.11)</sup>(8) The person in charge shall ensure that all mooring devices, wires, chains, lines and connecting gear are of sufficient strength and in sufficient number to withstand forces that may be exerted on them by moored vessels/barges.

<sup>(3320)</sup>(g) Towboat Requirements. The person in charge of a fleeting or mooring facility must ensure:

<sup>(3320.01)</sup>(1) Each facility consisting of eight or more vessels that are not under their own power must be attended by at least one radar-equipped towboat for every 50 vessels.

<sup>(3320.02)</sup>(2) Each towboat required must be:

<sup>(3320.03)</sup>(i) Able to secure any breakaways;

<sup>(3320.04)</sup>(ii) Capable of safely withdrawing or moving any vessel at the fleeting or mooring facility;

<sup>(3320.05)</sup>(iii) Immediately operational;

<sup>(3320.06)</sup>(iv) Radio-equipped;

<sup>(3320.07)</sup>(v) No less than 800 horsepower;

<sup>(3320.08)</sup>(vi) Within 500 yards of the vessels.

<sup>(3320.09)</sup>(3) The person in charge of each towboat required must maintain a continuous guard on the frequency specified by current Federal Communications Commission regulations found in 47 CFR part 83; a continuous watch on the vessels moored at facility; and report any breakaway as soon as possible to the COTP via telephone, radio or other means of rapid communication.

<sup>(3321)</sup>(h) Transient vessels will not be permitted to seek safe haven in the RNA except in accordance with a prearranged agreement between the vessel and a facility within the RNA.

<sup>(3321.01)</sup>(i) Penalties. Failure to comply with this section may result in civil or criminal penalties pursuant to the Ports and Waterways Safety Act, 33 U.S.C. 1221 et seq.

(FR 4/15/2014)

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**COAST PILOT 6      44 Ed 2014      04 MAY 2014**  
**LAST NM 19/14**

Chapter 11—Paragraph 465; replace with below:

<sup>(465)</sup> New table titled **Structures across St. Joseph River to Paw Paw River** from back of this Subsection.  
 (L 714-2014) 21/14

**COAST PILOT 7      46 Ed 2014      04 MAY 2014**  
**LAST NM 20/14**

Chapter 5—Paragraph 40; read:

<sup>(40)</sup> **Pyramid Cove**, the deep bight in the S end of San Clemente Island, is used as a naval shore bombardment area and included in a **danger zone**. (See **334.950**, chapter 2, for limits and regulations.) The cove offers protected anchorage in 10 fathoms or more in NW weather. Vessels should not enter the kelp as there are indications of other dangers in addition to those already charted. Some swell makes into the cove most of the time.  
 (L 462-2014; NOS 18762) 21/14

**COAST PILOT 9      31 Ed 2013      04 MAY 2014**  
**LAST NM 19/14**

Chapter 8—Paragraphs 228 to 229; read:

<sup>(228)</sup> The Peter Pan Seafood Processing Facility at Dillingham operates May through July and has a wharf 300 feet long which is dry at low water but can be used by larger vessels at high tide. Gasoline, diesel oil, and fuel oils are stored for cannery use. Telephone service is available. The cannery maintains VHF communications May through July.

<sup>(229)</sup> **Dillingham Small-Boat Harbor** on the W side of Dillingham provides about 950 feet of float space for small fishing and pleasure craft. A set of red and green buoys mark the entrance to a dredged channel leading from Nushagak Bay to the basin. Observation of the channel at very low water will reveal the channel shape enabling safe navigation at high water. The basin retains less than 5 feet of water and vessels commonly ground in the mud at lower tides. The entrance channel and basin are subject to rapid shoaling due to sediments from Nushagak Bay, and annual maintenance dredging is attempted each year. The **harbormaster's office** (907-842-1069) is across from the small boat harbor.  
 (L 1963-2013) 21/14

Chapter 8—Paragraph 251; read:

<sup>(251)</sup> Enter the bay on the **341°** lighted range through **Ship Channel**. Favor the E side of the range until clear of the 6-foot spot on the E edge of **Long Sands**. The area is highly changeable and caution should be taken on the N end of the bar where the eastern and western shoals merge somewhat. In 2012, NOAA hydrographic surveys found that the range line intersects a 3-foot sounding in this area. When through the cut on the bar, leave the range and follow the general trend of the shore to off **Ekuk**.  
 (L 1963-2013) 21/14

Chapter 8—Paragraph 254; read:

<sup>(254)</sup> Present traffic follows the E shore above Clarks Point, keeping about 1 mile off. The channel follows close along the edge of the E mudflats. The channel is 0.8 mile offshore at the N end of Combine Flats and 0.5 mile off at Nushagak Point. One mile N of Nushagak Point, vessels cross over and pass 0.3 mile off Bradford Point, then follow the W shore at this distance to the anchorage off Dillingham. Traffic generally starts upriver on half-flood tide.  
 (L 1963-2013) 21/14

**COASTPILOT9 31Ed2013**

Chapter 5—Paragraph 306; read:

<sup>(306)</sup> Vessels en route to Kodiak or Women's Bay can contact the pilot boat by calling "KODIAK PILOT BOAT" or "BRIAN T" on VHF-FM channel 16 or on a prearranged frequency between pilot and agent/vessel.  
 (L 963-2014) 21/14

Chapter 8—Paragraph 212; read:

<sup>(212)</sup> **Igushik River**, 15 miles N of Protection Point, is a crooked winding river on the W side of the bay. In 2012, NOAA hydrographic surveys showed two channels into the river; the northern channel is the deepest with a controlling depth of 12 feet. The channels into the river are highly changeable; the flat on the E side of the channel leading to the mouth of the river shows for nearly its full length at low water.  
 (L 963-2013) 21/14

Chapter 8—Paragraph 215; read:

<sup>(215)</sup> **Snake River**, 10 miles N of the mouth of Igushik River, is used only by fishing boats. Channels into the river are highly changeable. In 2012, NOAA hydrographic surveys showed two channels into the river; the southern is the deepest with depths of 8 to 27 feet.  
 (L 1963-2013) 21/14

Chapter 8—Paragraphs 218 to 219; read:

<sup>(218)</sup> Shoals covered less than 12 feet extend 5 miles S of the rounding point SE of Etolin Point, while depths of 30 feet or less are more than 10 miles from the shore. The shoaling is gradual, and sounding is a good guide in approaching the E shore when just outside a line joining Etolin and Protection Points. Above this line in the E half of the bay are long shoals, most of which show in places at low water. A **341°** lighted range marks the channel to Ekuk. The range line should be transited with caution especially on its north end where it transects a shoal area that is subject to change. In 2012, a least depth of 3 feet was found along the range line in this area. **Ekuk Bluff**, NNW of Etolin Point, is 170 feet high and prominent. **Ekuk** is a native village on a spit at the N end of the bluff. The lagoon inside the spit is bare at low water. The cannery wharf at Ekuk is 150 feet long with 7 feet alongside at high water. Gasoline, diesel oil, and fuel oil are stored for cannery use, and water is available.

**COAST PILOT 9 (Continued)**

<sup>(219)</sup> **Clarks Point**, 1.5 miles N of Ekuk, is low and has an extensive gravel beach. On the point are a large abandoned cannery and the village of Clarks Point. The ridge, 169 feet high, terminates in a bluff at the shoreline 0.6 mile S of the point and is prominent from seaward. Several large water tanks near the shore end of the bluff are prominent landmarks. A submerged wreck is about 1 mile SW of Clarks Point at about 58°49'54"N., 158°35'13"W; caution is advised.

(L 1963-2013; LNM 31/13 CG17)

20/14

Chapter 8—Paragraph 221; read:

<sup>(221)</sup> <Deleted Paragraph>

(1963-2013)

21/14

## Structures across St. Joseph River to Paw Paw River

Name-Description-Type	Location	Miles <sup>a</sup>	Clear Width of Draw or Span Opening (feet) <sup>**</sup>	Clear Height above Low Water Datum (feet)	Information
<b>Main Channel</b>					
CSX Railroad Bridge (swing)	42°06'44"N , 86°28'58"W	0.67	91 (right) 100 (left)	12	Note 1
BlossomlandM-63 Bridge (bascule)	42°06'44"N , 86°28'41"W	0.92	100	36	Note 2
Twin Cities Bicentennial Bridge (bascule)	42°06'42"N , 86°28'16"W	1.30	100	19	Note 2
Overhead power cable	42°06'35"N , 86°28'03"W	1.52		76	
Napier Avenue Bridge (fixed)	42°05'19"N , 86°28'30"W	3.11	166	28	
<b>Morrison Channel</b>					
Overhead power cable	42°06'34"N , 86°28'29"W	1.17		57	
Wayne Street Bridge (fixed)	42°06'34"N , 86°28'29"W	1.19	90	36	
Overhead power cable	42°06'19"N , 86°28'26"W	1.46		56	
Overhead power cable	42°06'05"N , 86°28'19"W	1.76		57	
Overhead power cable	42°05'57"N , 86°28'18"W	1.92		63	
<b>Paw Paw River</b>					
Edgewater Drive Bridge (fixed)	42°06'58"N , 86°28'07"W	1.49	136	9	Clearances are reported
Overhead power cable	42°06'58"N , 86°28'07"W	1.49		31	
CSX Railroad Bridge (fixed)	42°07'00"N , 86°28'08"W	1.51	45	6	
Overhead power cables	42°07'00"N , 86°28'07"W	1.52		38	
Pedestrian bridge	42°07'10"N , 86°28'03"W	1.76		N/A	Clearance data not available
Overhead power/telephone cables	42°07'22"N , 86°27'52"W	2.02		27	
Klock Road Bridge (fixed)	42°07'24"N , 86°27'51"W	2.05	53	9	
North Shore Road Bridge (fixed)	42°07'31"N , 86°27'19"W	2.57	174	8	
Overhead telephone cables	42°07'32"N , 86°27'18"W	2.58		N/A	Clearance data not available
Pedestrian bridge	42°07'30"N , 86°26'59"W	3.07		N/A	Clearance data not available
Paw Paw Avenue Bridge (fixed)	42°07'31"N , 86°26'54"W	3.15	45	11	
Overhead cables	42°07'31"N , 86°26'54"W	3.15		20	Parallel to Paw Paw Avenue
Overhead cable	42°07'30"N , 86°26'53"W	3.17		N/A	Parallel to railroad bridge
CSX Railroad Bridge (fixed)	42°07'30"N , 86°26'52"W	3.18		8	
<ul style="list-style-type: none"> <li>• Miles above North Pierhead Light</li> <li>•• Clear width proceeding upstream</li> </ul>					
Note 1 – See 33 CFR 117.1 through 117.49, chapter 2, for drawbridge regulations. Note 2 – See 33 CFR 117.1 through 117.59 and 117.651, chapter 2, for drawbridge regulations.					