



**COAST PILOT 2 (Continued)**

Chapter 3—Paragraph 68; read:

<sup>(68)</sup> Any whale accidentally struck, dead whale carcass, and sighting of an injured or entangled whale should be reported immediately to the Coast Guard or NOAA National Marine Fisheries Service noting the precise location, date and time of the accident or sighting. Call 866-755-6622 for reports to NOAA for the area from Virginia to Maine or 877-942-5343 (877-WHALE-HELP) for the area from North Carolina to Florida. In the event of a strike or sighting of a dead, injured or entangled whale, the following information should be provided:

(L 863-2014) 37/14

Chapter 3—Paragraph 85.01; replace with below:

New table from back of this Subsection.

(L 863-2014) 37/14

Chapter 3—Paragraph 169.01; read:

<sup>(169.01)</sup> Vessels transiting within the Great South Channel may transit into the WHALESNORTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESNORTH must participate in the Mandatory Ship Reporting System (See 33 CFR 169, chapter 2, for limits and regulations, and chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

(L 863-2014) 37/14

Chapter 4—Paragraph 19.01; read:

<sup>(19.01)</sup> The waters of Cape Cod Bay lie within the WHALESNORTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESNORTH must participate in the Mandatory Ship Reporting System (See 33 CFR 169, chapter 2, for limits and regulations, and chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

(L 863-2014) 37/14

Chapter 5—Paragraph 230.01; read:

<sup>(230.01)</sup> The waters of Cape Cod Bay lie within the WHALESNORTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESNORTH must participate in the Mandatory Ship Reporting System (See 33 CFR 169, chapter 2, for limits and regulations, and chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

(L 863-2014) 37/14

**COAST PILOT 3      47 Ed 2013      24 AUG 2014  
LAST NM 34/14**

Chapter 2—Paragraph 831; read:

<sup>(831)</sup> (b) The draw of the S.R. 44 bridge, mile 1.7, at Paulsboro, shall open on signal from May 1 through Octo-

ber 31 from 7 a.m. to 11 p.m., and shall open on signal at all other times upon four hours notice.

(FR 8/1/2014) 37/14

Chapter 2—Paragraphs 902 to 904; read:

<sup>(902)</sup> (a) The draw of the Route 130 highway bridge, mile 1.8 at Bridgeport, shall open on signal:

<sup>(903)</sup> (1) May 1 through October 31, from 7 a.m. to 11 p.m.

<sup>(904)</sup> (2) At all other times, if at least four hours notice is given.

(FR 8/1/2014) 37/14

Chapter 3—Paragraph 71; read:

<sup>(71)</sup> Any whale accidentally struck, dead whale carcass, and sighting of an injured or entangled whale should be reported immediately to the Coast Guard or NOAA National Marine Fisheries Service noting the precise location, date and time of the accident or sighting. Call 866-755-6622 for reports to NOAA for the area from Virginia to Maine, or 877-942-5343 (877-WHALE-HELP) for the area from North Carolina to Florida. In the event of a strike or sighting of a dead, injured or entangled whale, the following information should be provided:

(L 863-2014) 37/14

Chapter 3—Paragraph 88.01; replace with below:

New table from back of this subsection.

(L 863-2014) 37/14

**COAST PILOT 4      45 Ed 2013      24 AUG 2014  
LAST NM 34/14**

Chapter 3—Paragraph 134; read:

<sup>(134)</sup> Any whale accidentally struck, dead whale carcass, and sighting of an injured or entangled whale should be reported immediately to the Coast Guard or NOAA National Marine Fisheries Service noting the precise location, date and time of the accident or sighting. Call 866-755-6622 for reports to NOAA for the area from Virginia to Maine, or 877-942-5343 (877-WHALE-HELP) for the area from North Carolina to Florida. In the event of a strike or sighting of a dead, injured or entangled whale, the following information should be provided:

(L 863-2014) 37/14

Chapter 3—Paragraph 152.01; replace with below:

New table from back of this Subsection.

(L 863-2014) 37/14

Chapter 4—Paragraph 89; read:

<sup>(89)</sup> Several channels or sloughs lead from Ocracoke Inlet through the shoals to deep water in Pamlico Sound. Teaches Hole Channel follows the western side of Ocracoke Island and connects with Silver Lake through a dredged channel at Ocracoke. It also joins Big Foot Slough Channel northwest of Ocracoke which leads to Pamlico

**COAST PILOT 4 (Continued)**

Sound. Teaches Hole Channel is subject to frequent changes; buoys are frequently shifted in position. Big Foot Slough Channel is reported to shoal considerably between dredgings. Strong currents have been experienced in these channels. Mariners are advised to exercise caution while navigating in the area.

(L 959-2014; NOS 11550) 37/14

Chapter 4—Paragraphs 149 to 151; read:

<sup>(149)</sup> A dredged channel leads from deep water in Albemarle Sound to the head of the bay where it separates into dredged reaches leading in northwesterly and northeasterly directions along the town waterfront. The channel is well marked by lights and daybeacons.

<sup>(150)</sup> The inner anchorage, close eastward of the channel entrance, has a depth of 9 feet, but is small. The larger anchorage is on the western side of the entrance. Numerous fish stakes, some of which are covered at low water, are reported inside the 12-foot contour on the west side of the entrance to Edenton Bay from Reedy Point eastward.

<sup>(151)</sup> The town dock, at the head of the entrance channel, is marked by a light. In 2013, a depth of 8 feet was reported alongside the dock. Available amenities include berths, gasoline, pump-out station, electricity, water and ice. A fish wharf and an oil wharf are close westward of the city wharf; depths of 10 feet were reported alongside in 1983.

(DB 21767-small; NOS 12205) 37/14

Chapter 4—Paragraph 316; read:

<sup>(316)</sup> U.S. Route 70 highway bascule bridge over Trent River at the mouth has a clearance of 14 feet. (See 117.1 through 117.59 and 117.843, chapter 2, for drawbridge regulations.) The railroad bridge, about 0.2 mile westward of the highway bridge has a swing span with a clearance of 5 feet. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) Fixed twin highway bridges about 0.3 mile southwest of the railroad swing bridge, have clearances of 45 feet. Overhead power cables cross Trent River about 1.8, 4.8, 8.8, and 14 miles above its mouth; clearances are 55 feet, 48 feet, 55 feet, and 63 feet, respectively.

(LNM 31/14 CG7; L 1596-2014) 37/14

Chapter 6—Paragraph 124; read:

<sup>(124)</sup> **Charts 11528, 11524, 11521**

(LNM 31/14 CG7; L 1708-2014) 37/14

Chapter 7—Paragraph 115; read:

<sup>(115)</sup> A municipal marina is on the south side of Beaufort, just west of U.S. Route 21 highway bridge. Another marina is on the south side of Factory Creek. These facilities can provide gasoline, diesel fuel, transient berths, electricity, water, ice, launching ramps, pump-out station, marine supplies and wet and dry storage.

(DB 21939-coast; NOS 11516) 37/14

Chapter 8—Paragraph 15.01; read:

<sup>(15.01)</sup> Vessels approaching Altamaha Sound from the South may transit into the WHALESSOUTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESSOUTH from November 15 through April 16 must participate in the WHALESSOUTH Mandatory Ship Reporting System (See 33 CFR 169, chapter 2, for limits and regulations, and chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

(L 863-2014) 37/14

Chapter 8—Paragraph 166.01; read:

<sup>(166.01)</sup> Approaches to St. Simon Sound lie within the WHALESSOUTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESSOUTH from November 15 through April 16 must participate in the WHALESSOUTH Mandatory Ship Reporting System (See 33 CFR 169, chapter 2, for limits and regulations, and chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

(L 863-2014) 37/14

Chapter 8—Paragraph 194; read:

<sup>(194)</sup> On Lanier Island, just south of the highway bridge, there is a marina with a 420-foot pier with reported approach depth of 15 feet in 2013. The marina can provide berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp, wet and dry storage; full repairs can be made.

(DB 21804-small) 37/14

Chapter 8—Paragraph 253.01; read:

<sup>(253.01)</sup> Approaches to St. Marys River lie within the WHALESSOUTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESSOUTH from November 15 through April 16 must participate in the WHALESSOUTH Mandatory Ship Reporting System (See 33 CFR 169, chapter 2, for limits and regulations, and chapter 3 for sample reports). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate.

(L 863-2014) 37/14

Chapter 9—Paragraph 10.01; read:

<sup>(10.01)</sup> Approaches to St. Johns River lie within the WHALESSOUTH Mandatory Ship Reporting Area. Each self-propelled ship of 300 gross tons or greater entering WHALESSOUTH from November 15 through April 16 must participate in the WHALESSOUTH Mandatory Ship Reporting System (See 33 CFR 169, chapter 2, for limits and regulations, and chapter 3 for sample reports). Sovereign immune

**COAST PILOT 4 (Continued)**

vessels are exempt from the requirement to report, but are encouraged to participate.

(L 863-2014) 37/14

Chapter 11—Paragraph 75; read:

<sup>(75)</sup> Alligator Reef Light (24°51'06"N., 80°37'08"W.), 136 feet above the water, is shown from a white, octagonal pyramidal skeleton tower with black top, on pile foundation, enclosing a square dwelling and stair cylinder. In July 2014, the light structure was reported unstable and the light was extinguished; extreme caution is advised.

(LNM 28/14 CG7) 37/14

Chapter 12—Paragraph 116; read:

<sup>(116)</sup> The summer resorts, Money Island Beach, Mile 205.7, and Atlantic Beach, Mile 207.0, are at the south end of the bridge, 2 and 3 miles, respectively, west of Fort Macon. The buildings at the beaches are conspicuous. Boats reach the beaches through two dredged channels that branch off from the Intracoastal Waterway at Mile 205.5. Money Island Channel leads southwest to the beach, and Causeway Channel leads west to the causeway, thence south along the east side of the causeway to the beach. The channels are well marked. There are several piers at the beaches where berthage with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies are available; hull, engine and electronic repairs can be made. Caution should be exercised in approaching these channels from the Intracoastal Waterway because of the shoal area off the entrance.

(NOS 11547; LNM 28/14 CG7) 37/14

Chapter 12—Paragraph 251; read:

<sup>(251)</sup> At Mile 684.4, State Route 520 highway fixed bridge crossing the waterway has a clearance of 65 feet. No cross-currents are experienced during either flood or ebb; the currents flow in the direction of the channel. A marina on the east side of the waterway just south of the bridge had a reported alongside depth of 15 feet in 2013. Berthage, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, dry storage, launching ramp and a 9-ton lift are available. From Jekyll Creek the waterway enters Jekyll Sound at Mile 685.7 and continues across St. Andrew Sound.

(DB 21807-small) 37/14

**COAST PILOT 5      42 Ed 2014      24 AUG 2014**  
**LAST NM 34/14**

Chapter 2—Paragraph 1549; read:

<sup>(1549)</sup> (e) [Reserved]  
(FR 8/12/2014) 37/14

Chapter 4—Paragraph 139; read:

<sup>(139)</sup> Rebecca Shoal, 43 miles W of Key West, is a small

coral bank covered 11 feet. Rebecca Shoal Light (24°34'44"N., 82°35'06"W.), 66 feet above the water, is shown from a square skeleton tower on a brown pile foundation on the S edge of the shoal. A red sector from 254° to 302° in the light covers Isaac Shoal, Halfmoon Shoal, and The Quicksands. In 2014, the light continues to be abandoned and unsafe; mariners are advised to avoid the area. Several 18-foot spots are reported within 1 mile SE and W of the light structure and marked by a lighted buoy.

(LNM 31/14 CG7) 37/14

**COAST PILOT 6      44 Ed 2014      24 AUG 2014**  
**LAST NM 35/14**

Chapter 10—Paragraph 66; read:

<sup>(66)</sup> A dredged entrance channel leads north from deep water in Lake Huron to a harbor basin and anchorage area formed by two breakwaters. The harbor entrance is marked by lights on the outer ends of the breakwaters. In 2014, the controlling depth was 9 feet in the entrance channel to the basin, thence depths of 7 to 8 feet were available in the basin.

(DD 25022) 37/14

**COAST PILOT 7      46 Ed 2014      24 AUG 2014**  
**LAST NM 35/14**

Chapter 14—Paragraphs 1077 to 1078; read:

<sup>(1077)</sup> The Hawai'ian Archipelago and surrounding waters between Nihoa Island and Kure Atoll have been designated as Papahānaumokuākea Marine National Monument by Presidential Proclamation 8031 of June 15, 2006. Within this Monument are three areas to be noted: a Particularly Sensitive Sea Area (PSSA), Areas to be Avoided, and a Ship Reporting Area. These areas are described in detail below.

<sup>(1078)</sup> Papahānaumokuākea Marine National Monument encompasses an area of the marine waters and submerged lands of the Northwestern Hawai'ian Islands. The seaward boundary of the reserve is 50 miles from the approximate geographical center of Nihoa Island, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Reef, Midway Atoll, and Kure Atoll and includes all areas of the Hawai'ian Islands National Wildlife Refuge and Midway Atoll National Wildlife Refuge. (See 50 CFR 404.1 through 404.12, chapter 2, for limits and regulations.)

(FR 7/31/2014) 37/14

Chapter 14—Paragraph 1080; read:

<sup>(1080)</sup> The International Maritime Organization (IMO) has adopted certain Areas to be Avoided in the region of Papahānaumokuākea Marine National Monument. Given the magnitude of obstacles that make navigation in these areas hazardous and in order to increase: maritime safety,

**COAST PILOT 7 (Continued)**

protection of the environment, preservation of cultural resources and areas of cultural importance significant to Native Hawai'ians, and facilitate the ability to respond to developing maritime emergencies in the Monument, all ships solely in transit should avoid the following areas contained within a circle having a radius of 50 nautical miles centered upon the following geographical positions:

(FR 7/31/2014) 37/14

Chapter 14—Paragraph 1103; read:

<sup>(1103)</sup> A mandatory Ship Reporting System (CORAL SHIPREP) has been established in Papahānaumokuākea Marine National Monument Particularly Sensitive Sea Area for the following vessels entering or departing any U.S. port or place and in transit through the reporting area:

(FR 7/31/2014) 37/14

Example Report

WHALESNORTH

WHALESNORTH//  
M/487654321//  
A/CALYPSO/NRUS//  
B/031401Z APR//  
E/345//  
F/10.0//  
H/031410Z APR/4104N/06918W//  
I/BOSTON/032345Z APR//  
L/WP/4104N/06918W/15.5//  
L/WP/4210N/06952W/15.5//  
L/WP/4230N/07006W/15.5//

WHALESSOUTH

WHALESSOUTH//  
M/412345678//  
A/BEAGLE/NVES//  
B/270810Z MAR//  
E/250//  
F/10.0//  
H/270810Z MAR/3030N/08052W//  
I/MAYPORT/271215Z MAR//  
L/RL/17.0//

Example Report

WHALESNORTH

WHALESNORTH//  
M/487654321//  
A/CALYPSO/NRUS//  
B/031401Z APR//  
E/345//  
F/10.0//  
H/031410Z APR/4104N/06918W//  
I/BOSTON/032345Z APR//  
L/WP/4104N/06918W/15.5//  
L/WP/4210N/06952W/15.5//  
L/WP/4230N/07006W/15.5//

WHALESSOUTH

WHALESSOUTH//  
M/412345678//  
A/BEAGLE/NVES//  
B/270810Z MAR//  
E/250//  
F/10.0//  
H/270810Z MAR/3030N/08052W//  
I/MAYPORT/271215Z MAR//  
L/RL/17.0//

Example Report

WHALESNORTH

WHALESNORTH//  
M/487654321//  
A/CALYPSO/NRUS//  
B/031401Z APR//  
E/345//  
F/10.0//  
H/031410Z APR/4104N/06918W//  
I/BOSTON/032345Z APR//  
L/WP/4104N/06918W/15.5//  
L/WP/4210N/06952W/15.5//  
L/WP/4230N/07006W/15.5//

WHALESSOUTH

WHALESSOUTH//  
M/412345678//  
A/BEAGLE/NVES//  
B/270810Z MAR//  
E/250//  
F/10.0//  
H/270810Z MAR/3030N/08052W//  
I/MAYPORT/271215Z MAR//  
L/RL/17.0//

Example Report

WHALESNORTH

WHALESNORTH//  
M/487654321//  
A/CALYPSO/NRUS//  
B/031401Z APR//  
E/345//  
F/10.0//  
H/031410Z APR/4104N/06918W//  
I/BOSTON/032345Z APR//  
L/WP/4104N/06918W/15.5//  
L/WP/4210N/06952W/15.5//  
L/WP/4230N/07006W/15.5//

WHALESSOUTH

WHALESSOUTH//  
M/412345678//  
A/BEAGLE/NVES//  
B/270810Z MAR//  
E/250//  
F/10.0//  
H/270810Z MAR/3030N/08052W//  
I/MAYPORT/271215Z MAR//  
L/RL/17.0//