NGA LIST OF LIGHTS CORRECTIONS

PUB 113 Ed 2014 NEW EDITION
(NGA) 42/14

SAILING DIRECTIONS CORRECTIONS

PUB 145 17 Ed 2014 NEW EDITION
(NGA) 42/14

PUB 194 17 Ed 2014 NEW EDITION
(NGA) 42/14

COAST PILOT CORRECTIONS

COAST PILOT 2 43 Ed 2014 28 SEP 2014
LAST NM 37/14

Chapter 11—Paragraph 222; read:

(222) Sheepshead Bay, on the northern side of the eastern extremity of Coney Island and northward of Manhattan Beach, is well protected and is used by numerous pleasure and party fishing craft. Numerous wrecks and obstructions were charted from a 2014 hydrographic survey (see chart 12350). Use caution when navigating and anchoring. The entrance channel is marked by buoys. A private light marks the outer limit of a sewer outfall that extends southward from the bay.

(L 1324-2014; LNM 23/14 CG1) 42/14

Chapter 11—Paragraph 243; read:

(243) Shellbank Basin, just west of Howard Beach, extends northward about 1 mile from North Channel. There is shoaling upon entering the channel with a 4-foot obstruction at 40°38'57.5"N., 073°50'10.7"W. The basin has numerous small piers, float landings, and other small-craft facilities along the west side. Berths with electricity, water, a 15-ton lift, and complete hull and engine repairs are available.

(L 1347-2014; LNM 25/14 CG1; NOS 12350) 42/14

COAST PILOT 5 42 Ed 2014 28 SEP 2014
LAST NM 41/14

Chapter 2—Paragraphs 1845.01 to 1845.08; read:

(1845.01) **§117.988 Taylor Bayou Outfall Canal (Joint Outfall Canal (JOC)).**

(1845.02) The draw of the Valero Bridge, mile 2.44, at the Valero facility in West Port Arthur, shall operate as follows:

(1845.03) (a) The draw shall be unmanned and maintained in the fully open-to-navigation position, except 6:30 a.m. through 7:30 a.m. and 5:30 p.m. through 6:30 p.m. daily.

(1845.04) (b) One hour prior to closing, a broadcast will be made warning of the impending closure on VHF–FM channels 16 and 13.

(1845.05) (c) 10 minutes prior to closing, the broadcast will be repeated warning of the impending closure on VHF–FM channels 16 and 13.

(1845.06) (d) The crewmember/tender will monitor the portable marine radio on approach to the bridge. When work crew approaches the bridge, it will stop and the crewmember/tender will observe the waterway for approaching vessels. If vessels are observed approaching the bridge, they will be allowed to pass prior to closing the bridge.

(1845.07) (e) An audible alarm will be heard during the opening and closing sequences of the bridge.

(1845.08) (f) Emergency marine traffic will be allowed to pass upon request. The bridge will require up to 30 minutes to cycle to allow for the passage of vessels. This request can be made on VHF–FM channel 16.

(FR 9/23/2014) 42/14

COAST PILOT 6 44 Ed 2014 28 SEP 2014
LAST NM 41/14

Chapter 11—Paragraph 1350; read:

(1350) Minneapolis Shoal, with a least depth of 15 feet, is 6.2 miles south of Peninsula Point. Minneapolis Shoal Light (45°34'53"N., 86°59'55"W.), 82 feet above the water, is shown from a white square tower with a red stripe on a concrete base; a racon is at the light. A mariner activated sound signal at the light is operated by keying the microphone five times on VHF-FM channel 83A. The light should be given a berth of at least 0.25 mile. Drisco Shoal, with a least depth of 9 feet, is 2.4 miles southeast of Minneapolis Shoal Light and is marked at the south end by a lighted bell buoy. North Drisco Shoal, a boulder bank covered 17 feet, is 1.5 miles east-southeast of Minneapolis Shoal Light. Several 21- to 24-foot spots are in the vicinity. These shoals lie close to the track of vessels bound from Rock Island and Porte des Morts Passages to Little Bay de Noc.

(LNM 34/14 CG9) 42/14

COAST PILOT 7 46 Ed 2014 28 SEP 2014
LAST NM 41/14

Chapter 4—Paragraph 597; read:

(597) Punta Gorda, 9 miles NW of Ventura, is low at its outer extremity, but rises rapidly to prominent Rincon Mountain. Tanks and numerous derricks are along the highway SE of Punta Gorda. A causeway extends S from Punta Gorda for 0.5 mile to an artificial island used for oil operations.

(NOS 18725; L 1976-2012; DD 22479) 42/14

COAST PILOT 7 (Continued)

Chapter 7—Paragraphs 76 to 80; read:

(76) Traffic Separation Scheme San Francisco is off the entrance of San Francisco Bay and inside the Golden Gate into San Francisco Bay (See chart 18645.) These schemes are designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled waters, but are not intended in any way to supersede or to alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme. (See 33 CFR 167.1 through 167.15, chapter 2, for regulations.) Portions of the charted Traffic Separation Scheme have been amended by the International Maritime Organization (IMO), and have not been updated in the Code of Federal Regulations. (See IMO COLREG.2/Circ.64.)

(77) Traffic Separation Scheme San Francisco is composed of directed traffic areas each with one-way inbound and outbound traffic lanes separated by defined separation zones, a precautionary area and a pilot boat cruising area. The scheme is recommended for use by vessels approaching or departing San Francisco Bay, but is not necessarily intended for tugs, tows or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.

(77.01) The precautionary area off the entrance to San Francisco Bay is inscribed by a circle with a radius of 6 miles centered on San Francisco Approach Lighted Whistle Buoy SF (37°45'00"N., 122°41'34"W.) with the traffic lanes fanning out from its periphery. Extreme caution must be exercised in navigating within the precautionary area as both incoming and outgoing vessels use the area while making the transition between San Francisco Main Ship Channel and one of the established directed traffic areas as well as maneuvering to embark and disembark pilots. Vessels are advised to maintain a 1 mile closest point of approach with other vessels while transiting the precautionary area. It is recommended that all vessels in the precautionary area guard VHF-FM channels 13 and 14.

(77.02) A circular area to be avoided, with a 0.5 mile radius centered on the San Francisco Approach Lighted Whistle Buoy SF, is established in the precautionary area of the San Francisco Traffic Separation Scheme. This area is for the protection of the lighted whistle buoy. Mariners are cautioned that the buoy cannot be safely used as a leading mark to be passed close aboard and are requested to stay outside that area.

(78) When not calling at San Francisco mariners are urged to sail direct between Point Arguello and Point Arena so as to pass the San Francisco Bay area to the W of the Farallon Islands and clear of the San Francisco Traffic Separation Scheme. In this manner through coastwise traffic will avoid crossing the directed traffic areas and/or precautionary area.

(79) The pilot boat cruising area is about 1 mile NE of the San Francisco Approach Lighted Whistle Buoy SF. (See pilotage for San Francisco Bay, this chapter.)

(80) An additional Traffic Separation Scheme has been established through the Main Ship Channel and Golden Gate into San Francisco Bay. The scheme consists of one-way traffic lanes separated by a separation line and, after entry into San Francisco Bay, includes a precautionary area, a regulated navigation area, and recreation areas. For purposes of INTERNATIONAL NAVIGATION Rule 10, this scheme has been adopted by IMO seaward of the demarcation line. (See Traffic Separation Schemes, chapter 1, for additional information).

(L 1937-2014) 42/14

Chapter 7—Paragraph 408; read:

(408) The marked channel through San Pablo Bay extends in a gentle curve N and E from the entrance to the E end. The Federal project depth is 35 feet across Pinole Shoal. (See Notice to Mariners and latest editions of charts for controlling depths.) A regulated navigation area has been established in Pinole Shoal Channel. (See 33 CFR 165.1181 (e)(2), chapter 2, for limits and regulations.) Vessels that do not meet the tonnage requirements to transit the Pinole Shoal Regulated Navigation Area follow an informal transit pattern along the 25-foot curve just to the south of Pinole Shoal between the entrance to Pinole Shoal Channel (38°00'00"N., 122°25'00"W.) and the entrance to Carquinez Strait.

(NOS 18654) 42/14

Chapter 7—Paragraphs 458.01 to 458.02; read:

(458.01) **Caution**

(458.02) The bottom of Carquinez Strait S of Benicia Point is sandy and changeable. Strong tides, alongshore currents and seasonal runoff influence the bottom, resulting in a shoaling trend migrating SE from the point through much of General Anchorage No. 22. Mariners should use caution in transiting this area, with the expectation of changing depths, possibly shoaler than charted.

(L 1933-2014; L 1886-2014; DD 25199) 42/14

Chapter 8—Paragraph 68; read:

(68) Gualala Mountain, 5 miles inland NE of Havens Neck, is heavily wooded and prominent in clear weather. Sail Rock, 44 feet high, is a sharp, pyramidal rock 800 yards offshore, 2.8 miles NW of Fish Rocks. From off Point Arena it resembles a small vessel under sail. Saunders Reef, 4.5 miles NW of Fish Rocks, is 0.5 mile offshore. It shows several rocks that uncover and is well marked by kelp. Foul ground extends between it and the shore.

(LNM 20/14 CG11) 42/14

COAST PILOT 7 (Continued)

Chapter 8—Paragraph 165; read:

(165) Gorda Rock, 10 feet high and conical in shape, is 0.7 mile S of Punta Gorda and 0.6 mile offshore.
(LNM 20/14 CG11) 42/14

Chapter 10—Paragraph 391; read:

(391) Hood River, OR, 21.7 (25) miles above the Bonneville Dam, is a town at the junction of Columbia and Hood Rivers. There are two boat basins at Hood River; the W basin is privately owned and is used by a repair yard for building and repairing steel barges and tugs. The E basin, operated by the Port of Hood River Commission, has about 55 berths; gasoline and water are available. A large shoal area extends NW from the E basin around the mouth of the Hood River to about 0.2 mile N of the W basin.
(LNM 32/12 CG13; NOS 18532) 42/14

Chapter 12—Paragraph 286; read:

(286) Friday Harbor, 1.4 miles W of Turn Island, is a small cove about 1 mile long and nearly as wide. Brown Island, locally known as Friday Island because of the housing development here, occupies the middle of the harbor, with shoals nearly 200 yards wide off both its E and S shores. A shoal, covered 3¼ fathoms, extends nearly into midchannel from the W shore of the island. Shoals off the SE end of the island are marked by a daybeacon. The harbor may be entered either E or W of Brown Island. Anchorage may be had off the wharves in 6 to 7 fathoms, and city floats provide berthing space for pleasure craft.
(NOS 18434; LNM 05/14 CG13 42/14

Chapter 13—Paragraph 205; read:

(205) Lake Washington Ship Canal extends from Puget Sound through Shilshole Bay, Salmon Bay, Lake Union, Portage Bay, and Union Bay to deep water in Lake Washington. The canal is the only entrance from Puget Sound to Lake Union and Lake Washington and is highly trafficked by recreational boats, fishing vessels, and commercial vessels. Federal project depth through the canal is 30 feet, which is generally maintained. (See Notice to Mariners and latest editions of charts for controlling depths.) The entrance to Lake Washington Ship Canal is marked by lighted buoys.
(LNM 21/14 CG13) 42/14

Chapter 13—Paragraph 537; read:

(537) Drayton Passage, between Key Peninsula and Anderson Island, is about 3 miles long in a N direction; at its N end, it connects with Pitt Passage and Balch Passage, and at its S end joins the W part of Nisqually Reach. With the exception of a spit extending 0.2 mile from the W shore, marked by a lighted buoy, the waters are deep and free of dangers. A small-boat launching ramp is 0.25 mile N of the light. Estimated current velocities of 1 to 2 knots occur at the SW end of the passage.
(LNM 08/14 CG13) 42/14