

SECTION II
NAVIGATION PUBLICATIONS

NM 43/14

NGA/DLIS CATALOGS CORRECTIONS

NGA/DLIS CATALOG 41 Ed 2014 NEW EDITION
(DLA; NGA) N43/14

SAILING DIRECTIONS CORRECTIONS

PUB 146 16 Ed 2014 NEW EDITION
(NGA) 43/14

PUB 158 16 Ed 2014 NEW EDITION
(NGA) 43/14

COAST PILOT CORRECTIONS

COAST PILOT 2 44 Ed 2014 NEW EDITION
(NOS) 43/14

COAST PILOT 5 42 Ed 2014 05 OCT 2014
LAST NM 42/14

Chapter 7—Paragraph 232; read:

⁽²³²⁾ <Deleted Paragraph>
(DD 12487; H 11512) 43/14

Chapter 7—Paragraph 255; read:

⁽²⁵⁵⁾ No bridges cross the channel from the Gulf to the municipal wharf. The CSX railroad bridge crossing the Pascagoula River about 1.5 miles above the mouth has a bascule span with a clearance of 8 feet. The bridgetender monitors VHF-FM channel 13; call sign KQ-7197. U.S. Route 90 highway bridge 0.2 mile above the railroad bridge has a fixed span with a clearance of 80 feet.
(LNM 33/09 CG8;
NOS 11374; H 11384; DD 14291) 43/14

Chapter 12—Paragraph 52; read:

⁽⁵²⁾ At Mile 34.1, the trestle of an abandoned railroad bridge crosses Gasparilla Sound from Placida to the N end of Gasparilla Island. The opening at the N end of the trestle has a horizontal clearance of 90 feet and the opening in the middle has a horizontal clearance of 40 feet. The opening at the S end has a horizontal clearance of 10 feet and vertical clearance of 5 feet. Boca Grande Causeway is just NW and parallel to the abandoned railroad bridge. A swing span is at the N end and is currently under construction (2014). Fixed spans are at the middle, with a reported clearance of 26 feet at the center, and at the S end, with reported clearances of 40 feet (horizontal) and 16 feet (vertical). The bridgetender monitors VHF-FM channel 9. (See 117.1 through 117.59 and 117.287(a-1), chapter 2, for drawbridge regulations.) An overhead power cable on the NW side of the

causeway has a clearance of 35 feet at the middle span and 27 feet at the span near the S end.
(L 1880-2014) 43/14

Chapter 12—Paragraph 407; read:

⁽⁴⁰⁷⁾ The upper reaches of Taylor Bayou can be reached through Taylor Bayou Outfall Canal at Mile 290.3W which leads N from the waterway to a junction with Taylor Bayou about 2.6 miles above the waterway. Taylor Bayou has depths of about 4 feet for about 29 miles above its junction with the outfall canal. Overhead power cables with a least clearance of 100 feet cross the outfall canal about 1.8 miles above the junction with the Intracoastal Waterway. A bridge crossing the outfall canal about 2.5 miles above the junction with the Intracoastal Waterway is under construction (2013).
(L 1799-2014; NOS 11331; LNM 38/14 CG8) 43/14

Appendix A—Paragraph 91; read:

⁽⁹¹⁾ WNG-693, Culebra, PR (18°18'N., 65°18'W), 162.450 MHz.
(L 1943-2014) 43/14

COAST PILOT 7 46 Ed 2014 05 OCT 2014
LAST NM 42/14

Chapter 7—Paragraph 362; read:

⁽³⁶²⁾ A security zone has been established around the Chevron Long Wharf. (See 165.1197, chapter 2, for limits and regulations.) A restricted area extends 0.3 mile offshore at Point Molate, site of a Navy fuel depot 0.8 mile N of Richmond-San Rafael Bridge. (See 334.1090, chapter 2, for limits and regulations.) Regulated navigation areas are in the entrance channel and between Point Richmond and Point Potrero. (See 165.1181, chapter 2, for limits and regulations.)
(L 867-2014; NOS 18653; H 11641) 43/14

Chapter 13—Paragraph 570; read:

⁽⁵⁷⁰⁾ Budd Inlet, 29 miles by water from Tacoma, is about 6 miles long, extending S from Dana Passage and terminating in flats that bare at the head of East Bay and West Bay. The entrance is between Cooper Point and Dofflemyer Point; the latter is marked by a light. The entrance to Budd Inlet is deep except for a 25-foot shoal in the middle of the entrance. The shores are comparatively low and wooded. Depths along the shores of the inlet shoal abruptly on the W side and gradually on the E side. East Bay and West Bay are obstructed by flats and shoals that bare for about 0.8 mile, through which channels have been dredged to the Olympia waterfront.
(NOS 18456) 43/14