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COAST PILOT CORRECTIONS

COAST PILOT 3 48 Ed 2015 26 APR 2015
LAST NM 18/15

Chapter 2—Paragraphs 821 to 829.03; read:

⁽⁸²¹⁾ **§117.729 Mantua Creek.**

⁽⁸²²⁾ (a) The draw of the Conrail automated railroad
bridge, mile 1.4, at Paulsboro, NJ shall operate as follows:

⁽⁸²³⁾ (1) The bridge will be operated remotely by the
South Jersey Train Dispatcher located in Mt. Laurel, NJ.
Operational information will be provided 24 hours a day
by telephone at 856-231-2282.

⁽⁸²⁴⁾ (2) From March 1 through November 30, the draw
shall be left in the open position and will only be lowered for
the passage of trains and to perform periodic
maintenance authorized in accordance with subpart A of
this part.

⁽⁸²⁵⁾ (3) From December 1 through the last day of
February, the draw will open on signal if at least 4 hours
notice is given by telephone at 856-231-2282.

⁽⁸²⁶⁾ (4) The time frame to initiate the bridge closure
will be not more than 15 minutes before a train will
arrive at the bridge location. If a train moving toward the
bridge has crossed the home signal for the bridge, the train
may continue across the bridge and must clear the bridge
prior to stopping for any reason. Trains shall be
controlled so that any delay in opening of the draw shall
not exceed ten minutes except as provided in §117.31(b).

⁽⁸²⁷⁾ (5) The bridge will be equipped with cameras and
channel sensors to visually and electronically ensure the
waterway is clear before the bridge closes. The video and
sensors are located and monitored at the remote operating
location in Mt. Laurel, NJ. The channel sensors signal will
be a direct input to the bridge control system. In the
event of failure or obstruction of the infrared channel sensors,
the bridge will automatically stop closing and the South
Jersey Train Dispatcher will return the bridge to the
open position. In the event of video failure the bridge will
remain in the full open position.

⁽⁸²⁸⁾ (6) The Conrail Railroad center span light will
change from fixed green to flashing red anytime the
bridge is not in the full open position.

⁽⁸²⁹⁾ (7) Prior to downward movement of the span, the
horn will sound two prolonged blasts, followed by a pause,
and then two short blasts until the bridge is seated and
locked down. At the time of movement, the center span
light will change from fixed green to flashing red and
remain flashing until the bridge has returned to its full
open position.

^(829.01) (8) When the train controller at Mt. Laurel has
verified that rail traffic has cleared, they will sound the
horn five times to signal the draw is about to return to its
full open position.

^(829.02) (9) During upward movement of the span, the horn
will sound two prolonged blasts, followed by a pause, and
then sound two short blasts until the bridge is in the full
open position. The center span light will continue to flash
red until the bridge is in the fully open position.

^(829.03) (10) When the draw cannot be operated from the
remote site, a bridge tender must be called to operate the
bridge in the traditional manner. Personnel shall be
dispatched to arrive at the bridge as soon as possible, but not
more than one hour after malfunction or disability of the
remote system.

(FR 4/21/2015) 20/15

COAST PILOT 5 42 Ed 2014 26 APR 2015
LAST NM 19/15

Chapter 2—Paragraph 1845.09; read:

^(1845.09) (g) If the bridge is required to operate outside of
the specified times, the bridge will be tended until it is
returned to the open-to-navigation position.

(FR 4/21/2015) 20/15

COAST PILOT 7 47 Ed 2014 26 APR 2015
LAST NM 18/15

Chapter 2—Paragraph 1887; read:

⁽¹⁸⁸⁷⁾ The draws of the US 101 highway bridge, mile 3.5
at Bandon, Oregon, need not be opened for the passage of
vessels; however, the draws shall be restored to operable
condition within 6 months after notification by the
District Commander to do so.

(L 705-2015; FR 4/16/15) 20/15

Chapter 8—Paragraph 210; read:

⁽²¹⁰⁾ From the Humboldt Bay Entrance Lighted Whistle
Buoy HB, make good a course of 105° following the
Humboldt Bay Approach Range to the intersection with
Humboldt Bay Entrance Range, thence a course of 140.3° on
the entrance range into the bay. The entrance range parallels
the S jetty and is only about 150 yards from it. The turn

COAST PILOT 7 (Continued)

from the approach to the entrance range, 200 yards off the outer end of the S jetty, is rather abrupt and is difficult under certain conditions of wind, sea, and current. Inside the bay the channels are well marked by navigational aids.

(LL 2015)

20/15

Chapter 9—Paragraph 98; read:

⁽⁹⁸⁾ A highway bridge, 3 miles above the entrance, has a lift span with clearances of 28 feet down and 74 feet up; the span remains in the closed position. (See 117.1 through 117.59 and 117.875, chapter 2, for drawbridge regulations.) An overhead cable E of the bridge has a clearance of 72 feet.

(L 705-2015; FR 4/16/15)

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