

SECTION II
NAVIGATION PUBLICATIONS

NM 22/15

COAST PILOT CORRECTIONS

COAST PILOT 1 45 Ed 2015 10 MAY 2015
LAST NM 16/15

Chapter 9—Paragraph 227; read:

⁽²²⁷⁾ Two dangerous ledges are 2.5 miles offshore. York Ledge, the northernmost, covered 3 feet and 2.9 miles southeastward of York River, is marked on the east side by a buoy. Murray Rock, 1.5 miles south-southwestward of York Ledge, is covered 6 feet, and is marked by a buoy off its southwest side. Between these ledges and the shore, the bottom is very broken and vessels are advised to pass 1 mile east of the ledges. In 1997, a dangerous rock covered by 24 feet of water, protruding from a rocky ledge, was reported in about 43°03'45"N., 70°35'59"W., about 0.7 mile southeast of Murray Rock. Broken ground covered 24 to 39 feet, extends 2 miles south-southeastward of the buoy marking Murray Rock.

(NOS 13278; LNM 12/13 CG1) 22/15

COAST PILOT 3 48 Ed 2015 10 MAY 2015
LAST NM 20/15

Chapter 6—Paragraph 373; read:

⁽³⁷³⁾ A fixed highway bridge was under construction (2014) about 0.8 mile above the mouth. The ConRail bridge 1.3 miles above the mouth has a 32-foot-wide swing span with a clearance of 1 foot. State Route 44 highway bridge, 1.5 miles above the mouth, has a vertical-lift span with clearance of 3 feet down and 53 feet up. (See 117.1 through 117.59 and 117.729, chapter 2, for drawbridge regulations.) Above this point, the fixed bridges and overhead cables have minimum clearances of 10 feet and 50 feet, respectively.

(L 2282-2014) 22/15

Chapter 11—Paragraph 87; read:

⁽⁸⁷⁾ The Eltham Bridge over Pamunkey River at West Point has a bascule bridge with a clearance of 56 feet. The bridgetender monitors VHF-FM channel 13; call sign KQ-7168. (See 117.1 through 117.59 and 117.1023, chapter 2, for drawbridge regulations.) Power cables crossing the river about 1.7 and 14.6 miles above the mouth have clearances of 66 and 90 feet, respectively. The railroad bridge at White House has a swing span with a clearance of 4 feet; the easterly opening is used. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.)

(L 2329-2014) 22/15

Chapter 12—Paragraph 168; read:

⁽¹⁶⁸⁾ Occoquan River empties into the head of Occoquan Bay along the west side of Belmont Bay. A marked channel with dredged sections leads through the bay and river to Occoquan. In 2013, the controlling depth was 7 feet from the entrance in Occoquan Bay to Light 14. The channel is marked through Occoquan Bay to the first bridge over Occoquan River.

(L 36-2015; DD 25742) 22/15

Chapter 13—Paragraph 170; read:

⁽¹⁷⁰⁾ Cypress Creek is on the southwest side of Magothy River 4 miles above the mouth. The creek is entered by a narrow, marked dredged channel. In 2012, the channel had a controlling depth of 7 feet. Depths of 9 feet are inside the creek, with gradual shoaling to the flats at the head. Hull and engine repairs can be made at a boatyard on the east side of the creek just inside the entrance. A 25-ton lift is available.

(L 32-2015; DD 25739) 22/15

COAST PILOT 6 45 Ed 2015 10 MAY 2015
LAST NM 21/15

Chapter 2—Paragraphs 948 to 951; read:

⁽⁹⁴⁸⁾ (b) [Remove and Reserve]

⁽⁹⁴⁹⁾ <Deleted Paragraph>

⁽⁹⁵⁰⁾ <Deleted Paragraph>

⁽⁹⁵¹⁾ <Deleted Paragraph>

(FR 5/1/2015) 22/15