

**SECTION II**  
**NAVIGATION PUBLICATIONS**

**NM 35/15**

**COAST PILOT CORRECTIONS**

**COAST PILOT 1      45 Ed 2015      09 AUG 2015**  
**LAST NM 34/15**

Chapter 2—Paragraphs 2009 to 2030; read:

<sup>(2009)</sup> (2) Enhanced communications. Each vessel engaged in towing a tank barge must communicate by radio on marine band or Very High Frequency (VHF) channel 13 or 16, and issue security calls on marine band or VHF channel 13 or 16, upon approach to the following places:

<sup>(2010)</sup> (i) Execution Rocks Light (USCG Light List No. [LLNR] 21440).

<sup>(2011)</sup> (ii) Matinecock Point Shoal Lighted Gong Buoy 21 (LLNR 21420).

<sup>(2012)</sup> (iii) 32A Buoy (LLNR 21380).

<sup>(2013)</sup> (iv) Cable and Anchor Reef Lighted Bell Buoy 28C (LLNR 21330).

<sup>(2014)</sup> (v) Stratford Shoal (Middle Ground) Light (LLNR 21260).

<sup>(2015)</sup> (vi) Old Field Point Light (LLNR 21275).

<sup>(2016)</sup> (vii) Approach to Stratford Point from the south (NOAA Chart 12370).

<sup>(2017)</sup> (viii) Falkner Island Light (LLNR 21170).

<sup>(2018)</sup> (ix) TE Buoy (LLNR 21160).

<sup>(2019)</sup> (x) PI Buoy (LLNR 21080).

<sup>(2020)</sup> (xi) Race Rock Light (LLNR 19815).

<sup>(2021)</sup> (xii) Valiant Rock Lighted Whistle Buoy 11 (LLNR 19825).

<sup>(2022)</sup> (xiii) Approach to Point Judith in vicinity of Block Island ferry route.

<sup>(2023)</sup> (xiv) Buzzards Bay Entrance Light (LLNR 630).

<sup>(2024)</sup> (xv) Buzzards Bay Midchannel Lighted Buoy BB (LLNR 16055).

<sup>(2025)</sup> (xvi) Cleveland East Ledge Light (LLNR 16080).

<sup>(2026)</sup> (xvii) Hog Island Channel Lighted Buoys 1 (LLNR 16130) and 2 (LLNR 16135).

<sup>(2027)</sup> (xviii) Approach to the Bourne Bridge.

<sup>(2028)</sup> (xix) Approach to the Sagamore Bridge.

<sup>(2029)</sup> (xx) Approach to the eastern entrance of Cape Cod Canal.

<sup>(2030)</sup> <Deleted Paragraph>  
(FR 7/27/15)

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**COAST PILOT 2      44 Ed 2014      09 AUG 2015**  
**LAST NM 33/15**

Chapter 2—Paragraphs 2755 to 2776; read:

<sup>(2755)</sup> (2) Enhanced communications. Each vessel engaged in towing a tank barge must communicate by radio on marine band or Very High Frequency (VHF) channel 13 or 16, and issue security calls on marine band or VHF channel 13 or 16, upon approach to the following places:

<sup>(2756)</sup> (i) Execution Rocks Light (USCG Light List No. [LLNR] 21440).

<sup>(2757)</sup> (ii) Matinecock Point Shoal Lighted Gong Buoy 21 (LLNR 21420).

<sup>(2758)</sup> (iii) 32A Buoy (LLNR 21380).

<sup>(2759)</sup> (iv) Cable and Anchor Reef Lighted Bell Buoy 28C (LLNR 21330).

<sup>(2760)</sup> (v) Stratford Shoal (Middle Ground) Light (LLNR 21260).

<sup>(2761)</sup> (vi) Old Field Point Light (LLNR 21275).

<sup>(2762)</sup> (vii) Approach to Stratford Point from the south (NOAA Chart 12370).

<sup>(2763)</sup> (viii) Falkner Island Light (LLNR 21170).

<sup>(2764)</sup> (ix) TE Buoy (LLNR 21160).

<sup>(2765)</sup> (x) PI Buoy (LLNR 21080).

<sup>(2766)</sup> (xi) Race Rock Light (LLNR 19815).

<sup>(2767)</sup> (xii) Valiant Rock Lighted Whistle Buoy 11 (LLNR 19825).

<sup>(2768)</sup> (xiii) Approach to Point Judith in vicinity of Block Island ferry route.

<sup>(2769)</sup> (xiv) Buzzards Bay Entrance Light (LLNR 630).

<sup>(2770)</sup> (xv) Buzzards Bay Midchannel Lighted Buoy BB (LLNR 16055).

<sup>(2771)</sup> (xvi) Cleveland East Ledge Light (LLNR 16080).

<sup>(2772)</sup> (xvii) Hog Island Channel Lighted Buoys 1 (LLNR 16130) and 2 (LLNR 16135).

<sup>(2773)</sup> (xviii) Approach to the Bourne Bridge.

<sup>(2774)</sup> (xix) Approach to the Sagamore Bridge.

<sup>(2775)</sup> (xx) Approach to the eastern entrance of Cape Cod Canal.

<sup>(2776)</sup> <Deleted Paragraph>  
(FR 7/27/15)

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Chapter 2—Paragraph 2842; read:

<sup>(2842)</sup> (iv) Abeam of 41°43'01.4"N.; 71°20'41.7"W. (Conimicut Light (LLNR 18305));  
(FR 7/27/15)

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Chapter 2—Paragraph 2996; read:

<sup>(2996)</sup> (a) Location. The following area is a Regulated Navigation Area; All waters of East Rockaway Inlet in an area bounded by lines drawn from position 40°34'56"N., 073°45'19"W., (approximate position of East Rockaway Inlet Breakwater Light, LLNR 31500) running north to a point of land on the northwest side of the inlet at position 40°35'28"N., 073°46'12"W., thence easterly along the shore to the east side of the Atlantic Beach Bridge, State Route 878, over East Rockaway Inlet, thence across the bridge to the south side of East Rockaway Inlet, thence

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westerly along the shore and across the water to the beginning.  
(FR 7/27/15) 35/15

Chapter 2—Paragraphs 3190 to 3199; read:

<sup>(3190)</sup> **§165.170 [Removed]**  
<sup>(3191)</sup> <Deleted Paragraph>  
<sup>(3192)</sup> <Deleted Paragraph>  
<sup>(3193)</sup> <Deleted Paragraph>  
<sup>(3194)</sup> <Deleted Paragraph>  
<sup>(3195)</sup> <Deleted Paragraph>  
<sup>(3196)</sup> <Deleted Paragraph>  
<sup>(3197)</sup> <Deleted Paragraph>  
<sup>(3198)</sup> <Deleted Paragraph>  
<sup>(3199)</sup> <Deleted Paragraph>  
(FR 7/27/15) 35/15

Chapter 4—Paragraphs 128 to 129; read:

<sup>(128)</sup> A dredged channel, marked by lighted and unlighted buoys, leads from Chatham Roads into Stage Harbor. The entrance is in an area of shifting sandbars and is subject to shoaling. A narrow, natural channel continues northerly from Stage Harbor through Mitchell River to Mill Pond; the channel is marked by private buoys. A highway bridge crossing the Mitchell River is under construction (2014).

<sup>(129)</sup> <Deleted Paragraph>  
(NOS 13229; L 2183-2014; LL 2015) 35/15

Chapter 11—Paragraphs 386 to 387; read:

<sup>(386)</sup> **<Deleted Paragraph Header>**  
<sup>(387)</sup> <Deleted Paragraph>  
(FR 7/27/15) 35/15

**COAST PILOT 4      46 Ed 2014      09 AUG 2015**  
**LAST NM 34/15**

Chapter 2—Paragraph 2432; read:

<sup>(2432)</sup> (a) Location. The following area is a safety zone: All waters of the Atlantic Intracoastal Waterway (AICW) and connecting waters, from Bogue Sound-New River Light 58 (LLNR 39210) at approximate position 34°37'57"N., 77°12'18"W., and continuing in the AICW southwest to Bogue Sound-New River Daybeacon 70 (LLNR 39290) at approximate position 34°33'08"N., 77°20'34"W. All coordinates reference Datum: NAD 1983.  
(FR 7/27/15) 35/15

**COAST PILOT 5      43 Ed 2015      09 AUG 2015**  
**LAST NM 31/15**

Chapter 2—Paragraph 3395; read:

<sup>(3395)</sup> (a) The following is a regulated navigation area (RNA): All the navigable waters of Tampa Bay,

Hillsborough Bay and Old Tampa Bay, including all navigable waterways tributary thereto. Also included are the waters of Egmont Channel, Gulf of Mexico from Tampa Bay Tampa Bay Entrance, approximate position (27°35.3'N., 079°35.5'W.)  
(FR 7/27/15) 35/15

Chapter 2—Paragraph 3825; read:

<sup>(3825)</sup> (a) Location. Within the Ports of Houston and Galveston, TX, moving security zones are established encompassing all waters with 500 yards of a cruise ship between Galveston Bay Entrance Lighted Buoy "GB", at approximate position 29°14'44"N., 94°32'41"W. [NAD 83] and up to, and including, Barbours Cut. These zones remain in effect during the inbound and outbound entire transit of the cruise ship and continues while the cruise ship is moored or anchored.

(FR 7/27/15; LL 2015) 35/15

Chapter 2—Paragraph 3828; read:

<sup>(3828)</sup> (ii) No person or vessel may enter within 100 yards of a cruise ship unless expressly authorized by the Coast Guard Captain of the Port Houston-Galveston. Where the Houston Ship Channel narrows to 400 feet or less between Houston Ship Channel Entrance Lighted Buoy 18 (LLNR 23900 & 36055) at approximately 29°21'04"N., 094°47'00"W. [NAD 83] and Barbours Cut, the Captain of the Port Houston-Galveston may permit vessels that must transit the navigable channel between these points to enter within 100 yards of a cruise ship.

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Chapter 2—Paragraphs 3838 to 3841; read:

<sup>(3838)</sup> (1) Houston, TX. The Houston Ship Channel and all associated turning basins, bounded by a line drawn between geographic positions 29°45'14"N., 095°05'47"W. to 29°45'04"N., 095°05'33"W. west to the T & N Rail Road Swing Bridge at the entrance to Buffalo Bayou, including all waters adjacent to the ship channel from shoreline to shoreline and the first 200 yards of connecting waterways.

<sup>(3839)</sup> (2) Morgan's Point, TX. The Barbours Cut Ship Channel and Turning Basin containing all waters west of a line drawn between Barbours Cut Junction Light BC 29°41'12"N., 094°59'10"W. (LLNR 24750), and Houston Ship Channel Light 91, 29°40'58"N., 094°58'59"W. (LLNR-24595) (NAD 1983).

<sup>(3840)</sup> (3) Bayport, TX. The Port of Bayport, Bayport Ship Channel and Bayport Turning Basin containing all waters south of latitude 29°36'45"N. and west of position 29°36'45"N., 094°59'31"W. (NAD 1983).

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<sup>(3841)</sup> (4) Texas City, TX. The Port of Texas City Channel, Turning Basin and Industrial Canal containing all waters bounded by the area south and west of a line drawn from Texas City Channel Light 19 (LLNR 26160) through Texas City Cut B Inner Range Front Light (LLNR 26110) and terminating on land in position 29°23'16"N., 094°53'15"W. (NAD 1983).

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Chapter 2—Paragraph 3415; read:

<sup>(3415)</sup> (5) Vessels described in Paragraph (d) of this section may not enter the waters between Commercial Anchorage G and the Middle Breakwater as defined by an area enclosed by the line beginning at Los Angeles Main Channel Entrance Light 8 (33°42.70'N., 118°14.70'W.), thence east along the Middle Breakwater to Long Beach Light (33°43.40'N., 118°11.20'W.), thence south to (33°43.08'N., 118°11.26'W.), thence westerly to (33°43.08'N., 118°12.26'W.), thence southwesterly parallel to the breakwater to (33°42.43'N., 118°14.30'W.), thence to the point of origin, unless such vessel is:

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Chapter 2—Paragraph 3606; read:

<sup>(3606)</sup> (1) All waters 200 yards ahead and astern and 100 yards to each side of every vessel transporting nuclear materials on behalf of the United States Department of Energy while such vessels transit from a line drawn between San Francisco Main Ship Channel Lighted Bell Buoy 7 and San Francisco Main Ship Channel Lighted Whistle Buoy 8 (LLNR 4190 & 4195, positions 37°46.9'N, 122°35.4'W & 37°46.5'N, 122°35.2'W, respectively) until safely moored at the Weapons Support Facility Seal Beach Detachment Concord on Suisun Bay (position 38°03.3'N, 122°02.5'W). All coordinates referenced use datum: NAD 1983.

(FR 7/27/15)

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Chapter 2—Paragraph 3617; read:

<sup>(3617)</sup> (b) Locations. (1) San Francisco Bay. All waters, extending from the surface to the sea floor, within 500 yards (457 meters) ahead, astern and extending along either side of a tanker, cruise ship, or HVA underway (100 yards when anchored or moored) within the San Francisco Bay and areas shoreward of the line drawn between San Francisco Main Ship Channel Lighted Bell Buoy 7 and San Francisco Main Ship Channel Lighted Whistle Buoy 8 (LLNR 4190 & 4195) in positions 37°46.9'N., 122°35.4'W. and 37°46.5'N., 122°35.2'W., respectively.

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Chapter 2—Paragraph 3963; read:

<sup>(3963)</sup> (1) Blair Waterway Security Zone: The Security Zone in the Blair Waterway, Commencement Bay, WA, includes all waters enclosed by a line connecting the following points: 47°16'57"N., 122°24'39"W., which is approximately the beginning of Pier No. 23 (also known as the Army pier); then northwesterly to 47°17'05"N., 122°24'52"W., which is the end of the Pier No. 23 (Army pier); then southwesterly to 47°16'42"N., 122°25'18"W., which is the approximate location of a private buoy on the end of the sewage outfall; then southeasterly to 47°16'33"N., 122°25'04"W., which is approximately the northwestern end of Pier 5; then northeasterly to the northwestern end of Pier No. 1; then southeasterly along the shoreline of the Blair Waterway to the Blair Waterway turning basin; then along the shoreline around the Blair Waterway turning basin; then northwesterly along the shoreline of the Blair Waterway to approximate position 47°16'49"N., 122°24'52"W.; then northeasterly along the shoreline to the point of origin [Datum: NAD 1983].

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Chapter 2—Paragraph 4399; read:

<sup>(4399)</sup> (1) Honolulu Harbor. All waters of Honolulu Harbor and Honolulu entrance channel commencing at a line between Honolulu Harbor Entrance Channel Lighted Buoys 1 and 2, to a line between Kalihi Channel Lights 14 and 15 west of Sand Island Bridge.

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Chapter 2—Paragraph 4401; read:

<sup>(4401)</sup> (3) Kalihi Channel and Keehi Lagoon, Oahu. All waters of Kalihi Channel and Keehi Lagoon beginning at Kalihi Channel Entrance Lighted Buoy 1 and continuing along the general trend of Kalihi Channel to Light 13, thence continuing on a bearing of 332.5°T to shore, thence east and south along the general trend of the shoreline to Light 15, thence southeast to Light 14, thence southeast along the general trend of the shoreline of Sand Island, to the southwest tip of Sand Island at 21°18.0'N., 157°53.05'W., thence southwest on a bearing of 233°T to Kalihi Channel Entrance Lighted Buoy 1.

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Chapter 2—Paragraph 4403; read:

<sup>(4403)</sup> (4) Honolulu International Airport—(i) Honolulu International Airport, North Section. All waters surrounding Honolulu International Airport from 21°18.25'N., 157°55.58'W., thence south to 21°18.0'N., 157°55.58'W., thence east to the western edge of Kalihi Channel, thence north

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along the western edge of the channel to Light 13, thence northwest at a bearing of 332.5°T to shore.

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**COAST PILOT 9      33 Ed 2015      09 AUG 2015  
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Chapter 2—Paragraph 1166; read:

<sup>(1166)</sup> (a) The waters within the following boundaries are a safety zone: A line beginning at position 58°17.8'N., 134°24.9'W., in the direction of 140° True to Rock Dump Lighted Buoy 2A (LLNR 23685) at position 58°17.1'N., 134°23.8'W.; thence in the direction of 003° true to a point at position 58°17.4'N., 134°23.8'W., on the north shore of Gastineau Channel; thence northwesterly along the north shore of Gastineau Channel to the point of origin.

(FR 7/27/15)

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