

## NAVIGATION PUBLICATIONS

## NGA/DLIS CATALOGS CORRECTIONS

**NGA/DLIS CATALOG 43 Ed 2015 NEW EDITION**  
(DLA; NGA) N51/15

## SAILING DIRECTIONS CORRECTIONS

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## COAST PILOT CORRECTIONS

**COAST PILOT 5 43 Ed 2015 22 NOV 2015**  
**LAST NM 48/15**

Chapter 7—Paragraph 379; read:

<sup>(379)</sup> Pilotage is compulsory for all foreign vessels and U.S. vessels over 250 net registered tons under register in the foreign trade. Pilotage is optional for American vessels laden with coastwise cargo not destined for foreign ports. Pilotage is available from Gulfport Pilots Association, Inc., 2300 Twentieth Street, Gulfport MS 39501, 228-863-6559 (Administrative only), FAX 228-863-6952. The Association services vessels bound for or from the State Port at Gulfport via Gulfport Ship Channel; also small vessels transiting Biloxi Channel when requested. Pilots board vessels in the vicinity of Gulfport Ship Channel Lighted Buoy GP (30°07'10"N., 88°52'40"W.) to 2 miles S of the W end of Ship Island. Buoy GP is about 18 miles SE of Gulfport Harbor or about 8 miles SE of W end of Ship Island. The 42-foot aluminum hull pilot boat MISSISSIPPI has a red hull with white superstructure. The pilot boat monitors VHF-FM channels 16 and 10; works on channel 10. For boarding, the pilots request that the pilot ladder be rigged 2 meters (about 6 feet) above the water on the lee side and dead slow speed. The Mississippi State Port Authority at Gulfport monitors VHF-FM channels 16 and 10 (voice call "KJC-768 State Port"), 24-hours; works on channel 10. Arrangements for pilots may be made to 228-865-7636, or through the Port Authority (228-865-4300 or radiotelephone), or through State Port, West Pier (228-865-4323) or through ships' agents. A 24-hour advanced notice of ETA is requested; then at minus 12 hours, then at minus 2 hours if practical; minimum initial request not less than minus 2 hours of ETD for an outbound ship, and not less than 4 hours of ETA for an inbound ship.

(L 1635-2015)

51/15

Chapter 7—Paragraph 383; read:

<sup>(383)</sup> Any vessel which by reason of its size or draft would be unable to leave the deep water channel to avoid collision with an outbound or inbound ocean-going vessel shall be subject to compulsory pilotage.

(L 1635-2015)

51/15

Chapter 7—Paragraph 397; read:

<sup>(397)</sup> <Deleted Paragraph>

(L 1635-2015)

51/15

**COAST PILOT 7 47 Ed 2014 22 NOV 2015**  
**LAST NM 49/15**

Chapter 4—Paragraph 30; read:

<sup>(30)</sup> **Ballast Point**, low and sandy, projects 0.4 mile NE from the E side of Point Loma, 1.3 miles N from Point Loma Light. **Ballast Point Light B** (32°41'11"N., 117°13'58"W.), 16 feet above the water, is shown from a dolphin with a green and white diamond-shaped daymark off the end of the point. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 81A. Three piers of the Naval Submarine Base are just N of Ballast Point.

(LNM 40/15 CG11)

51/15

Chapter 7—Paragraph 39; read:

<sup>(39)</sup> **Point Bonita**, on the N side of the entrance to Golden Gate, is a sharp black cliff 100 feet high, increasing to 300 feet on its seaward face, 0.3 mile N. From NW it shows as three heads. **Point Bonita Light** (37°48'56"N., 122°31'46"W.), 124 feet above the water, is shown from a 33-foot white tower on the S head. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 81A. A tower and radar antenna operated by the San Francisco Vessel Traffic Service is prominent on the N head about 0.3 mile from the light. In summer the cliffs are white with bird droppings, but the first heavy rain restores them to their natural black color. There are a few detached rocks surrounding the point, but these do not extend over 200 yards offshore.

(LNM 39/15 CG11)

51/15

Chapter 7—Paragraph 197; read:

<sup>(197)</sup> **Alcatraz Island**, 2.5 miles E of the Golden Gate Bridge, is one of the leading marks in entering San Francisco Bay. The small island is 148 feet high and has many buildings on it. Near the NW end of the island is a water tower, which is reported to be usually the only landmark visible when that area is in fog. **Alcatraz Light**

**COAST PILOT 7 (Continued)**

(37°49'34"N., 122°25'20"W.), 214 feet above the water, is shown from a gray, octagonal pyramidal tower on the SE part of the island. A mariner radio activated sound signal, on the NW end of the island, is initiated by keying the microphone five times on VHF-FM channel 81A.

(LNM 40/15 CG11)

51/15

Chapter 7—Paragraph 207; read:

<sup>(207)</sup> The **San Francisco-Oakland Bay Bridge**, one of the longest bridges in the world, crosses the bay from **Rincon Point** in San Francisco to Yerba Buena Island, thence to Oakland. New spans have been completed E of Yerba Buena Island and the old span, just S, is being removed. A safety zone (33 CFR 165T11-589) has been established to protect mariners from the dangers associated with pier removal, overhead demolition and debris removal of the old span. All vessels passing through the bridge should use the span between piers G and H, 500 feet W of pier H, until demolition of the rest of the bridge is complete. The clearances given in the San Francisco-Oakland Bay Bridge table are approximate; they may be reduced by several feet due to heavy traffic on the bridge and prolonged periods of extremely high temperature, and as much as 10 feet under extreme conditions. Maintenance scaffolding located in each span reduces vertical clearance by approximately 5 feet and is lighted at night with red lights. Caltrans will move the scaffolding if requested for the passage of vessels. Mariners should contact Caltrans Toll Sergeant at 510-286-1148.

(LNM 44/15 CG11)

51/15

Chapter 7—Paragraph 208:

Replace with new table titled **San Francisco-Oakland Bay Bridge** from back of this subsection.

(LNM 44/15 CG11)

51/15

Chapter 13—Paragraph 512; read:

<sup>(512)</sup> **Point Evans**, 2 miles S of Point Defiance on the W side of The Narrows, is marked by a light. Power cables with a clearance of 200 feet cross 200 yards S of the point. **Tacoma Narrows Bridge**, a dual-span highway suspension bridge, crosses The Narrows a mile S of Point Evans. The bridge has a clearance 160 feet at the piers and 180 feet at the center; private sound signals are located on each pier.

(LNM 35/15 CG13)

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San Francisco–Oakland Bay Bridge				
Span	Clear Width of Draw or Span Opening (feet)	Clear Height above Mean High Water (feet)		Information
		Midspan	Piers	
<b>Between San Francisco and Yerba Buena Island</b>				
A-B	2224	204	Pier A - 174 Pier B - 217	Northeast half of Span A-B is the recommended passage for southbound vessels. Span is equipped with a RACON.
B-C	1072	220	Pier C - 220	
C-D	1078	220	Pier D - 218	Span is equipped with a RACON.
D-E	2212	204	Pier E - 175	Southwest half of Span D-E is the recommended passage for northbound vessels. Span is equipped with a RACON.
<b>Between Yerba Buena Island and Oakland</b>				
Old/Existing Span I-J		112	Pier I - 112 Pier J - 112	Bridge is being removed. See 33 CFR 165.T11-589, chapter 2
New/Replacement Span Span T1-E2 (main navigation span)	1000	136		
Span E2-E3	413	125		
Span E3-E4	416	118		

