

COAST PILOT CORRECTIONS

COAST PILOT 4 47 Ed 2015 13 DEC 2015
LAST NM 52/15

Chapter 9—Paragraphs 62.01 to 62.02; read:

^(62.01) A dead ship movement can pose a risk to the port's safety and security due to the possibility of a towing vessel losing its ability to direct and move a towed vessel, the dead ship could go adrift, unmanned, and thus be unable to avoid accident. Furthermore, if a dead ship contains oil or other hazardous substances, an environmental incident could occur if tanks were to rupture.

^(62.02) The Captain of the Port maintains awareness of water events, to include dead ship tow movements. As such, a Captain of the Port order may be used to control, stop or prevent a particular dead ship tow based on demonstrated risks to safety of life, property, or navigation, as described in 33 CFR 6.04-8 (not carried in the Coast Pilot).

(L 1421-2015) 1/16

Chapter 9—Paragraphs 63 to 75; read:

⁽⁶³⁾ Owners, agents, or other parties responsible for vessels requesting to enter, depart, or transit dead ship within the Jacksonville, FL Marine Safety Zone, as described in **33 CFR 3.35-20** (not carried in the Coast Pilot) may request a dead ship tow plan review by the Captain of the Port, but are ultimately responsible for the safety of the evolution. Parties are highly encouraged to submit dead ship tow plans to the U. S. Coast Guard for review and to contact the Captain of the Port to issue a Broadcast Notice to Mariners to enhance public maritime awareness.

⁽⁶⁴⁾ The following considerations should be taken into account (not all inclusive):

⁽⁶⁵⁾ a. Length/Tonnage of dead ship

⁽⁶⁶⁾ b. Towing arrangement (pushing ahead, stern, or side tow)

⁽⁶⁷⁾ c. Sufficient tugs

⁽⁶⁸⁾ d. Communication arrangements

⁽⁶⁹⁾ e. Contingency/emergency procedures

⁽⁷⁰⁾ f. Commercial traffic (St. Johns Bar Pilots Association may assist as POC)

⁽⁷¹⁾ g. Marine events (USCG Sector Jacksonville Waterways Management Division may assist as POC)

⁽⁷²⁾ h. Wind speed

⁽⁷³⁾ i. Tides/Currents

⁽⁷⁴⁾ j. Visibility/Daylight hours

⁽⁷⁵⁾ k. Draft

(L 1421-2015) 1/16

Chapter 9—Paragraph 75; insert after:

^(75.01) 1. Air Draft in relation to vertical clearances of bridges or other overhead limitations along transit
(L 1421-2015) 1/16

Chapter 9—Paragraph 88; read:

⁽⁸⁸⁾ A Federal project provides for a channel 40 feet deep from the ocean to the south end of Talleyrand Terminal 40, thence 30 to 38 feet deep to Commodore Point via Terminal Channel. The main channel is maintained at or near project depths. (See Notice to Mariners and latest edition of chart for controlling depths.)

(L 1421-2015; LL 2015; NOS 11490) 1/16

Chapter 9—Paragraph 91; read:

⁽⁹¹⁾ Vessels waiting outside the entrance to St. Johns River can anchor in depths of 36 to 50 feet, 1.5 nautical miles north-northeast of St. Johns Lighted Buoy STJ (the sea buoy) if wind and sea permit. (See **110.182**, chapter 2, for limits and regulations of the anchorage areas.) Anchorage south of the south jetty is not recommended because of the heavy shrimp boat activity in that area.

(L 1421-2015; LL 2015; NOS 11490) 1/16

Chapter 9—Paragraph 95; read:

⁽⁹⁵⁾ Seven bridges cross the St. Johns River at downtown Jacksonville. A fixed highway bridge with a clearance of 169 feet (174 feet for 200 feet each side of the bridge centerline) crosses the river just above Blount Island at Dames Point. The fixed Matthews highway bridge, 0.5 mile north of Commodore Point, has a clearance of 146 feet across the main (Terminal) channel and 86 feet at the center of the span across Arlington Channel. At Commodore Point, the Hart suspension bridge has a clearance of 135 feet, with 141 feet at the center. Main Street (Alsop) highway bridge, the first of four bridges at Hendricks Point, has a vertical-lift span with clearances of 40 feet down and 135 feet up; the second, Acosta highway bridge, 0.3 mile upstream from the Main Street bridge, has a fixed span with a clearance of 75 feet; the third, the railroad bridge adjacent to the Acosta bridge, has a bascule span with a clearance of 5 feet; the fourth, the Fuller Warren highway bridge, has a fixed span with a clearance of 75 feet at the center. (See **117.1 through 117.59 and 117.325**, chapter 2, for drawbridge regulations.) The bridge tenders at Hendricks Point monitor VHF-FM channel 16 and work on channel 17; call sign, Main Street (Alsop) WHV-528. The bridgetender of the FEC bridge monitors VHF-FM

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channel 16 and works on channel 13; call sign, KXR-936. Per the FCC, monitoring VHF-FM channel 9 is required for all movable bridges in the State of Florida.

(L 1421-2015) 1/16

Chapter 9—Paragraphs 117 to 122; read:

⁽¹¹⁷⁾ Pilotage is compulsory for all foreign vessels and for U.S. vessels under register. Pilotage is optional for U.S. coastwise vessels which have on board a pilot licensed by the Federal Government. Pilotage is available from St. Johns Bar Pilot Association, 4910 Ocean Street, Mayport, FL; telephone 904-249-5631, FAX 904-249-7523; email admin@jaxpilots.com. Federal Pilots for inner harbor shifts and docking services can be reached at 904-757-6900 Florida Docking Masters Association or on VHF-FM channel 7A and 904-642-9880.

⁽¹¹⁸⁾ The pilot station (above address) is just below the ferry terminal (30°23.7'N., 81°25.8'W.), on the port hand entering from sea, about 3 miles above St. Johns River entrance. The pilot station monitors VHF-FM channels 16, 13, and 14; works on 14. The pilot boats are 50-foot, with orange hull, gray superstructure, and the word PILOT on the sides. The boats monitor and work on VHF-FM channel 14. Pilots monitor VHF-FM channel 17A for docking vessels not requesting tugs or docking master.

⁽¹¹⁹⁾ Vessels are requested to report their estimated time of arrival (ETA) about 0.5 mile E of St. Johns Lighted Buoy STJ (the sea buoy) at about 30°23'36"N., 81°18'33"W., and their draft, by radio to the pilot station at least 2 hours and again 1 hour prior their ETA at the sea buoy. Pilots report that many times they can hear radio calls but vessels are unable to pick up the pilots return transmissions. The pilot boarding area is between the sea buoy and the outermost entrance-channel buoys; pilot boarding speed is 8 to 10 knots. A boarding ladder should be rigged 10 feet above the water. Arrangements for pilots are generally arranged in advance through ship's agents or directly by shipping companies.

⁽¹²⁰⁾ The St. Johns Bar Pilots Association, 4910 Ocean Street, Atlantic Beach, FL 32233; telephone 904-249-5631, participates in the North Atlantic Right Whale Early Warning System. (See North Atlantic Right Whales, indexed as such, chapter 3).

⁽¹²¹⁾ **Towage**

⁽¹²²⁾ Tugs up to 5,100 hp, and docking pilots are available 24 hours a day at Jacksonville. Tugs use VHF-FM channels 7A, 10, 13, 16, 18A, and 19. Docking pilots use VHF-FM channels 7A, 13, 16, 18A and 19A

(L 1421-2015) 1/16

Chapter 9—Paragraph 166; read:

⁽¹⁶⁶⁾ **Mayport** is a town on the south bank of St. Johns River, 3 miles inside the entrance jetties. It has a ferry connection with the town of **Fort George Island** across the river. The wharves at Mayport are private and are used by fishing vessels. A Coast Guard station is at the southerly end of the waterfront. There is a marina and a yacht basin with reported depths of about 10 feet. Gasoline, diesel fuel, water, ice, restrooms, charter boat hire, showers, electricity, wet and dry storage, and marine supplies are available. Hull, engine and electronic repairs can be made. Restaurants are nearby.

(L 1421-2015; NOS 11490) 1/16

Chapter 9—Paragraph 198; read:

⁽¹⁹⁸⁾ <Deleted Paragraph>

(L 1421-2015; NOS 11492) 1/16

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Chapter 10—Paragraph 134; read:

⁽¹³⁴⁾ A dredged entrance channel, marked by lighted buoys, leads southeast from deep water in Saginaw Bay through the mouth of the Sebewaing River and upstream to about 800 feet below the CSX Railroad bridge; the bridge has a clearance of 9 feet. A slow-no wake speed is enforced on the Sebewaing River and connecting channels and canals.

(LNM 33/15 CG9) 1/16

Chapter 11—Paragraph 1067; read:

⁽¹⁰⁶⁷⁾ Baileys Harbor, about 14 miles north of Whitefish Point, is a small bay protected on the east by a point that extends east, then south, from shore. Shoals extend 1 mile south from the point and from the western shore at the harbor entrance. The entrance to the harbor is marked by a lighted bell buoy, buoys and a private range at the northwest corner.

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TIDE TABLES CORRECTIONS

EAST PACIFIC (NOS)	Ed 2016	NEW EDITION N1/16
EUROPE/WEST AFRICA (NOS)	Ed 2016	NEW EDITION N1/16
W PAC/INDIAN OCEAN (NOS)	Ed 2016	NEW EDITION N1/16
WEST ATLANTIC (NOS)	Ed 2016	NEW EDITION N1/16

TIDAL CURRENT TABLES CORRECTIONS

ATLANTIC (NOS)	Ed 2016	NEW EDITION N1/16
PACIFIC (NOS)	Ed 2016	NEW EDITION N1/16