

SAILING DIRECTIONS CORRECTIONS

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COAST PILOT CORRECTIONS

COAST PILOT 2 45 Ed 2016 10 JAN 2016
LAST NM 45/15

Chapter 2—Paragraphs 3044.01 to 3044.10; read:

^(3044.01) **§165.161 Safety Zone; Shore (Belt) Parkway
Bridge Construction, Mill Basin, Brooklyn, NY.**

^(3044.02) (a) Location. The following area is a safety zone:
All waters from surface to bottom of Mill Basin within
200 yards of the Shore (Belt) Parkway Mill Basin bridge, east
of a line drawn from 40°36'24.29"N., 073°54'02.59"W. to
40°36'11.36"N., 073°54'04.69"W., and west of a line drawn
from 40°36'21.13"N., 073°53'47.38"W. to 40°36'11.59"N.,
073°53'48.88"W.

^(3044.03) (b) Definitions. The following definitions apply to
this section:

^(3044.04) (1) Designated representative. A “designated
representative” is any Coast Guard commissioned,
warrant or petty officer of the U.S. Coast Guard who has
been designated by the Captain of the Port (COTP) New
York, to act on his or her behalf. The designated
representative may be on an official patrol vessel or
may be on shore and will communicate with vessels via
VHF-FM radio or loudhailer. In addition, members of the
Coast Guard Auxiliary may be present to inform vessel
operators of this regulation.

^(3044.05) (2) Official patrol vessels. Official patrol
vessels may consist of any Coast Guard, Coast Guard
Auxiliary, state, or local law enforcement vessels
assigned or approved by the COTP.

^(3044.06) (c) Enforcement periods. (1) This safety zone is in
effect permanently starting January 7, 2016, but will only
be enforced when deemed necessary by the COTP.

^(3044.07) (2) The COTP will rely on the methods described
in §165.7 to notify the public of the enforcement of this
safety zone. Such notifications will include the date and times
of enforcement, along with any predetermined conditions
of entry.

^(3044.08) (d) Regulations. (1) The general regulations
contained in §165.23, as well as the regulations in
paragraphs (d)(2) and (3) of this section, apply.

^(3044.09) (2) During periods of enforcement, all persons
and vessels must comply with all orders and directions
from the COTP or a COTP’s designated representative.

^(3044.10) (3) During periods of enforcement, upon being
hailed by a U.S. Coast Guard vessel by siren, radio, flashing
light, or other means, the operator of the vessel must
proceed as directed.
(FR 12/8/15) 5/16

Chapter 11—Paragraph 237; read:

⁽²³⁷⁾ The Shore Parkway bascule highway bridge with a
clearance of 34 feet crosses Mill Basin between Barren
Island and Brooklyn. (See 33 CFR 117.1 through 117.59
and 117.795, chapter 2, for drawbridge regulations.) The
bridgetender monitors VHF-FM channel 13; call sign KX-
8185. Mariners are requested to avoid causing bridge
openings during peak commuter hours of 0700 to 0900 and
1600 to 1800 Monday through Friday. A safety zone has
been established in the waters of Mill Basin surrounding the
Shore Parkway Bridge. See 33 CFR 165.1 through 165.23
and 165.161, chapter 2, for limits and regulations.
(FR 12/8/15) 5/16

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Chapter 2—Paragraphs 1679 to 1679.14; read:

⁽¹⁶⁷⁹⁾ (b) The draw of the Norfolk Southern Railroad
Bridge across Lake Pontchartrain, mile 4.80 near Slidell, St.
Tammany Parish, Louisiana shall be maintained as
follows:

^(1679.01) (1) The draw shall be maintained in the fully
open-to-navigation position for vessels at all times,
except during periods when it is closed for the passage of
rail traffic or to perform periodic maintenance
authorized in accordance with subpart A of this part.

^(1679.02) (2) The draw shall be remotely operated by the
drawtender at Norfolk Southern’s drawbridge in Decatur,
Alabama. The estimated duration that the bridge will remain
closed for the passage of rail traffic is 10 to 15 minutes
per operation.

^(1679.03) (3) When a train approaches the bridge, the
drawtender will initiate the bridge closing warning
signal, consisting of radio calls via VHF-FM channels 13
and 16 and activation of flashing red warning lights at
each end of the span. The radio calls will be broadcast at
five (5) minutes prior to bridge closing and at two (2)
minutes prior to bridge closing. Photoelectric (infrared)
boat detectors will monitor the waterway beneath the
bridge for the presence of vessels.

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^(1679.04) (4) The drawtender will continuously monitor waterway traffic in the area using closed-circuit cameras mounted on the bridge. The draw will only be closed if the drawtender's visual inspection indicates that the channel is clear and there are no vessels transiting in the area. The drawtender will maintain constant surveillance of the navigation channel to ensure that no conflict with maritime traffic exists. Additionally, the draw will not be closed if the S11 bascule bridge that is located immediately west of the railroad bridge is in the open-to-navigation position. If two or more closed-circuit cameras are inoperable or if there is inclement weather, the draw will only be operated by a drawtender located on site at the bridge.

^(1679.05) (5) At the end of the two-minute warning period, if no vessels have been detected by the drawtender, the draw closing sequence will automatically proceed.

^(1679.06) (6) Upon passage of the train, the draw will be returned to the fully open-to-navigation position to allow marine traffic to pass. The warning lights will continue to flash red until the draw has returned to the fully open-to-navigation position at which time they will deactivate.

^(1679.07) (7) After the passage of each train, the draw must be returned to its fully open-to-navigation position.

^(1679.08) (8) To request openings of the draw when the bascule span is in the closed-to-navigation position, mariners may contact Norfolk Southern Railway via VHF-FM channel 13 or by telephone at the number displayed on the signs posted at the bridge.

^(1679.09) (9) The draw will be operated locally if:

^(1679.10) (i) Communication is lost between the drawbridge and the drawtender in Decatur, Alabama;

^(1679.11) (ii) More than two closed-circuit cameras are not working;

^(1679.12) (iii) The marine radio is inoperable;

^(1679.13) (iv) Weather conditions warrant; or

^(1679.14) (v) Ordered by the Coast Guard.

(FR 12/29/15) 5/16

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Chapter 2—Paragraph 264; replace with below:
New table titled **Point ID Latitude (north) Longitude (west)** from back of this Subsection.

(FR 12/23/15) 5/16

Chapter 2—Paragraphs 2260 to 2260.03; read:

⁽²²⁶⁰⁾ (b) Enforcement and applicability. (1) Beginning January 1, 2016, reporting requirements under this RNA will

be enforced only when directed by the District Commander or designated representative under paragraphs (d) (1)(ix), (d)(2)(iv), (f)(9), and (g)(4) of this section. Reporting points as listed in paragraph (e) of this section may be used to determine and inform where reporting is required. Compliance under other parts of this section is stayed until a future date published in the Federal Register, if determined necessary.

^(2260.01) (2) This section applies to towing vessel operators and fleeting area managers responsible for CDC barges in the RNA. This section does not apply to:

^(2260.02) (i) Towing vessel operators responsible for barges not carrying CDC barges, or

^(2260.03) (ii) Fleet tow boats moving one or more CDC barges within a fleeting area.

(FR 12/29/15) 5/16

Chapter 2—Paragraph 2285; read:

⁽²²⁸⁵⁾ Ninth District CDC Reporting Unit or (D9 CDCRU) means the Coast Guard office that is responsible for collecting the information required by this section.

(FR 12/29/15) 5/16

Chapter 2—Paragraphs 2290 to 2291; read:

⁽²²⁹⁰⁾ (d) Regulations. The following must report to the Ninth District CDC Reporting Unit Eighth District (D9 CDCRU):

⁽²²⁹¹⁾ (1) The towing vessel operator responsible for one or more CDC barges in the RNA must report all the information items specified in table 165.921(f), in paragraph (f) of this section, to the D9 CDCRU:

(FR 12/29/15) 5/16

Chapter 2—Paragraph 2293; read:

⁽²²⁹³⁾ (ii) Four hours before originating a voyage within the RNA with one or more CDC barges, except if the evolution of making up a tow with a CDC barge will take less than 4 hours before originating a voyage, and the towing vessel operator did not receive the order to make up a tow with a CDC barge in advance of 4 hours before originating the voyage with one or more CDC barges, in which case the towing vessel operator shall submit the required report to the D9 CDCRU as soon as possible after receiving orders to make up a tow with one of more CDC barges.

(FR 12/29/15) 5/16

Chapter 2—Paragraphs 2300 to 2301; read:

⁽²³⁰⁰⁾ (ix) When directed by the District Commander or designated representative.

⁽²³⁰¹⁾ (2) The fleeting area manager responsible for one or more CDC barges in the RNA must report all the information

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items specified in table 165.921(g), in paragraph (g) of this section, to the D9 CDCRU:
(FR 12/29/15) 5/16

Chapter 2—Paragraph 2305; read:
(2305) (iv) When directed by the District Commander or designated representative.
(FR 12/29/15) 5/16

Chapter 2—Paragraph 2307; read:
(2307) (4) When required, reports under this section must be made either by email at d09-smb-cdcru@uscg.mil or via phone or fax as provided in the notification as directed by the District Commander or designated representative through the D9 CDCRU. Notification of when and where reporting is required may be made through Marine Safety Information Bulletins, Notices of Enforcement, email and/or through industry outreach. At all other times, reporting under this section is not required and communications should be directed to the Captain of the Port.
(FR 12/29/15) 5/16

Chapter 2—Paragraph 2309; read:
(2309) (e) Ninth Coast Guard District Illinois Waterway System RNA Reporting points. Towing vessel operators responsible for one or more CDC barges in the RNA must make reports to D9 CDCRU at each point listed in this paragraph (e).
(FR 12/29/15) 5/16

Chapter 2—Paragraphs 2322 to 2323.01; read:
(2322) (f) Information to be reported to the D9 CDCRU by towing vessel operators. With the exception noted in paragraph (d)(1)(ii) of this section, towing vessel operators responsible for one or more CDC barges in the RNA must report all the information required by this section as set out in table 165.921(f) of this paragraph.
(2322.01) Insert new table titled **Table 165.921(f)—Information to be Reported to the D9 CDCRU by Towing Operators** from back of this Subsection.
(2323) (g) Information to be reported to the D9 CDCRU by fleeting area managers. Fleeting area managers responsible for one or more CDC barges in the RNA must report the information required by this section as set out in table 165.921(g) to this paragraph.
(2323.01) Insert new table titled **Table 165.921(g)—Information to be Reported to the D9 CDCRU by Fleeting Area Managers** from back of this Subsection.
(FR 12/29/15) 5/16

Chapter 2—Paragraph 2327; read:
(2327) (i) Deviation from this section is prohibited unless specifically authorized by the Commander, Ninth Coast Guard District or the designated representative.
(FR 12/29/15) 5/16

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Chapter 2—Paragraph 483; replace with below:
New table titled **Table 2—Coordinates for Aunu'u Unit, Zone B** from back of this Subsection.
(FR 12/23/15) 5/16

Chapter 2—Paragraph 486; replace with below:
New table titled **Table 3—Coordinates for the Swains Island Unit** from back of the Subsection.
(FR 12/23/15) 5/16

Chapter 2—Paragraph 489; replace with below:
New table titled **Table 4—Coordinates for the Muliava Unit** from back of this Subsection.
(FR 12/23/15) 5/16

Chapter 2—Paragraph 2021; read:
(2021) (2) The draw of the South Park Bridge, mile 3.8, need not be opened for the passage of vessels from 6:30 a.m. to 8:30 a.m. and from 3:30 p.m. to 5:30 p.m., Monday through Friday except, Federal holidays, other than Columbus Day.
(FR 12/29/15) 5/16

Chapter 2—Paragraphs 3580.01 to 3580.08; read:
(3580.01) **§165.T11–750 Safety Zone; Morro Bay Breaking Bar; Morro Bay Harbor Entrance; Morro Bay, CA.**
(3580.02) (a) Location. The following area is a safety zone: All navigable waters of the Morro Bay Harbor Entrance in approximate coordinates: from a point on the shoreline at 35°22.181' N., 120°52.207' W., thence westward to 35°22.181' N., 120°52.538' W., thence southward to 35°21.367' N., 120°52.538' W., thence eastward to a point on the shoreline at 35°21.366' N., 120°51.717' W., thence northward along the shoreline to a point inside the Morro Bay Harbor to 35°22.153' N., 120°51.698' W., thence northwestward to a point on land at 35°22.233' N., 120°51.847' W., thence southward along the shoreline to the beginning. These coordinates are based on North American Datum of 1983.
(3580.03) (b) Definitions. For the purposes of this section:
(3580.04) Designated representative means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer operating a Coast Guard

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vessel and a Federal, State, and local officer designated by or assisting the Captain of the Port Los Angeles-Long Beach (COTP) in the enforcement of the safety zone.

^(3580.05) Rough Bar means any swell, breaking surf, or wind conditions that create safety hazards. This includes but is not limited to, breaking surf 8 feet of greater or extreme steep or confused swell in the main channel or in the judgment of the COTP or the COTP's designated representative rough conditions exist.

^(3580.06) (c) Regulations. (1) Under the general safety zone regulations in subpart C of this part, you may not enter the safety zone described in paragraph (a) of this section unless authorized by the COTP or the COTP's designated representative.

^(3580.07) (2) To seek permission to enter, hail Coast Guard Station Morro Bay on VHF-FM Channel 16 or call at (805) 772-2167. Those in the safety zone must comply with all lawful orders or directions given to them by the COTP or the COTP's designated representative.

^(3580.08) (d) Enforcement period. This rule is effective from 12:01 a.m. December 9, 2015 until February 29, 2016 11:59 p.m. The safety zone will only be enforced when the COTP or her designated representative deems it necessary because of the rough bar conditions, and enforcement will cease immediately upon conditions returning to safe levels.

(FR 12/29/15) 5/16

Chapter 6—Paragraph 75; read:

⁽⁷⁵⁾ Mariners are advised to use extreme caution when entering the bay and to contact the harbormaster or Coast Guard Sector Los Angeles/Long Beach on VHF-FM channel 16 for current entrance and channel conditions. A safety zone, at the entrance to Morro Bay, is enforced when there are rough bar conditions. See 33 CFR 165.1 through 165.23 and 165.T11-750, chapter 2, for limits and regulations. Morro Bay Rough Bar Warning Light is on the N end of the USCG and Harbormaster's Office pier. The light will flash when seas exceed four feet in height. The light is extinguished for lesser bar conditions, but with no guarantee that bar is safe.

(FR 12/29/15; LL 2016) 5/16

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LAST NM 48/15**

Chapter 2—Paragraphs 1371 to 1377; read:

⁽¹³⁷¹⁾ (5) Area No. 5. (i) The area will be open unless the Navy is actually conducting operations. To ensure safe and timely passage through the restricted area vessel operators are required to notify the Facility Control Officer of their expected time of arrival, speed and intentions. For vessels not equipped with radio equipment, the Navy shall signal with flashing beacon lights whether passage is prohibited and when it is safe to pass through the area. A flashing amber beacon means that the area is closed to all vessels and to await a clear signal. The flashing amber beacon not lighted is the clear signal and indicates that vessels may proceed through the area. Each closure of the area by the Navy will normally not exceed 20 minutes.

⁽¹³⁷²⁾ (ii) When Area No. 5 restrictions are in place, vessels may operate within 1000 yards of the shoreline at speeds no greater than 5 knots in accordance with the restriction in effect in Area No. 3.

⁽¹³⁷³⁾ <Deleted Paragraph>

⁽¹³⁷⁴⁾ <Deleted Paragraph>

⁽¹³⁷⁵⁾ <Deleted Paragraph>

⁽¹³⁷⁶⁾ (c) Vessels will be allowed to transit Area No. 5 within 20 minutes of marine radio or telephone notification to the Navy Facility Control Officer.

⁽¹³⁷⁷⁾ (d) Enforcement. The regulations in this section shall be enforced by the Commander, Naval Surface Warfare Center, Carderock Division, and such agencies he/she may designate.

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Chapter 2

Point ID	Latitude (north)	Longitude (west)
1	44°30'46.2"	82°19'46.3"
2	44°51'29.3"	82°24'31.4"
3	45°12'30.5"	82°29'26.1"
4	45°20'09.2"	82°31'14.3"
5	45°46'19.0"	83°29'02.3"
6	45°46'26.2"	83°38'12.7"
7	45°50'00.0"	83°35'12.8"
8	45°50'00.0"	84°20'00.0"
9*	45°39'46.3"	84°20'00.0"
10*	45°25'02.4"	83°46'23.8"
11	45°25'15.7"	83°47'41.5"
12	45°25'37.5"	83°47'37.4"
13	45°25'24.3"	83°45'11.4"
14	45°25'02.9"	83°45'12.0"
15	45°24'43.6"	83°46'05.0"
16*	45°24'26.6"	83°46'04.3"
17*	45°17'48.2"	83°25'08.7"
18	45°17'48.6"	83°24'34.7"
19	45°17'24.4"	83°24'34.7"
20	45°17'40.7"	83°25'08.9"
21*	45°17'48.5"	83°25'22.0"
22*	45°03'58.8"	83°24'25.7"
23*	45°03'56.2"	83°24'29.2"
24*	44°30'42.2"	83°19'12.6"
25	44°30'46.2"	82°19'46.3"

Note: The coordinates in the table above marked with an asterisk (*) are not part of the sanctuary boundary. These coordinates are landward reference points used to draw a line segment that intersects with the shoreline for the purpose of charting the boundary.

Chapter 2

TABLE 165.921(f) – INFORMATION TO BE REPORTED TO THE D9 CDCRU BY TOWING OPERATORS

	24-hour contact number	Name of vessel moving barge(s)	Barge(s) name and official number	Type, name and amount of CDC onboard	Estimated time of departure from fleeting area or facility	Name and location of destination of CDC barge (fleeting area or facility), including estimated time of arrival	Reporting point	Estimated time of arrival (ETA) to next reporting point (if applicable)
(1) Upon point of entry into the RNA with a CDC barge	X	X	X	X		X	X	X
(2) 4 hours before originating a voyage within the RNA with one or more CDC barges; but see exception in paragraph (d)(1)(ii) of this section	X	X	X	X	X	X		X
(3) Upon dropping off one or more CDC barges at a fleeting area or facility		X	X					
(4) Upon picking up one or more additional CDC barges from a fleeting area or facility		X	X	X				
(5) At designated reporting points in 165.921(e)		X	X	(1)		(1)	X	X
(6) When ETA to a reporting point varies by 6 hours from previously reported ETA		X	(1)	(1)				X
(7) Any significant deviation from previously reported information (all that apply)	X	X	X	X	X	X	X	X
(8) Upon departing the RNA with a CDC barge(s)		X	X				X	
(9) When directed by the District Commander or designated representative	X	X	X	X	X	X	X	X

¹If changed

Chapter 2

TABLE 165.921(g) – INFORMATION TO BE REPORTED TO THE D9 CDCRU BY FLEETING AREA MANAGERS

	24-hour contact number	Barge(s) name and official number	Type, name and amount of CDC onboard	Location of CDC barge (fleeting area or facility)
(1) Once daily, all CDC barges in a fleeting area	X	X	X	X
(2) Upon moving one or more CDC barges within a fleeting area by a fleet tow boat		X	X	X
(3) Any significant deviation from previously reported information (all that apply)	X	X	X	X
(4) When directed by the District Commander or designated representative	X	X	X	X

COAST PILOT 6

Chapter 2

Point ID	Latitude	Longitude
1	14.270 S	170.496 W
2	14.286 S	170.496 W
3	14.286 S	170.546 W
4	14.280 S	170.550 W
5	14.270 S	170.550 W
6	14.270 S	170.496 W

COAST PILOT 7

Chapter 2

Table 3 – Coordinates for the Swains Island Unit

Point ID	Latitude	Longitude
1	11.11457 S	171.06870 W
2	11.11565 S	171.07980 W
3	11.11422 S	171.09248 W
4	11.11005 S	171.10445 W
5	11.10388 S	171.11445 W
6	11.09533 S	171.12392 W
7	11.08375 S	171.13272 W
8	11.07268 S	171.13775 W
9	11.06112 S	171.14042 W
10	11.04880 S	171.14067 W
11	11.03618 S	171.13800 W
12	11.02673 S	171.13367 W
13	11.01853 S	171.12773 W
14	11.01010 S	171.11828 W
15	11.00402 S	171.10710 W
16	11.00083 S	171.09728 W
17	10.99817 S	171.08305 W
18	10.99783 S	171.06825 W
19	10.99983 S	171.05732 W
20	11.00373 S	171.04790 W
21	11.00955 S	171.03862 W
22	11.01752 S	171.02985 W
23	11.02703 S	171.02290 W
24	11.03763 S	171.01805 W
25	11.04812 S	171.01558 W
26	11.05860 S	171.01527 W
27	11.06860 S	171.01695 W
28	11.07957 S	171.02133 W
29	11.08850 S	171.02727 W
30	11.09637 S	171.03502 W
31	11.10637 S	171.04840 W
32	11.11122 S	171.05753 W
33	11.11457 S	171.06870 W
34	11.05188 S	171.08921 W
35	11.04856 S	171.09269 W
36	11.05487 S	171.09445 W
37	11.06024 S	171.09283 W
38	11.05848 S	171.08824 W
39	11.06369 S	171.07618 W
40	11.06741 S	171.07364 W
41	11.06217 S	171.06622 W
42	11.05836 S	171.06879 W

Chapter 2

Table 4 – Coordinates for the Muliäva Unit

Point ID	Latitude	Longitude
1	15.387 S	169.012 W
2	14.271 S	169.012 W
3	14.271 S	169.121 W
4	14.150 S	169.121 W
5	14.150 S	169.012 W
6	13.698 S	169.012 W
7	13.698 S	167.283 W
8	15.387 S	167.283 W
9	15.387 S	169.012 W

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