

SECTION II  
NAVIGATION PUBLICATIONS

NM 9/16

**SAILING DIRECTIONS CORRECTIONS**

**PUB 147      15 Ed 2015      LAST NM 5/15**  
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(NGA) 9/16

**COAST PILOT CORRECTIONS**

**COAST PILOT 3      49 Ed 2016      07 FEB 2016**  
**LAST NM 7/16**  
Appendix B—Paragraph 28; replace with below:  
New table titled **Centerline Channel Control Coordinates (U. S. Army Corps of Engineers)** from back of this Subsection.  
(L 1280-2015) 9/16

**COAST PILOT 5      43 Ed 2015      07 FEB 2016**  
**LAST NM 6/16**  
Chapter 14—Paragraph 25; read:  
<sup>(25)</sup> Vessels of and above 100 gross registered tons and those vessels carrying explosives and dangerous cargo must engage for the services of an Insular Government pilot in order to enter, leave, or shift berths in a U.S. Virgin Islands port. Vessels of less tonnage and vessels of the United States or foreign governments are exempt from pilotage unless a pilot is actually employed. Exempted vessels when requiring the services of a pilot will be charged the regular rate. Pilots will take all classes of vessels in or out, day or night, unless otherwise noted. Arrangements for pilots shall be made 24 hours prior to ship's arrival. Email: [sttpilots@gmail.com](mailto:sttpilots@gmail.com); FAX 340-777-9694.  
(L 1280-2015) 9/16

Chapter 14—Paragraphs 131 to 132; read:  
<sup>(131)</sup> East Gregerie Channel, between Hassel Island and Water Island, has a reported depth of 31 feet for the 350-yard center width. Haulover Cut, between Hassel Island and St. Thomas Island, has a least depth of 12 feet through the center of the narrow passage. At the SW entrance, a reef that uncovers extends about 80 yards into the cut from Hassel Island. Rocks, submerged and awash, border the N side of the channel. East Gregerie Channel is marked by lighted buoys. Caution is also advised for all vessels traversing this area since it is an active seaplane landing area.  
<sup>(132)</sup> West Gregerie Channel, between Water Island and St. Thomas Island, has a reported depth of 39 feet for a 250-yard center width to a line between Crown Bay Pier and Lighted Buoy GC. The channel is marked by lighted buoys. A

lighted radio tower at the base of Careen Hill has been reported to be an excellent mark to steer for when entering West Gregerie Channel.  
(L 1280-2015) 9/16

Chapter 14—Paragraph 154; read:  
<sup>(154)</sup> From W: pass 1.0 mile or more off the S end of Water Island, then enter the Pilot Boarding area from the south, steer for Muhlenfels Point until on the entrance range, and then proceed into the harbor on a heading of 344°. The prominent white catchment area on the W side of Berg Hill helps in picking up the range in the daytime. From S: pass a mile or more W of Buck Island and enter on the range. From E: set a course to pass about midway between Buck Island and St. Thomas Island and enter on the range.  
(L 1280-2015) 9/16

Chapter 14—Paragraph 156; read:  
<sup>(156)</sup> See Pilotage, U.S. Virgin Islands (indexed as such) early this chapter. Pilotage is available from the St. Thomas Pilots, Virgin Island Port Authority. Office address is: P.O. Box 2616, Charlotte Amalie, St. Thomas, U.S.VI 00803; FAX 340-777-9694; Email: [sttpilots@gmail.com](mailto:sttpilots@gmail.com). Pilots monitor VHF-FM channels 14 and 16 only within one hour of ship's scheduled arrival time.  
(L 1280-2015) 9/16

Chapter 14—Paragraphs 158 to 160; read:  
<sup>(158)</sup> St. Thomas Pilots serve the main harbors of Charlotte Amalie, St. John, East and West Gregerie Channels, Crown Bay, and Southwest Roads.  
<sup>(159)</sup> Pilots board vessels entering St. Thomas Harbors from four points at the entrances. Vessels entering via West Gregerie Channel are boarded about 0.5 mile W of West Gregerie Channel Lighted Buoy 2, or 0.5 mile S of Flamingo Point. For vessels entering through East Gregerie Channel, the pilot will board in the Pilot Boarding Area S of East Gregerie Channel Lighted Buoy WRI. Vessels entering the port through the main harbor entrance channel can pick up the pilot from a position in the channel S of St. Thomas Harbor Entrance Lighted Buoy 2.  
<sup>(160)</sup> The pilot boats, HARRY MAGRAS, 45 feet long, and WINSTON PARRIS, 42 feet long, each have black hulls with white superstructures. Both boats have the word PILOT on their superstructures, painted in orange. The pilot boats display the standard pilot signals; "HOTEL" flag by day, and a white light over a red light at night (all-around lights). The pilot boats and pilot station monitor VHF-FM channels 16 and 14, and work on channel 14. Vessels to be boarded should contact the pilot boat prior to arrival for

**COAST PILOT 5 (Continued)**

vessel speed (approximately 6 to 8 knots) and boarding side, and rig the pilot ladder about 3 feet above the water.  
(L 1280-2015) 9/16

Chapter 14—Paragraph 163; read:

<sup>(163)</sup> Tugs up to 3,000 hp are available for docking vessels. The tugs monitor VHF-FM channels 16 and 14. Notice of at least 24 hours required for tugs in most circumstances.  
(L 1280-2015) 9/16

Chapter 14—Paragraphs 184 to 185; read:

<sup>(184)</sup> A marina on the E side of Long Bay has finger piers with 10 to 18 feet alongside. Berths, water, electricity, and marine supplies are available. A fuel pier with 28 feet alongside has gasoline and diesel fuel.

<sup>(185)</sup> A marina on the W side of Cay Bay, N of Hassel Island, has berthing and mooring facilities in about 15 feet of water. Gasoline, electricity, water, ice, and marine supplies are available. The approach to the marina is in a seaplane operating area so be alert for aircraft.  
(L 1280-2015) 9/16

Chapter 14—Paragraph 271; read:

<sup>(271)</sup> Inside the harbor, a privately dredged channel with private aids leads W of the main channel to facilities in the SW part of the bay. In 2014, a depth of 16 feet was reported in the channel and alongside the berthing facilities.  
(L 1280-2015) 9/16

Chapter 14—Paragraph 337; read:

<sup>(337)</sup> See Pilotage, U.S. Virgin Islands (indexed as such) early this chapter. Vessels entering Krause Lagoon Channel are boarded about 2.5 miles SSW of Krause Lagoon Channel Entrance Lighted Buoy 1. Vessels entering Limetree Bay are boarded about 3 miles SE of Limetree Bay Channel Entrance Lighted Buoy 1. The area within a 4-mile radius of Limetree Bay Channel Entrance Lighted Buoy 2 is constantly congested with mostly very large heavy laden tank vessels entering and leaving Limetree Bay Channel. Maneuverabilities for these vessels are restricted. All vessels are advised to avoid loaded tank vessels and use extreme caution in and near this 4-mile area. The area from 5 to 10 miles S of Krause Lagoon Channel Entrance Lighted Buoy 1 is sometimes congested with vessels waiting to meet a pilot at the designated boarding areas; vessels bound for the Container Terminal or the Gordon Finch Molasses Terminal should contact the Virgin Islands Port Authority Dock

Master on VHF-FM channels 14 or 16 or telephone 340-778-3131 to arrange a pilot and receive berthing instructions. All other traffic into Krause Lagoon contact Cape Towing Caribbean on VHF-FM channels 14 or 16 for active operations information or approach procedures and docking instructions.  
(L 1280-2015) 9/16

**COAST PILOT 6      45 Ed 2015      07 FEB 2016  
LAST NM 8/16**

Chapter 4—Paragraph 286; read:

<sup>(286)</sup> Cape Vincent, NY, is a village and small-craft harbor on the south side of the St. Lawrence River about 3 statute miles (2.6 nm) below Lake Ontario. A dredged channel leads along the city front on the St. Lawrence River. The channel is protected by a 1,380-foot-long (420-meter) breakwater which parallels the shore; the ends of the breakwater are marked by lights. In 2015, the controlling depth was 15 feet (4.6 meters) in the channel.  
(L 27-2016; DD 27113) 9/16

Chapter 13—Paragraph 211; read:

<sup>(211)</sup> A combination highway and railroad double-deck vertical lift bridge crosses Portage Lake from Houghton to Hancock. The bridge has a clearance of 7 feet down and 103 feet up. The lift span may be stopped at intermediate elevations, with a pointer on the lift span indicating the vertical clearance above high water, which for this bridge is 35 feet above Low Water Datum. Fixed red lights are shown on top of the lift span towers and a fixed white light is shown at center of top of the lift span. A light at center of the bottom of the lift span shows red and is changed to green when the lift is raised sufficiently for passage. (See 33 CFR 117.1 through 117.59 and 117.635, chapter 2, for drawbridge regulations.) An overhead power cable, with a reported clearance of 120 feet, crosses the channel about 1.7 miles west of the lift bridge.  
(L 1634-2015) 9/16

Chapter 13—Paragraphs 424.01 to 424.02; read:

<sup>(424.01)</sup> **Small-craft facilities**

<sup>(424.02)</sup> McQuade Small-Craft Harbor, 10.5 miles northeast of Duluth Ship Canal, is near the town of Talmadge. The harbor basin, developed by the Minnesota Department of Natural Resources, is protected by large rubble mound breakwaters and had a controlling depth of 6 feet in 2015. The outer breakwater is marked by a private light. There are launching ramps available and two tie-up docks.  
(DD 27093; LL 2016) 9/16

**Centerline Channel Control Coordinates  
(U.S. Army Corps of Engineers)**

**Philadelphia, PA to Trenton, NJ**

<b>Point</b>	<b>Centerline Latitude/Longitude</b>	<b>Point</b>	<b>Centerline Latitude/Longitude</b>
1	39°58'35.897"N., 75°04'48.292"W.	19	40°07'25.194"N., 74°49'29.492"W.
2	39°58'42.398"N., 75°04'25.889"W.	20	40°07'34.219"N., 74°49'29.059"W.
3	39°59'16.004"N., 75°03'47.772"W.	21	40°07'41.347"N., 74°48'59.440"W.
4	40°00'12.150"N., 75°03'24.372"W.	22	40°07'12.259"N., 74°47'21.368"W.
5	40°00'26.532"N., 75°03'09.475"W.	23	40°07'15.960"N., 74°46'54.944"W.
6	40°00'57.290"N., 75°01'57.601"W.	24	40°08'00.092"N., 74°45'46.044"W.
7	40°01'21.713"N., 75°00'31.759"W.	25	40°08'07.123"N., 74°45'20.516"W.
8	40°02'23.723"N., 74°59'19.180"W.	26	40°08'04.268"N., 74°44'39.876"W.
9	40°03'25.117"N., 74°57'35.737"W.	27	40°08'07.019"N., 74°44'27.290"W.
10	40°04'13.742"N., 74°55'38.945"W.	28	40°08'46.918"N., 74°43'25.705"W.
11	40°04'14.614"N., 74°55'38.723"W.	29	40°09'00.479"N., 74°43'18.242"W.
12	40°04'42.395"N., 74°53'07.505"W.	30	40°09'39.424"N., 74°43'19.247"W.
13	40°04'55.186"N., 74°51'48.902"W.	31	40°10'40.796"N., 74°44'16.307"W.
14	40°05'29.897"N., 74°51'24.408"W.	32	40°10'49.501"N., 74°44'31.189"W.
15	40°05'37.691"N., 74°51'13.518"W.	33	40°10'56.968"N., 74°44'59.374"W.
16	40°05'56.281"N., 74°50'29.738"W.	34	40°11'09.568"N., 74°45'17.399"W.
17	40°06'15.872"N., 74°50'09.103"W.	35	40°11'19.824"N., 74°45'23.753"W.
18	40°07'25.194"N., 74°49'39.799"W.	36	40°11'31.650"N., 74°45'26.993"W.

**Philadelphia, PA to Atlantic Ocean**

<b>Point</b>	<b>Centerline Latitude/Longitude</b>	<b>Point</b>	<b>Centerline Latitude/Longitude</b>
1	39°58'24.294"N., 75°06'19.231"W.	24	39°52'51.625"N., 75°09'00.407"W.
2	39°57'55.714"N., 75°07'30.554"W.	25	39°52'51.625"N., 75°09'00.407"W.
3	39°57'45.706"N., 75°07'47.320"W.	26	39°52'51.866"N., 75°09'52.682"W.
4	39°57'36.968"N., 75°07'59.254"W.	27	39°52'57.014"N., 75°11'29.681"W.
5	39°57'26.093"N., 75°08'06.547"W.	28	39°51'16.106"N., 75°14'27.215"W.
6	39°57'16.830"N., 75°08'10.435"W.	29	39°50'52.832"N., 75°15'51.653"W.
7	39°57'03.838"N., 75°08'14.726"W.	30	39°50'57.883"N., 75°19'47.690"W.
8	39°56'51.810"N., 75°08'17.660"W.	31	39°50'29.994"N., 75°21'03.650"W.
9	39°56'37.806"N., 75°08'20.353"W.	32	39°49'20.590"N., 75°53'22.414"W.
10	39°56'25.948"N., 75°08'20.998"W.	33	39°47'02.850"N., 75°27'32.220"W.
11	39°56'02.684"N., 75°08'20.440"W.	34	39°44'33.508"N., 75°29'50.176"W.
12	39°55'50.174"N., 75°08'18.578"W.	35	39°44'24.377"N., 75°31'26.749"W.
13	39°55'27.617"N., 75°08'11.296"W.	36	39°37'35.641"N., 75°34'41.275"W.
14	39°55'03.533"N., 75°07'59.380"W.	37	39°37'02.460"N., 75°34'47.392"W.
15	39°54'53.438"N., 75°07'55.168"W.	38	39°33'07.456"N., 75°32'21.217"W.
16	39°54'43.157"N., 75°07'52.446"W.	39	39°28'58.955"N., 75°33'48.294"W.
17	39°54'30.956"N., 75°07'51.762"W.	40	39°27'20.272"N., 75°33'37.307"W.
18	39°54'18.745"N., 75°07'54.098"W.	41	39°20'59.924"N., 75°26'16.112"W.
19	39°53'27.427"N., 75°08'15.500"W.	42	39°13'56.028"N., 75°18'06.631"W.
20	39°53'17.027"N., 75°08'22.024"W.	43	39°10'56.028"N., 75°16'18.577"W.
21	39°53'03.232"N., 75°08'33.547"W.	44	39°05'04.574"N., 75°11'08.617"W.
22	39°52'58.926"N., 75°08'40.290"W.	45	38°54'52.571"N., 75°05'35.522"W.
23	39°52'56.003"N., 75°08'46.266"W.	46	