

SECTION II
NAVIGATION PUBLICATIONS

NM 17/16

COAST PILOT CORRECTIONS

COAST PILOT 5 43 Ed 2015 20 MAR 2016
LAST NM 9/16

Chapter 2—Paragraphs 1856.01 to 1856.05; read:

^(1856.01) **§ 117.991 Victoria Barge Canal**

^(1856.02) The draw of the Victoria Barge Canal Railroad Bridge across Victoria Barge Canal, mile 29.4, at the Bloomington, Victoria County, Texas, shall operate as follows:

^(1856.03) (a) The draw shall be unmanned and when a vessel with AIS equipment onboard approaches the two-mile post, the dispatcher will receive a prompt to open the bridge, if required, because a vessel is approaching. The vessel may continue to transit the waterway, but must tune their radiotelephone to VHF-FM channel 13 and receive passing instructions from the railroad dispatcher. The dispatcher must contact the vessel promptly to provide passing instruction to insure the continued safe transit of the vessel. Vessels without AIS equipment or vessels with AIS who would prefer to call via telephone, may call the railroad dispatcher at 800-262-4691 to arrange passing instructions.

^(1856.04) (b) When any vessel approaches the one-mile post, the railroad dispatcher should have either cleared the vessel through the bridge or given an indication that a train is in the block and the vessel will be cleared as soon as practicable. If the vessel has not yet spoken with the railroad dispatcher, the vessel should immediately call the railroad dispatcher via telephone at 800-262-4691.

^(1856.05) (c) If any vessel reaches the one-half mile post and has not communicated with the railroad dispatcher nor been cleared to proceed, the vessel should stop and contact either the railroad dispatcher at 800-262-4691 or the Port of Victoria emergency contact at 361-570-8855.
(FR 3/4/16; FR 7/10/15) 17/16

Chapter 11—Paragraph 153; read:

⁽¹⁵³⁾ State Route 35 fixed highway bridge with a clearance of 50 feet, the Victoria Barge Canal railroad lift bridge with a clearance of 22 feet down and 50 feet up, and a fixed highway bridge with a clearance of 49 feet, cross the channel 15 miles, 25 miles and 27.6 miles, respectively, above the Intracoastal Waterway. (See 117.1 through 117.59 and 117.991, chapter 2, for drawbridge regulations.) Least clearance of overhead power and telephone cables crossing the channel is 53 feet.

(FR 3/4/16; FR 7/10/15) 17/16

COAST PILOT 6 46 Ed 2016 20 MAR 2016
LAST NM 13/16

Chapter 2—Paragraphs 802 to 804; read:

⁽⁸⁰²⁾ (b) The draws of the Independence Bridge, Mile 3.88, Liberty Street Bridge, Mile 4.99, Veterans Memorial Bridge, Mile 5.60, and Lafayette Street Bridge, Mile 6.78, all in Bay City, shall open on signal, except as follows:

^(802.01) (1) From April 15 through November 1, between the hours of 6:30 a.m. and 7 p.m., Monday through Friday, except federal holidays, the draws of the Independence and Veterans Memorial Bridges need open for the passage of recreational vessels only from three minutes before to three minutes after the hour and half-hour, and the Liberty Street and Lafayette Street bridges need open for the passage of recreational vessels only from three minutes before to three minutes after the quarter-hour and three-quarter hour.

^(802.02) (2) From January 1 through March 31, the draws of these bridges shall open on signal if at least 12 hours advance notice is provided.

⁽⁸⁰³⁾ (c) The draw of the CSX railroad bridge, mile 18.0, need not be opened for the passage of vessels. The owner shall return the draw to an operable condition within a reasonable time when directed by the District Commander to do so.

⁽⁸⁰⁴⁾ (d) The draw of the Grand Trunk Western railroad bridge, mile 19.2, need not be opened for the passage of vessels.

(FR 3/3/16) 17/16

Chapter 4—Paragraph 210; read:

⁽²¹⁰⁾ From Blind Bay, the vessel route follows a series of short reaches across the mouth of Chippewa Bay and passes northwest of Superior Shoal, southeast of Dark Island, northwest of Haskell Shoal, thence southeast of Grenadier Island on the southeast sides of Empire Shoal and Sister Island Shoal, northwest of Third Brother Island, and southeast of Lone Brother Island.

(L 18-2016) 17/16

COAST PILOT 7 48 Ed 2016 20 MAR 2016
LAST NM 13/16

Chapter 7—Paragraphs 207 to 208; read:

⁽²⁰⁷⁾ 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 bridges have been completed E of Yerba Buena Island and the old bridge, just S, is being removed. The old bridge span between piers G and I is removed. A safety zone (33 CFR 165T11-589, chapter 2) has been established to pro-

COAST PILOT 7 (Continued)

protect mariners from the dangers associated with pier removal, overhead demolition, and debris removal of the old span. Vessels transiting under the new bridge should use the new spans between piers G and 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.

(L 111-2016)

17/16

Chapter 7—Paragraph 208; replace with below:

New table titled **San Francisco—Oakland Bay Bridge** from back of this Subsection.

(L 111-2016; NOS 18650)

17/16

Chapter 7

San Francisco–Oakland Bay Bridge				
Span	Clear Width of Draw or Span Opening (feet)	Clear Height above Mean High Water (feet)		Information
		Midspan	Piers	
Between San Francisco and Yerba Buena Island				
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.
Between Yerba Buena Island and Oakland				
Old Span				Bridge is being removed. See 33 CFR 165.T11-589, chapter 2
New Span				
G–H (main navigation span)	1000	136		
H–I	413	125		
I–J	417	118		

COAST PILOT 7