

**SECTION II**  
**NAVIGATION PUBLICATIONS**

**NM 21/16**

**SAILING DIRECTIONS CORRECTIONS**

**PUB 155      13 Ed 2014      LAST NM 10/16**

Pub. 155 has been updated to 16 April 2016, including Notice to Mariners 16/2016, and can be downloaded from the NGA Maritime Website

<http://msi.nga.mil/NGAPortal/MSI.portal>

(NGA)

21/16

**PUB 161      15 Ed 2014      LAST NM 48/14**

Pub. 161 has been updated to 9 April 2016, including Notice to Mariners 15/2016, and can be downloaded from the NGA Maritime Website

<http://msi.nga.mil/NGAPortal/MSI.portal>

(NGA)

21/16

**PUB 173      13 Ed 2014      LAST NM 10/16**

Pub. 173 has been updated to 30 April 2016, including Notice to Mariners 18/2016, and can be downloaded from the NGA Maritime Website

<http://msi.nga.mil/NGAPortal/MSI.portal>

(NGA)

21/16

**COAST PILOT CORRECTIONS**

**COAST PILOT 2      45 Ed 2016      01 MAY 2016**  
**LAST NM 18/16**

Chapter 2—Paragraphs 584 to 590; read:

<sup>(584)</sup> <Deleted Paragraph>

<sup>(585)</sup> <Deleted Paragraph>

<sup>(586)</sup> <Deleted Paragraph>

<sup>(587)</sup> <Deleted Paragraph>

<sup>(588)</sup> <Deleted Paragraph>

<sup>(589)</sup> <Deleted Paragraph>

<sup>(590)</sup> (2) Great Kills Harbor. All waters northeast of a line connecting the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraph 598; read:

<sup>(598)</sup> (3) Jamaica Bay, Canarsie Beach. All waters bound by the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraph 603; read:

<sup>(603)</sup> (4) Jamaica Bay, East Broad Channel. All waters bound by the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraph 608; read:

<sup>(608)</sup> (5) Sheepshead Bay, West. All waters bound by the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraph 613; read:

<sup>(613)</sup> (6) Sheepshead Bay, North. All waters bound by the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraph 620; read:

<sup>(620)</sup> (7) Sheepshead Bay, South. All waters bound by the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraph 629; read:

<sup>(629)</sup> (8) Lower Bay, Point Comfort. All waters bound by the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraph 635; read:

<sup>(635)</sup> (9) Perth Amboy, NJ. All waters bound by the following points:  
(L 234-2016) 21/16

Chapter 2—Paragraphs 871 to 883; read:

<sup>(871)</sup> [Reserved]

<sup>(872)</sup> <Deleted Paragraph>

<sup>(873)</sup> <Deleted Paragraph>

<sup>(874)</sup> <Deleted Paragraph>

<sup>(875)</sup> <Deleted Paragraph>

<sup>(876)</sup> <Deleted Paragraph>

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<sup>(878)</sup> <Deleted Paragraph>

<sup>(879)</sup> <Deleted Paragraph>

<sup>(880)</sup> <Deleted Paragraph>

<sup>(881)</sup> <Deleted Paragraph>

<sup>(882)</sup> (b) East River—(1) Anchorage No. 6. On Hammond Flats north of a line bearing 260° from the head of the pier on Throgs Neck at the foot of Pennyfield Avenue to the north tower of Bronx-Whitestone Bridge at Old Ferry Point.

<sup>(883)</sup> [Reserved]

(L 234-2016) 21/16

Chapter 2—Paragraphs 1107 to 1122; read:

<sup>(1107)</sup> (f) Lower Bay, Raritan Bay, Sandy Hook Bay, and Atlantic Ocean. (1) Anchorage No. 26. In Raritan and Sandy Hook Bays all waters bound by the following points:  
40°30'06.74"N., 074°10'04.96"W.; thence to  
40°28'59.44"N., 074°05'00.00"W.; thence to  
40°28'44.94"N., 074°05'00.00"W.; thence to  
40°29'05.02"N., 074°07'30.56"W.; thence to  
40°29'17.49"N., 074°10'16.50"W.; thence to the point of origin (NAD 83).

## COAST PILOT 2 (Continued)

(1108)(2) Anchorage No. 27. In the Atlantic Ocean all waters bound by the following points:

40°28'49.27"N., 074°00'12.13"W.; thence to 40°28'52.12"N., 074°00'00.56"W.; thence to 40°28'40.88"N., 073°58'51.95"W.; thence to 40°25'57.91"N., 073°54'55.56"W.; thence to 40°23'45.55"N., 073°54'54.89"W.; thence to 40°23'45.38"N., 073°58'32.10"W.; thence along the shoreline to the point of origin (NAD 83).

(1109)(3) Anchorage No. 28. In Lower Bay all waters bound by the following points:

40°30'02.30"N., 074°08'52.69"W.; thence to 40°29'10.10"N., 074°04'59.65"W.; thence to 40°29'09.99"N., 074°02'57.75"W.; thence to 40°31'52.89"N., 074°02'39.89"W.; thence to 40°31'59.72"N., 074°03'25.13"W.; thence to 40°31'28.57"N., 074°03'40.70"W.; thence to 40°30'26.24"N., 074°05'11.46"W.; thence to 40°30'19.01"N., 074°06'21.37"W.; thence to 40°30'21.53"N., 074°08'46.19"W.; thence to the point of origin (NAD 83).

(1110) <Deleted Paragraph>

(1111) <Deleted Paragraph>

(1112) <Deleted Paragraph>

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(1121) <Deleted Paragraph>

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(L 234-2016)

21/16

Chapter 2—Paragraphs 1124 to 1147; read:

(1124) (h) [Reserved]

(1125) <Deleted Paragraph>

(1126) <Deleted Paragraph>

(1127) <Deleted Paragraph>

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(L 234-2016)

21/16

Chapter 2—Paragraphs 1160 to 1164; read:

(1160) (2) Anchorage No. 45. West of the Raritan Bay Channel leading into Arthur Kill; north of the Raritan River Channel leading into Raritan River; and east of the Cutoff Channel between Raritan River and Arthur Kill, except that part of the said area occupied by Anchorage No. 44.

(1160.01) (i) Vessels must not anchor in the channel to Keyport Harbor west of lines ranging from Keyport Channel Buoy 1 to Keyport Channel Buoy 9, thence through Keyport Channel Buoys 11 and 13 to the northeast corner of the easterly steamboat wharf; and east of a line extending from a point 400 yards west of Keyport Channel Buoy 1 tangent to the west shore at the mouth of Matawan Creek.

(1161) (ii) [Reserved]

(1162) <Deleted Paragraph>

(1163) <Deleted Paragraph>

(1164) <Deleted Paragraph>

(L 234-2016)

21/16

Chapter 7—Paragraph 236; read:

(236) A special anchorage is in West Neck Harbor. (See 33 CFR 110.1 and 110.59, chapter 2, for limits and regulations.)

(33 CFR 110.59)

21/16

Chapter 9—Paragraph 262; read:

(262) The bay is an anchorage for small craft and generally is fully occupied during the summer. Depths range from 4 to 15 feet. Small craft can anchor in the shallow cove on the northeast side of the harbor, entering between Harrison Island and the rocky, grassy islet off the northwest side of Echo Island. Vessels should not anchor near the sewer outlet in the middle of the bay. A special anchorage is in Echo Bay. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.)

(L 234-2016)

21/16

**COAST PILOT 2 (Continued)**

Chapter 9—Paragraph 277; read:

<sup>(277)</sup> Glen Island, west of Davids Island, is a public park. Special permits are required prior to using the launching ramp on the island. A light is on the north end of the island. A beach protected by two jetties is on the southeast end of the island. The channel between Glen Island and Davenport Neck is frequently used as an anchorage by small craft; a no wake speed limit is enforced. The channel between Glen Island and Hunter Island is marked by buoys and is entered just northwest of Hog Island. A special anchorage is on the east side of Glen Island. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.)

(33 CFR 110.60; NOS 12366) 21/16

Chapter 9—Paragraph 281; read:

<sup>(281)</sup> Anchorage is not recommended in the harbor because of its congestion. A general anchorage extends to the south from the harbor entrance to City Island and Locust Point. (See 33 CFR 110.1 and 110.155, chapter 2, for limits and regulations.)

(33 CFR 110.60; 33 CFR 110.155; NOS 12366) 21/16

Chapter 9—Paragraph 442; read:

<sup>(442)</sup> Special anchorages are in Manhasset Bay. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.) The bottom is soft and affords good holding ground. (L 234-2016) 21/16

Chapter 9—Paragraph 450; read:

<sup>(450)</sup> A special anchorage is north of Elm Point. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.) (L 234-2016) 21/16

Chapter 9—Paragraph 459; read:

<sup>(459)</sup> A special anchorage is in Little Neck Bay. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.) (L 234-2016; 33 CFR 110.60) 21/16

Chapter 9—Paragraphs 485 to 486; read:

<sup>(485)</sup><Deleted Paragraph Header>

<sup>(486)</sup><Deleted Paragraph>

(L 234-2016) 21/16

Chapter 11—Paragraph 215; read:

<sup>(215)</sup> Special anchorages are in Jamaica Bay at Canarsie Beach and adjacent East Broad Channel. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.) (L 234-2016) 21/16

Chapter 11—Paragraph 224; read:

<sup>(224)</sup> Special anchorages are in Sheepshead Bay. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.) (L 234-2016) 21/16

Chapter 11—Paragraph 355; read:

<sup>(355)</sup> A special anchorage is in Great Kills Harbor. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.)

(L 234-2016) 21/16

Chapter 11—Paragraph 361; read:

<sup>(361)</sup> A special anchorage surrounds the shoreline and waters north of Point Comfort. (See 33 CFR 110.1 and 110.60, for limits and regulations.)

(L 234-2016) 21/16

Chapter 11—Paragraph 408; read:

<sup>(408)</sup> A special anchorage is south of Perth Amboy. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.)

(L 234-2016) 21/16

Chapter 11—Paragraph 444; read:

<sup>(444)</sup> A special anchorage is in Newark Bay. (See 33 CFR 110.1 and 110.60, chapter 2, for limits and regulations.)

(33 CFR 110.60; L 234-2016) 21/16

**COAST PILOT 5      43 Ed 2015      01 MAY 2016  
LAST NM 19/16**

Chapter 4—Paragraph 359; read:

<sup>(359)</sup> Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade and any oil carrying vessel. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government for these waters, however, most commercial vessels take a local pilot. Pilotage is available from Boca Grande Pilots, Inc., Post Office Box 266, Boca Grande, FL 33921, telephone 941-964-2245, FAX (same number). The pilot office monitors VHF-FM channels 16 and 12 about 12 hours before a vessel's ETA. Pilots board vessels approximately 1 mile seaward of Charlotte Harbor Lighted Buoy 2 (26°40'17"N., 82°18'50"W.). In 1996, due to shoaling channel conditions all vessel movements are in daylight and at slack water. The pilot boat has a blue hull and white and gray superstructure with the name PILOT on transom and bow. The pilot boat monitors VHF-FM channel 12 and works on channel 12. Vessels being boarded should maintain a dead-slow speed and provide a ladder 1 meter (about 3 feet) above the water on the lee side. Pilotage is arranged by telephone or FAX (both given above), or through ships' agents. An advance lead time of 24 hours is requested. (LNM 08/16 CG7) 21/16

Chapter 5—Paragraph 70; read:

<sup>(70)</sup> Vessels with good ground tackle should anchor in the Tampa Anchorages, N of the Tampa Safety Fairway leading

**COAST PILOT 5 (Continued)**

to Egmont Channel. (See 166.100 through 166.200, chapter 2.)

(L 58-2016)

21/16

Chapter 10—Paragraph 63; read:

<sup>(63)</sup> The three pilot boats, SABINE PILOT and SABINE PILOT II, each 65 feet long, and SABINE BANK PILOT, 45 feet long, each have a black hull and a white house with green trim. The International Code flag “P” is flown. The boats are equipped with a radiotelephone and monitor VHF-FM channels 13, 14, 16, and 20 and use channel 14 as a working channel. The pilot office at Groves monitors VHF-FM channel 20. All the pilots carry portable radiotelephones. The pilot boats meet vessels, day or night, at the sea buoy or at Sabine Bank Channel Lighted Gong Buoy 29, according to the preference of the vessel. For boarding, the pilots request that the pilot ladder is rigged 8 feet above the water. Pilots can be obtained on a minimum of 4 hours advance notice which should include the vessel’s length, beam, DWT, freshwater deep draft, berth assignment, and ETA. Notice may be given by telephone 409-722-1141, 962-8580 maintained 24 hours through the Port Arthur Marine Operator, by FAX 409-962-9223, by email dispatch2@sabinepilots.com or through ships’ agents.

(L 122-2016)

21/16

Chapter 10—Paragraph 277; read:

<sup>(277)</sup> Pilots for Galveston and Texas City are available from Galveston-Texas City Pilots, 1301 Pennzoil Road, Pelican Island, Galveston, TX 77554; telephone 409-941-1300 maintained 24 hours, FAX 409-943-4893 and email info@galvestonpilots.com. Houston is served by Houston Pilots, 203 Deerwood Glen Dr., Deer Park, TX 77536; telephone 713-645-9620 (press 3) maintained 24-hours or 281-476-8201 maintained 24 hours; FAX 281-478-4324; email disp@houston-pilots.com. The Houston pilots serve all ports above Texas City in Harris County. (Visit www.houston-pilots.com for information on tide, tariff, and local regulations.)

(L 122-2016)

21/16

**COAST PILOT 7 48 Ed 2016****01 MAY 2016****LAST NM 20/16**

Chapter 12—Paragraph 90; read:

<sup>(90)</sup> Smith Island, 5 miles W of Whidbey Island and 8 miles ESE of Hein Bank, is irregular in shape and about 0.5 mile long. The E end is low, but rises abruptly to an elevation of 55 feet at its W end, terminating in a white perpendicular cliff composed of sand and gravel. A rocky bank, covered with kelp, extends about 2 miles W of the island over depths of 3 to 6 fathoms. A rock that bares at lowest tides is about 0.3 mile W of Smith Island. Strong currents set in and around the shoal area, especially on the flood, and deep-draft vessels should keep well outside the 10-fathom curve to avoid being set into danger. Smith Island Light (48°19’14”N., 122°49’51”W.), 55 feet above the water is shown from a 50-foot skeleton tower on a multi-pile structure with a white and black dayboard.

(LNM 09/16 CG13)

21/16

Chapter 12—Paragraph 391; read:

<sup>(391)</sup> Swinomish Channel is a dredged channel that connects Skagit Bay and Padilla Bay. The entrance channel from Skagit Bay leads ENE between two jetties, thence N of Goat Island, which is rocky, steep and timber covered, thence through Hole in the Wall, in the S part of Fidalgo Island, and thence N to Padilla Bay. The S jetty, submerged except for a small section near Goat Island, extends about 0.6 mile W of Goat Island and is marked by buoys; the N jetty, submerged and marked by a light off its W end, extends W about 1.1 miles from the S end of Fidalgo Island. The channel is marked with lights, lighted and unlighted buoys, daybeacons, and a 251.9° lighted range on the Skagit Bay side. In 2004-2010, the midchannel controlling depth was 6.4 feet in the channel from Skagit Bay to Padilla Bay.

(LNM 13/16 CG13; LL 2016)

21/16