

SECTION II
NAVIGATION PUBLICATIONS

NM 28/16

ALMANACS CORRECTIONS

AIR ALMANAC Ed 2017 NEW EDITION
(USNO) 28/16

COAST PILOT CORRECTIONS

COASTPILOT1 46Ed2016
LAST NM 19/16

Chapter 2—Paragraph 761; read:

⁽⁷⁶¹⁾ The draw of the Carlton Bridge, mile 14.0, between Bath and Woolwich shall operate as follows:
(FR 6/6/16) 28/16

Chapter 2—Paragraph 762; read:

⁽⁷⁶²⁾ (a) From May 15 through September 30 the draw shall open on signal; except that, from 5 p.m. to 8 a.m., the draw shall open on signal if a two-hour notice is given by calling the number posted at the bridge.
(FR 6/6/16) 28/16

Chapter 2—Paragraph 763; read:

⁽⁷⁶³⁾ (b) From October 1 through May 14 the draw shall open on signal; except that, from 5 p.m. to 8 a.m., the draw shall open on signal after a twenty-four hours notice is given from 8 a.m. to 5 p.m., on Saturday and Sunday, after an eight-hour notice is given by calling the number posted at the bridge.
(FR 6/6/16) 28/16

Chapter 2—Paragraphs 764 to 774; strike out.

(FR 6/6/16) 28/16

Chapter 8—Paragraph 479; read:

⁽⁴⁷⁹⁾ State Route 197 highway bridge has a fixed span with a clearance of 73 feet and crosses the river at a point just north of Swan Island, between Richmond and Dresden.
(L 293-2016; FR 6/6/16) 28/16

Chapter 8—Paragraph 604; read:

⁽⁶⁰⁴⁾ **Wills Gut** is a thoroughfare between the south end of Orrs Island and the north end of Bailey Island. It is used by local fishing boats, but the channel is very narrow and difficult. Strangers using the channel should await low water, when the ledges bare enough on each side to indicate the channel course. Bailey Island Bridge crosses the channel and has a fixed span with a clearance of 13 feet. An overhead power cable at the bridge has a clearance of 41 feet.
(L 1401-2014; NOS 13290) 28/16

Chapter 9—Paragraph 351; read:

⁽³⁵¹⁾ The fixed highway bridge crossing the creek 0.8 mile above the entrance has a clearance of 11 feet. An overhead power cable with a reported clearance of 16 feet crosses the creek about 750 yards above the bridge. There are several private landings on the creek.
(L 142-2016) 28/16

Chapter 9—Paragraph 424; read:

⁽⁴²⁴⁾ Three bridges cross the river from the mouth at Great Bay to Exeter. The railroad bridge, 0.8 mile above the mouth, has a 30-foot fixed span with a clearance of 5 feet. State Route 108 highway bridge, 1.9 miles above the mouth, has a fixed span with a clearance of 11 feet. State Route Bypass 101 highway bridge just south of Oxbow Cut has a fixed span with a clearance of 26 feet.
(L 1449-2014) 28/16

Chapter 11—Paragraph 104; read:

⁽¹⁰⁴⁾ **Anchorage**
(33 CFR 110; NOS 13272) 28/16

Chapter 11—Paragraph 105; read:

⁽¹⁰⁵⁾ General, explosives and special anchorages are in Boston Harbor. (See **110.1**, **110.29**, **110.30** and **110.138**, Chapter 2, for limits and regulations.)
(33 CFR 110; NOS 13272) 28/16

COAST PILOT 2 45 Ed 2016 19 JUN 2016
LAST NM 21/16

Chapter 2—Paragraph 337.01; read:

^(337.01) **§110.55b Connecticut River, Old Saybrook, Connecticut.**
(FR 3/11/16; L 170-2016) 28/16

Chapter 2—Paragraph 337.02; read:

^(337.02) (a) *Special anchorage area A.* All of the waters enclosed by a line beginning at latitude 41°19'54.75"N., longitude 072°21'08.40"W.; thence to latitude 41°19'21.50"N., longitude 072°20'49.65"W.; thence to latitude 41°19'17.80"N., longitude 072°20'49.25"W.; thence to latitude 41°19'17.05"N., longitude 72°20'59"W.; thence to latitude 41°19'25.40"N., longitude 72°21'00.95"W.; thence to latitude 41°19'29.50"N., longitude 72°21'17.60"W.; thence to latitude 41°19'35.40"N., longitude 72°21'22.90"W.; thence to latitude 41°19'52.35"N., longitude 72°21'26.10"W.; thence to the point of beginning.
(FR 3/11/16; L 170-2016) 28/16

COAST PILOT 2 (Continued)

Chapter 2—Paragraph 337.03; read:

^(337.03) (b) *Special anchorage area B*. All of the waters enclosed by a line beginning at latitude 41°17'26"N., longitude 072°21'04"W.; thence to latitude 41°17'24.60"N., longitude 072°21'16"W.; thence to latitude 41°17'20"N., longitude 072°21'09"W.; thence to latitude 41°17'16"N., longitude 072°21'05"W.; thence to latitude 41°17'16"N., longitude 072°21'03"W.; thence to latitude 41°17'21.5"N., longitude 072°21'04.5"W.; thence to the point of beginning.
(FR 3/11/16; L 170-2016) 28/16

Chapter 2—Paragraph 337.04; read:

^(337.04) (c) *Special anchorage area C*. All of the waters enclosed by a line beginning at latitude 41°17'27"N., longitude 072°21'35"W.; thence to latitude 41°17'24"N., longitude 072°22'01"W.; thence to latitude 41°17'16"N., longitude 072°22'00"W.; thence to latitude 41°17'19"N., longitude 072°21'33"W.; thence to the point of beginning.
(FR 3/11/16; L 170-2016) 28/16

Chapter 2—Paragraph 337.05; read:

^(337.05) **Note to § 110.55b**: All coordinates referenced use datum NAD 83. All anchoring in the areas is under the supervision of the town of Old Saybrook Harbor Master or other such authority as may be designated by the authorities of the town of Old Saybrook, Connecticut. Mariners using these special anchorage areas are encouraged to contact local and state authorities, such as the local harbor master, to ensure compliance with any additional applicable state and local laws. This area is principally for use by recreational craft. Temporary floats or buoys for marking anchors or moorings in place are allowed in this area. Fixed mooring piles or stakes are not allowed. All moorings or anchors shall be placed well within the anchorage areas so that no portion of the hull or rigging will at any time extend outside of the anchorage.

(FR 3/11/16; L 170-2016) 28/16

Chapter 8—Paragraph 152; read:

⁽¹⁵²⁾ Secure anchorage can be had eastward or northeastward of Lynde Point Light. Farther up anchorage can be selected in the wider parts of the channel. Special anchorage areas have been established along the river as far north as Middletown. (See **33 CFR 110.1, 110.55 and 110.55b**, chapter 2, for limits and regulations.)

(FR 3/11/16; L 170-2016) 28/16

Chapter 8—Paragraph 188; read:

⁽¹⁸⁸⁾ **North Cove**, a dredged small-boat basin that affords excellent anchorage, is entered through a dredged channel that leads westward from the main channel about 0.4 mile

northward of Saybrook Point. The entrance channel is marked by private buoys. Special anchorage areas are just south of the entrance and in North Cove. (See **33 CFR 110.1 and 110.55b**, Chapter 2, for limits and regulations.)

(FR 3/11/16; L 170-2016) 28/16

Chapter 8—Paragraph 191; read:

⁽¹⁹¹⁾ The passage to the east and north of **Calves Island**, about 1 mile above the railroad bridge crossing Connecticut River, is used extensively for mooring small craft in the summer. This passage is subject to shoaling, particularly on the north side of Calves Island; caution is advised. A small-craft facility is on the east side of the passage just above the entrance. Berths, electricity, water, ice, marine supplies, storage facilities, a 25-ton lift, and some repairs are available. In 2002, depths of 18 feet were reported at the facility. A special anchorage area is west of Calves Island and the dredged channel across Calves Island Bar. (See **33 CFR 110.1 and 110.55b**, Chapter 2 for limits and regulations.)

(FR 3/11/16; L 170-2016) 28/16

Chapter 8—Paragraph 199; read:

⁽¹⁹⁹⁾ **Special anchorages** are at Essex. (See **33 CFR 110.1 and 110.55**, Chapter 2, for limits and regulations.)

(L 170-2016; NOS 12375) 28/16

Chapter 8—Paragraph 205; read:

⁽²⁰⁵⁾ A rock, covered 3 feet, is on the south side of the entrance to Chester Creek in about 41°24'24.1"N., 72°25'46.6"W.

(33 CFR 110.55; NOS 12377) 28/16

Chapter 8—Paragraph 205.01; read:

^(205.01) The Chester-Hadlyme vehicular ferry crosses the river near Fort Hill, 2 miles above Eustasia Island. The ferry operates from April through November.

(33 CFR 110.55; NOS 12377) 28/16

Chapter 8—Paragraph 206; read:

⁽²⁰⁶⁾ **Small-craft facilities**

(33 CFR 110.55; NOS 12377) 28/16

Chapter 8—Paragraph 207; read:

⁽²⁰⁷⁾ There are several small-craft facilities on Pratt Creek and Chester Creek. Berths and moorings, electricity, gasoline, diesel fuel, ice, marine supplies, a pump-out, storage and a launching ramp are available in the area. Lifts to 55 tons are available for complete hull, engine, and electronic repairs.

(33 CFR 110.55; NOS 12377) 28/16

COAST PILOT 2 (Continued)

Chapter 8—Paragraph 208; read:

⁽²⁰⁸⁾ **Anchorage**

(33 CFR 110.55; NOS 12377)

28/16

Chapter 8—Paragraph 209; read:

⁽²⁰⁹⁾ **Special anchorages** are off Chester Creek and 2 miles up river at Lord Island and Eddy Rock Shoal. (See **33 CFR 110.1** and **110.55**, Chapter 2, for limits and regulations.)

(33 CFR 110.55; NOS 12377)

28/16

Chapter 8—Paragraphs 210 to 211; strike out.

(33 CFR 110.55; NOS 12377)

28/16

COAST PILOT 3**49 Ed 2016****19 JUN 2016****LAST NM 25/16**

Chapter 2—Paragraph 648; read:

⁽⁶⁴⁸⁾ The draws of the Norfolk Southern bridge, mile 8.0, the Poplar Street Bridge, mile 8.2 and the U.S. 13A Bridge, mile 8.25, all in Laurel, need not open for the passage of vessels.

(FR 5/27/16)

28/16

Chapter 2—Paragraph 649; strike out.

(FR 5/27/16)

28/16

Chapter 2—Paragraph 2054; read:

⁽²⁰⁵⁴⁾ (b) *Location*. The following areas are a safety/security zone: All waters of the Chesapeake Bay and its tributaries, from surface to bottom, within a 500 yard radius around cruise ships and vessels transporting CDC, LNG, or LHG while transiting, anchored, or moored within the COTP Maryland-National Capital Region zone.

(FR 6/14/16)

28/16

Chapter 2—Paragraph 2056; read:

⁽²⁰⁵⁶⁾ (2) Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard COTP, Maryland-National Capital Region or his designated representative.

(FR 6/14/16)

28/16

Chapter 2—Paragraph 2141; read:

⁽²¹⁴¹⁾ (b) *Regulations*. (1) In accordance with the general regulations in §§165.23 and 165.33 of this part, entry into or movement within this zone is prohibited unless authorized by the Coast Guard Captain of the Port, Maryland-National Capital Region or his designated representative. Designated representatives include any Coast Guard commissioned, warrant, or petty officer.

(FR 6/14/16)

28/16

Chapter 2—Paragraph 2195; read:

⁽²¹⁹⁵⁾ (b) *Regulations*. (1) Entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, Maryland-National Capital Region.

(FR 6/14/16)

28/16

Chapter 2—Paragraph 2267; read:

⁽²²⁶⁷⁾ (Maryland-National Capital Region: 410–576–2693

(FR 6/14/16)

28/16

Appendix A—Paragraph 141; read:

⁽¹⁴¹⁾ (Coast Guard Sector Maryland-National Capital Region, 2401 Hawkins Point Road, Baltimore, MD 21226. The boundaries of Sector Maryland-National Capital Region start at 38°01'36"N, 75°14'34"W.; thence southeast to 37°19'14"N, 72°13'13"W.; thence northwest to 38°26'25"N, 74°26'46"W.; thence west to 38°27'03"N, 75°02'55"W. (Maryland/Delaware boundary at the coast); thence west to 38°27'15"N, 75°30'00"W. on the Delaware/Maryland boundary; thence along the Delaware/Maryland boundary west to 38°27'37"N, 75°41'35"W.; thence north to 39°43'22"N, 75°47'17"W. (Maryland/Delaware/Pennsylvania boundary); thence west along the Pennsylvania/Maryland boundary to the Pennsylvania/Maryland/West Virginia boundary at 39°43'16"N, 79°28'36"W.; thence south and east along the Maryland/West Virginia boundary to the intersection of the Maryland/Virginia/West Virginia boundaries at 39°19'17"N, 77°43'08"W.; thence southwest along the Loudoun County, VA boundary to the intersection with Fauquier County, VA at 39°00'50"N, 77°57'43"W.; thence east along the Loudoun County, VA boundary to the intersection with Prince William County, VA boundary at 38°56'33"N, 77°39'18"W.; thence south along the Prince William and Fauquier County, VA boundaries to the intersection of Fauquier, Prince William, and Stafford County, VA at 38°33'24"N, 77°31'54"W.; thence south east to 38°20'30"N, 77°18'14"W.; thence south and east along the boundary between the southern bank of the Potomac River and Stafford, King George, Westmoreland, and Northumberland Counties in Virginia to 37°53'11"N, 76°14'15"W.; thence east along the Maryland/Virginia boundary as it proceeds across the Chesapeake Bay and Delmarva Peninsula to the point of origin at 38°01'36"N, 75°14'34"W.

(FR 6/14/16)

28/16

COAST PILOT 4**47 Ed 2015****19 JUN 2016****LAST NM 18/16**

Chapter 2—Paragraph 1245; read:

⁽¹²⁴⁵⁾ The draw of the Snake Creek Bridge, at Islamorada, Florida, will open on signal, except that from 7 a.m. to 6

COAST PILOT 4 (Continued)

p.m., the draw need open only on the hour.
(FR 5/10/16) 28/16

COAST PILOT 7 48 Ed 2016 19 JUN 2016
LAST NM 27/16

Chapter 2—Paragraph 1995; read:

⁽¹⁹⁹⁵⁾ (b) [Suspended]
(FR 5/9/16) 28/16

Chapter 2—Paragraph 1996; read:

⁽¹⁹⁹⁶⁾ (c) The draw of the Oregon State (Lewis and Clark River) highway bridge, mile 1.0, across the Lewis and Clark River, shall open on signal for the passage of vessels if at least one half-hour notice is given by marine radio, telephone, or other suitable means from 7 a.m. to 5 p.m. Monday through Friday and from 8 a.m. to 4 p.m. on Saturday and Sunday. At all other times, including all Federal holidays but Columbus Day, at least a two-hour notice by telephone is required. The opening signal is one prolonged blast followed by four short blasts.
(FR 5/9/16) 28/16

Chapter 2—Paragraph 1996.01; read:

^(1996.01) (d) The draw of the Oregon State (Old Youngs Bay) highway bridge, mile 2.4, across Youngs Bay foot of Fifth Street, shall open half of the double bascule span on signal for the passage of vessels, if at least one half-hour notice is given to the drawtender, at the Lewis and Clark River Bridge by marine radio, telephone, or other suitable means from 7 a.m. to 5 p.m. Monday through Friday and from 8 a.m. to 4 p.m. Saturday and Sunday through October 31, 2016. At all other times, including all Federal holidays, but Columbus Day, at least a two-hour notice by telephone is required. The opening signal is two prolonged blasts followed by one short blast.
(FR 5/9/16) 28/16

Chapter 2—Paragraph 3919; read:

⁽³⁹¹⁹⁾ **§165.1199 Security Zones; Military Ocean Terminal Concord (MOTCO), Concord, California.**
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3920; read:

⁽³⁹²⁰⁾ (a) *Location.* The security zone(s) reside(s) within the navigable waters of Suisun Bay, California, extending from the surface to the sea floor, within 500 yards of the three Military Ocean Terminal Concord (MOTCO) piers in Concord, California.
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3921; read:

⁽³⁹²¹⁾ (b) *Definitions.* As used in this section, “designated

representative” means any Coast Guard commissioned, warrant, or petty officer or any Federal, state, or local law enforcement officer who has been designated by the Captain of the Port San Francisco (COTP) to act on the COTP’s behalf. The COTP’s representative may be on a Coast Guard vessel, a Coast Guard Auxiliary vessel, a Federal, state, or local law enforcement vessel, or a location on shore.
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3922; read:

⁽³⁹²²⁾ (c) *Regulations.* (1) The security zone(s) described in paragraph (a) of this section will be in force during active military onloading and/or offloading operations and at any time a vessel loaded with munitions is present at a pier.
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3923; read:

⁽³⁹²³⁾ (2) When one or more piers are involved in onload or offload operations at the same time, there will be a 500-yard security zone for each involved pier.
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3924; read:

⁽³⁹²⁴⁾ (3) Under the general regulations in subpart D of this part, entry into, transiting or anchoring within the security zone(s) described in paragraph (a) of this section is prohibited during times of enforcement unless authorized by the COTP or a designated representative.
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3925; read:

⁽³⁹²⁵⁾ (4) Vessel operators desiring to enter or operate within the security zone(s) during times of enforcement must contact the COTP or a designated representative on VHF-16 or through the 24-hour Command Center at telephone (415) 399-3547 to obtain permission to do so. Vessel operators given permission to enter or operate in the security zone(s) must comply with all directions given to them by the COTP or a designated representative.
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3925.01; read:

^(3925.01) (5) Upon being hailed by the COTP or designated representative by siren, radio, flashing light, or other means, the operator of a vessel approaching the security zone(s) must proceed as directed to avoid entering the security zone(s).
(FR 6/10/16) 28/16

Chapter 2—Paragraph 3925.02; read:

^(3925.02) (d) *Notice of enforcement or suspension of enforcement of security zone(s).* During periods that one or

