

PUB 143 (Continued)

Page 130—Lines 15 to 19/L; read:
arrival; the message should also include vessel length,
beam, draft, and speed. The bar pilots are stationed at
Chipiona and may be contacted by VHF. Pilots generally
board about 2 miles N of Punta del Perro, although in bad
weather, they may not board until ships are in the vicinity of
the outer lighted buoys marking the entrance channel, about
2.2 miles NE of Punta del Perro.

(BA NP 286(1), 1998/99 ed.; Span Derrotero 2 Tomo II,
Supp. 2/99; US CH 51163) 32/99

Page 130—Line 27/L; insert after:

Vessels transiting Rio Guadalquivir should maintain a
continuous listening watch on VHF channel 12.

Above El Marmol (37°10'N., 6°07'W.) to Puerto de Sevilla,
speed in the river is limited to a maximum of 10 knots.

Vessels may enter or leave the river starting 1.5 miles after
LW.

(BA NP 286(1), 1998/99 ed.; Guide to Port Entry, 1997/
98 ed.; Span Derrotero 2 Tomo II, Supp. 2/99) 32/99

Page 169—Lines 38 to 40/L; strike out.

(26(386)99 Cadiz) 32/99

COAST PILOT CORRECTIONS**COAST PILOT 1 31 Ed 1998 Change No. 9
LAST NM 20/99**

Page 156—Paragraph 29, lines 7 to 8; read:
dangerous underwater rock ridge was at midchannel in about
44°04'03.7"N., 68°54'00"W. **Crotch Island, ...**
(CL 2007/94) 32/99

Page 165—Paragraph 475, lines 4 to 7; read:
Island is joined to the mainland by a solid-fill causeway that
provides for vehicular and rail access to the island.
(CL 366/95) 32/99

Page 167—Paragraph 529, line 7; read:
clearance of 19 feet. Only small-boat traffic operates in
Eastern Channel.
(CL 253/99) 32/99

Page 188—Paragraph 378, line 4; read:
the south end of the yard; a depth of 30 feet is reported along
the ...
(CL 375/99) 32/99

Page 213—Paragraph 206, lines 5 to 7; read:
above Frankfort Island in Piscataqua River. In 1993, the
controlling depth in the dredged channel was 28 feet (31 feet
at midchannel) from the Memorial (Route 1) Highway
Bridge to about 400 yards northwestward of U.S. Route 1
Bypass Highway Bridge, thence 33 feet northwestward to a
point off Light 4; thence in April 1998, 27 feet to a point
about 0.5 mile southeastward of the turning basin; thence in

1994, 31 feet to and in the turning basin.
(BPs 165521-22; BPs 154259-64; NOS 13285;
CL 1351/98; CL 95/95) 32/99

Page 222—Paragraph 405, line 3; read:
clearance of 25 feet.
(CL 210/99) 32/99

Page 222—Paragraph 406, lines 2 to 3; read:
above Bradford Bridge has a clearance of 31 feet, and the
County highway bridge, close above the railroad ...
(CL 754/99) 32/99

Page 225—Paragraph 488, lines 7 to 8; read:
waterway, State Route 127 highway bridge has a 38-foot
bascule span with a clearance of 8 feet. The bridgetender
monitors VHF-FM ...
(CL 861/99) 32/99

Page 237—Paragraph 213, line 3; read:
water.
(CL 684/94) 32/99

Page 239—Paragraph 19, lines 3 to 5; read:
joined to the mainland by a fill.
(CL 48/99) 32/99

Page 240—Paragraph 48, lines 4 to 5; read:
side of the island.
(CL 461/94) 32/99

Page 245—Paragraph 154, lines 5 to 6; read:
end of the airport, is a low grass-covered peninsula.
(CL 1940/94) 32/99

Page 246—Paragraph 181, lines 4 to 10; read:
the mouth, have bascule spans with a clearance of 12 feet.
(See **117.1 through 117.59 and 117.609**, chapter 2, for
drawbridge regulations.) The Boston and Maine railroad
bridge, 1.5 miles above the mouth, has a fixed span with a
clearance of 30 feet.
(CL 209/99) 32/99

Page 247—Paragraph 191, line 2; read:
controlling depth of 6 feet in 1985; in May 1998, severe
shoaling was reported to encroach the northwest side of the
channel in the vicinity of Buoy 2. A light marks the west
side of ...
(CL 202/99; CL 919/98) 32/99

Page 247—Paragraph 199, lines 2 to 3; read:
Dorchester Bay to a marina east of **Squantum Point**. In
May 1999, the reported controlling depths were 13 feet in
the channel, thence in ...
(CL 744/99) 32/99

COAST PILOT 1 (Continued)

Page 248—Paragraph 213, lines 3 to 4; read:
of the Squantum and Wollaston Yacht Clubs. In February 1998, it was reported that 6 feet could be carried in the channel and basin. The ...

(CL 374/99) 32/99

Page 253—Paragraph 49, lines 12 to 16; read:
the east side of the channel off the town wharf. In 1994-1997, the controlling depth was 1.5 feet in the west half of the channel with shoaling to bare in the east half; thence in 1994, 1 to 4 feet in the basin except with lesser depths toward the north and east sides. Depths of 2 to 5 feet were available in the anchorage basin with shoaling to 1.5 feet in the northeast section. Local fishermen ...

(BP 153824; BP 163678; CL 64/98) 32/99

Page 256—Paragraph 118, lines 4 to 5; read:
northward of the entrance, marks the approach. In May-June 1997, the midchannel controlling depth was 5 feet from the entrance to the basin, and ...

(BP 163679; CL 68/98) 32/99

**COAST PILOT 2 29 Ed 1996 Change No. 5
LAST NM 20/99**

Page 63—Paragraphs 1156 to 1182; read:

§117.739 Passaic River.

(a) The following requirements apply to all bridges in this section across the Passaic River:

(1) The owners of these bridges shall provide, and keep in good legible condition, clearance gauges with figures not less than twelve (12) inches high designed, installed and maintained according to the provisions of §118.160 of this chapter.

(2) New Jersey Transit Rail Operations' (NJTRO) roving crews shall consist of an adequate number of operators to ensure NJTRO bridges are operated according to the requirements of this section.

(b) The draw of the Routes 1 & 9 (Lincoln Highway) Bridge, mile 1.8, at Newark, shall open on signal if at least four hours notice is given.

(c) The draw of CONRAIL's Point-No-Point Railroad Bridge, mile 2.6, at Newark, shall open on signal if at least four hours notice is given to the CONRAIL Movement Desk. After the signal to open is given, the opening may be delayed no more than ten minutes.

(d) The draw of the Jackson Street Bridge, mile 4.6 shall open on signal if at least four hours notice is given by calling the number posted at the bridge.

(e) The draw of Amtrak's Dock Bridge, mile 5.0, at Harrison, shall open on signal; except that from 7:20 a.m. to 9:20 a.m. and 4:30 p.m. to 6:50 p.m., Monday through Friday except federal holidays, the draw need not be opened. At all other times, an opening may be delayed no more than ten minutes, unless the drawtender and the vessel operator, communicating by radiotelephone, agree to a longer delay.

(f) The draw of the Bridge Street Bridge, mile 5.6, shall open on signal if at least four hours notice is given by calling the number posted at the bridge.

(g) The draw of the NJTRO Newark-Harrison (Morris-

town Line) Bridge, mile 5.8, at Harrison, New Jersey shall open on signal if at least one hour advance notice is given to the drawtender at Upper Hack Bridge mile 6.9 across the Hackensack River at Secaucus, N.J. In the event the HX drawtender is at the Lower Hack Bridge, mile 3.4 on the Hackensack River, at Jersey City then up to an additional half hour delay in opening is permitted. After the signal to open is given, the opening may be delayed no more than ten minutes. From 7:15 a.m. to 9 a.m. and from 4:30 p.m. to 6:50 p.m., Monday through Friday except federal holidays, the draw need not open.

(h) The Route 280 Bridge, mile 5.8, at Harrison, New Jersey, shall open on signal if at least 24 hours notice is given by calling the number posted at the bridge.

(i) The draw of the Clay Street Bridge, mile 6.0, shall open on signal if at least four hours notice is given by calling the number posted at the bridge.

(j) The draw of the NJTRO (West Arlington) Bridge, mile 8.0, at Kearney, shall open on signal from 7 a.m. to 11 p.m. if at least eight hours notice is given. After the signal to open is given, the opening may be delayed no more than ten minutes. From 11 p.m. to 7 a.m., the draw need not be opened.

(k) The draw of the Route 7 (Rutgers Street) Bridge, mile 8.9, at Belleville, shall open on signal if at least four hours notice is given.

(l) The draw of the Avondale Bridge, mile 10.7, at Lyndhurst, shall open on signal; except that notice must be given before 2:30 a.m. for openings between 3 a.m. and 8:30 a.m. and before 2:30 p.m. for openings between 4:30 p.m. and 7 p.m.

(m) The draw of the NJTRO Bridge, mile 11.7, shall open on signal after at least a 24 hour notice is given by calling the number posted at the bridge.

(n) The draw of the Route 3 Bridge, mile 11.8, shall open on signal after at least a 24 hour notice is given by calling the number posted at the bridge.

(o) The draw of the Douglas O. Mead (Union Avenue) Bridge, mile 13.2, at Rutherford, shall open on signal; except that:

(1) From 4 p.m. to 8 a.m., the draw shall open if at least eight hours notice is given; and

(2) On Christmas and New Year's Day, the draw shall open if notice is given prior to 4 p.m. the day prior.

(p) The draw of the following bridges need not be opened for the passage of vessels:

(1) Gregory Avenue Bridge, mile 14.0, at Wallington.

(2) Second Street Bridge, mile 14.7, at Wallington.

(3) West Eighth Street Bridge, mile 15.3, at Garfield.

(FR 2/12/97; FR 6/23/98; CL 1002/98; FR 2/1/99; CL 257/99) 32/99

Page 92—Paragraph 2152, line 5 to Paragraph 2164; read:
Information Radio Broadcast.

§165.160 New York, New Jersey, Sandy Hook Channel, Raritan Bay, Arthur Kill-Safety Zone.

(a) The following areas are established as Safety Zones during the specified conditions:

(1) For incoming tank vessels loaded with Liquefied Petroleum Gas, the waters within a 100 yard radius of the

COAST PILOT 2 (Continued)

LPG carrier while the vessel transits the Sandy Hook Channel, Raritan Bay East and West Reach, Ward Point Bend East and West Reach, and the Arthur Kill to the LPG receiving facility. The Safety Zone remains in effect until the LPG vessel is moored at the LPG receiving facility in the Arthur Kill.

(2) For outgoing tank vessels loaded with LPG, the waters within a 100 yard radius of the LPG carrier while the vessel departs the LPG facility and transits the Arthur Kill, Ward Point Bend West and East Reach, Raritan Bay West and East Reach, and Sandy Hook Channel. The safety zone remains in effect until the LPG vessel passes the Scotland Lighted Horn Buoy "S" (LLNR 1619) at the entrance to the Sandy Hook Channel.

(b) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

(c) The Captain of the Port will notify the maritime community of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of loaded LPG vessels via a Marine Safety Information Radio Broadcast.

§165.165 Regulated Navigation Area; Kill Van Kull Channel, Newark Bay Channel, South Elizabeth Channel, Elizabeth Channel, Port Newark Channel and New Jersey Pierhead Channel, New York and New Jersey.

(a) Regulated Navigation Area (RNA). All waters of the Kill Van Kull (KVK) Channel east of KVK Light 16A (LLNR 37340) in North of Shooters Island Reach, east of Shooters Island Light 2 (LLNR 37375) in South of Shooters Island Reach, and west of KVK Channel Junction Lighted Bell Buoy "KV" (LLNR 37265) in Constable Hook Reach; all waters of Newark Bay Channel south of Newark Bay Light 19 (LLNR 37505); all waters of South Elizabeth Channel, Elizabeth Channel, Port Newark Channel, and New Jersey Pierhead Channel south of New Jersey Pierhead South Channel Lighted Buoy 5 (LLNR 37020).

(b) Description of Work Areas in the RNA.

(1) Work Area (1): The waters bounded by a line connecting the following points:

40°38'40.0"N., 74°03'45.0"W
 40°38'50.4"N., 74°04'16.0"W
 40°38'57.9"N., 74°04'11.8"W
 40°39'03.8"N., 74°04'43.8"W
 40°39'04.5"N., 74°05'07.6"W
 40°39'01.8"N., 74°05'14.8"W
 40°39'05.0"N., 74°05'17.1"W
 40°39'10.3"N., 74°05'05.0"W
 40°39'09.3"N., 74°04'27.8"W
 40°39'00.2"N., 74°03'45.1"W
 40°38'58.0"N., 74°03'34.9"W
 40°38'40.0"N., 74°03'45.0"W

(2) Work Area (2): The waters bounded by a line connecting the following points:

40°38'50.4"N., 74°04'16.0"W
 40°38'57.5"N., 74°04'37.8"W
 40°38'59.2"N., 74°04'55.4"W
 40°38'57.4"N., 74°05'12.9"W
 40°38'47.5"N., 74°05'33.8"W

40°38'45.8"N., 74°05'43.6"W
 40°38'49.4"N., 74°05'44.7"W
 40°38'51.0"N., 74°05'35.7"W
 40°39'04.7"N., 74°05'06.6"W
 40°39'03.7"N., 74°04'29.5"W
 40°38'57.9"N., 74°04'11.8"W
 40°38'50.4"N., 74°04'16.0"W

(3) Work Area (3): The waters bounded by a line connecting the following points:

40°38'45.8"N., 74°05'43.6"W
 40°38'49.4"N., 74°05'44.7"W
 40°38'51.2"N., 74°05'35.8"W
 40°39'01.8"N., 74°05'14.8"W
 40°39'05.0"N., 74°05'17.1"W
 40°38'57.5"N., 74°05'32.3"W
 40°38'53.8"N., 74°05'44.1"W
 40°38'53.1"N., 74°05'56.8"W
 40°38'55.3"N., 74°06'38.1"W
 40°38'41.5"N., 74°07'18.3"W
 40°38'38.2"N., 74°07'41.4"W
 40°38'38.5"N., 74°07'46.0"W
 40°38'35.2"N., 74°07'49.0"W
 40°38'31.2"N., 74°07'50.0"W
 40°38'30.1"N., 74°07'41.3"W
 40°38'33.9"N., 74°07'15.1"W
 40°38'44.0"N., 74°06'45.7"W
 40°38'46.7"N., 74°06'25.9"W
 40°38'44.8"N., 74°05'49.6"W
 40°38'45.8"N., 74°05'43.6"W

(4) Work Area (4): The waters bounded by a line connecting the following points:

40°38'31.2"N., 74°07'50.0"W
 40°38'35.2"N., 74°07'49.0"W
 40°38'36.6"N., 74°08'01.2"W
 40°38'28.2"N., 74°08'51.0"W
 40°38'35.2"N., 74°09'06.2"W
 40°38'30.0"N., 74°09'12.0"W
 40°38'24.8"N., 74°09'02.6"W
 40°38'24.0"N., 74°08'52.0"W
 40°38'31.5"N., 74°08'07.4"W
 40°38'31.8"N., 74°07'54.6"W
 40°38'31.2"N., 74°07'50.0"W

(5) Work Area (5): The waters bounded by a line connecting the following points:

40°38'35.2"N., 74°07'49.0"W
 40°38'38.5"N., 74°07'46.0"W
 40°38'40.7"N., 74°08'01.3"W
 40°38'34.0"N., 74°08'41.0"W
 40°38'40.0"N., 74°08'52.0"W
 40°38'50.0"N., 74°08'55.0"W
 40°38'35.2"N., 74°09'06.2"W
 40°38'28.2"N., 74°08'51.0"W
 40°38'36.6"N., 74°08'01.2"W
 40°38'35.2"N., 74°07'49.0"W

(6) Work Area (6): The waters bounded by a line con-

COAST PILOT 2 (Continued)

necting the following points:

40°39'17.0"N., 74°08'38.0"W
 40°40'21.0"N., 74°08'00.0"W
 40°40'34.3"N., 74°07'54.0"W
 40°40'35.9"N., 74°08'03.9"W
 40°40'33.2"N., 74°08'12.0"W
 40°40'26.6"N., 74°08'17.9"W
 40°39'34.3"N., 74°08'55.8"W
 40°39'30.8"N., 74°08'58.2"W
 40°39'21.6"N., 74°08'50.2"W
 40°39'17.0"N., 74°08'38.0"W

(7) Work Area (7): The waters bounded by a line connecting the following points:

40°40'26.7"N., 74°08'17.9"W
 40°41'14.4"N., 74°09'35.0"W
 40°41'18.9"N., 74°09'31.9"W
 40°40'46.1"N., 74°08'38.9"W
 40°40'44.5"N., 74°08'30.2"W
 40°40'33.2"N., 74°08'12.0"W
 40°40'26.7"N., 74°08'17.9"W

(8) Work Area (8): The waters bounded by a line connecting the following points:

40°39'30.8"N., 74°08'58.2"W
 40°39'40.6"N., 74°09'22.5"W
 40°39'43.5"N., 74°09'25.8"W
 40°39'44.8"N., 74°09'24.9"W
 40°39'32.8"N., 74°08'55.2"W
 40°39'30.8"N., 74°08'58.2"W

and

40°39'21.6"N., 74°08'50.2"W
 40°39'17.0"N., 74°03'38.0"W
 40°38'50.0"N., 74°08'55.0"W
 40°38'30.0"N., 74°09'12.0"W
 40°38'33.3"N., 74°09'19.5"W
 40°38'46.8"N., 74°09'22.8"W
 40°39'07.7"N., 74°08'58.8"W
 40°39'21.6"N., 74°08'50.2"W

(9) Work Area (9): The waters bounded by a line connecting the following points:

40°40'34.3"N., 74°07'54.0"W
 40°41'08.5"N., 74°07'38.5"W
 40°41'11.6"N., 74°07'50.8"W
 40°41'17.6"N., 74°07'56.4"W
 40°41'20.0"N., 74°08'00.3"W
 40°41'42.3"N., 74°08'21.2"W
 40°41'59.4"N., 74°09'11.0"W
 40°41'55.8"N., 74°09'13.1"W
 40°41'39.1"N., 74°08'24.6"W
 40°41'21.0"N., 74°08'07.6"W
 40°40'46.1"N., 74°08'38.9"W
 40°40'44.5"N., 74°08'30.2"W
 40°40'50.4"N., 74°08'30.3"W
 40°41'13.4"N., 74°08'09.7"W
 40°41'13.7"N., 74°08'05.6"W
 40°41'03.2"N., 74°07'55.7"W

40°40'54.4"N., 74°07'55.7"W

40°40'35.9"N., 74°08'03.9"W

40°40'34.3"N., 74°07'54.0"W

(c) Projected dates for each work area. Dredging is scheduled to commence in Work Area (2) on April 19, 1999. As contracts are let for dredging of each of the remaining work areas, commencement dates will be made available via the Local Notice to Mariners, marine information broadcasts, facsimile, and at New York Harbor Operations Committee meetings.

(d) Regulations. (1) No vessel shall enter or transit any work area where drill barges and/or dredges are located without permission of Vessel Traffic Service New York (VTSNY).

(2) Each vessel transiting in the vicinity of the work areas, where drill barges and/or dredges are located, is required to do so at no wake speed.

(3) No vessel shall enter the RNA when they are advised by the drilling barge or VTSNY that a misfire or hangfire has occurred. Vessels already underway in the RNA shall proceed to clear the impacted area immediately.

(4) Vessels, 300 gross tons or greater, and tugs with tows are prohibited from meeting or overtaking other vessels when transiting alongside an active work area.

(5) Vessels, 300 gross tons or greater, and tugs with tows transiting with the prevailing current (as measured from the Battery tide station) are regarded as the stand-on vessel.

(6) Prior to entering the RNA, the master, pilot or operator of each vessel, 300 gross tons or greater and tugs with tows, shall ensure that they have sufficient propulsion and directional control to safely navigate the area under the prevailing conditions, and shall notify VTSNY as to their decision regarding the employment of assist tugs while transiting the RNA.

(7) Hawser or wire length must not exceed 100 feet, measured from the towing bit on the tug to the point where the hawser or wire connects with the towed vessel or barge, for any vessel with another vessel/barge in tow.

(8) Waiver. The Captain of the Port, New York may, upon request, authorize a deviation from any regulation in this section if it is found that the proposed operations can be done safely. An application for deviation must be received not less than 24 hours before the intended operation and must state the need and describe the proposal.

(9) Tugs with tows includes a tug with a vessel or barge in tow, alongside, or being pushed.

(CL 810/99; FR 4/15/99; 33 CFR 165) 32/99

Page 135—Paragraph 14; strike out.

(CL 514/99) 32/99

Page 158—Paragraph 166, line 2; read:

Guest moorings, electricity, water, ice, ...

(CL 525/94) 32/99

Page 158—Paragraph 173; read:

About 0.5 mile above the mouth of Barrington River is a fixed highway bridge with a clearance of 9 feet; about 100

COAST PILOT 2 (Continued)

- yards upstream from the highway bridge is a fixed bicycle bridge with a 30-foot span on the east side of the river and a clearance of 5 feet. In 1978, rocks were reported under the bicycle bridge.
(CL 266/99; CL 1479/95) 32/99
- Page 159—Paragraph 184, lines 4 to 5; read:
71°22.9'W.). The channel is marked by buoys and, in December 1998, had a reported controlling depth of 8 feet. The ruins of the piers ...
(CL 1990/98) 32/99
- Page 185—Paragraph 104, line 4; read:
In February 1999, the channel had a reported depth of 5 feet.
(CL 373/99) 32/99
- Page 187—Paragraph 121, lines 8 to 9; read:
Middletown, 25 feet; 32.2 miles, Arrigoni Bridge (State Route 66), fixed highway, 89 feet; 41.2 miles, Wm. H. Putnam Bridge (State Route ...
(CL 231/99) 32/99
- Page 189—Paragraph 151, line 8 to Paragraph 153; read:
available in the buoyed channel. A 5 mph **speed limit** is enforced. A privately marked small-boat channel leads westward from the dredged buoyed channel in Essex Cove to a yacht basin in **Middle Cove**, northward of **Thatchbed Island**. In February 1999, the small-boat channel had a reported midchannel controlling depth of 6.5 feet.
(CL 362/99) 32/99
- Page 191—Paragraph 210, lines 6 to 8; read:
seasonal private buoys to the anchorage basin at **Clinton**. In December 1998, the reported controlling depths were 6 feet in the channel to Buoy 11A, thence 8 feet in the ...
(CL 455/99) 32/99
- Page 194—Paragraph 254, line 5; read:
Point had reported depths of 9 feet in March 1999.
(CL 456/99) 32/99
- Page 200—Paragraph 369, line 1; read:
Offshore Terminal, Riverhead.-An offshore ...
(CL 363/94) 32/99
- Page 200—Paragraph 369, line 5; read:
TOSCO Corporation, Riverhead, NY.
(CL 363/94) 32/99
- Page 201—Paragraph 381, lines 2 to 4; read:
voice call "TOSCO Corporation Offshore Platform", or "Riverhead Platform", or "TOSCO's Riverhead Terminal", monitors VHF-FM channels 16, 13 ...
(CL 363/94) 32/99
- Page 202—Paragraph 403, line 6; read:
miles northwest of the entrance. Two stacks on the west side near ...
(CL 60/99) 32/99
- Page 204—Paragraph 27, lines 4 to 9; read:
of the creek. The highway ...
(NOS 12369) 32/99
- Page 204—Paragraph 28, lines 4 to 7; read:
Flats, largely bare at low water, are on both sides of the channel. The Stratford Avenue highway bridge about 0.3 mile ...
(NOS 12369) 32/99
- Page 204—Paragraph 29, lines 7 to 11; read:
miles above the entrance. Depths at some of the wharves are about 10 to 15 feet.
(NOS 12369) 32/99
- Page 204—Paragraph 30, lines 4 to 7; read:
yards, 8 feet down and 68 feet up; Peck Railroad, bascule, 0.5 mile, 26 feet. Congress Street, bascule, 0.6 mile, 8 feet; highway, ...
(CL 213/99) 32/99
- Page 209—Paragraph 65, line 8 to Paragraph 66, line 8; read:
the large factories of the western part of the city of Bridgeport. The Federal project depth in the dredged channel is 18 feet from the entrance to the head of the project. (See Notice to Mariners and latest edition of the chart for controlling depths.) The channel is marked by buoys ...
(NOS 12369) 32/99
- Page 268—Paragraph 311, line 4; read:
Island; caution is advised. Kill Van Kull channel, between Newark Bay and the Upper Bay of New York Harbor, is a **regulated navigation area**. (See **165.1 through 165.13, and 165.165**, chapter 2, for limits and regulations.)
(NOS/99) 32/99
- COAST PILOT 3 33 Ed 1997 Change No. 21
LAST NM 27/99**
- Page 127—Paragraph 104, lines 4 to 5; read:
regulations.) A fixed highway bridge, 200 feet ...
(CL 2052/98; CL 1121/83) 32/99
- Page 127—Paragraph 105, lines 7 to 8; read:
regulations.)
(CL 2052/98) 32/99
- Page 127—Paragraph 108, lines 5 to 7; read:
continues along the north shore of Lakes Bay to a yacht club at **Pleasantville**, 3.4 miles from the waterway.
(CL 2052/98) 32/99
- Page 150—Paragraph 356, lines 2 to 5; read:
of the city of Philadelphia. A yacht club at **Torresdale**, a part of the city on the lower side of the creek, has a float

COAST PILOT 4 (Continued)

and operated by Gate Maritime Properties, Inc.

Blount Island Terminal: seven berths on the main St. ...
(CL 311/99) 32/99

Page 196—Paragraph 129, line 4; read:

southwestern tip of the island, and Gate Maritime Terminal in Back River (Gate Maritime Slipway) at the southeastern tip of the island have been described under “Wharves” for ...
(CL 311/99) 32/99

Page 198—Paragraph 159, line 9; read:

bridge, thence about 1 to 2 feet to the head of east and west arms. An overhead power cable with a clearance of 31 feet crosses the creek just above the bridge.
(CL 885/99) 32/99

Page 199—Paragraph 182; read:

U.S. Route 17 fixed highway bridge crosses Dunns Creek 0.9 mile above the mouth and has a clearance of 45 feet. Overhead power and television cables are N of the bridge with a clearance of 55 feet.
(CL 856/99; CL 260/88) 32/99

Page 201—Paragraph 216, line 8; read:

feet. An overhead power cable, about 6.1 miles upriver from Lake Jessup to Lake Harney, crosses the river with a clearance of 65 feet.
(CL 886/99) 32/99

Page 204—Paragraph 31, lines 3 to 5; read:

south of the Route A1A highway bridge. In 1996, the controlling depth in the channel, marked by daybeacons, was 6 feet (8 feet at midchannel) to Kings Street Bridge. In stormy southeasterly ...
(BPs 158164-67; CL 668/96) 32/99

Page 212—Paragraph 158, line 3; read:

with the 10-fathom curve about 1 mile offshore. A fishing pier, marked by lights, extends about 340 yards seaward from about 26°53'37"N., 80°03'24"W.
(CL 947/99) 32/99

COAST PILOT 4 31 Ed 1996 Change No. 31

Page 166—Paragraph 206, lines 4 to 6; read:

223° lighted range.
(NOS 11524) 32/99

Page 229—Paragraph 328, lines 2 to 4; read:

basin, Bays 85 through 97; 1,371 feet of berthing space; 25 feet alongside; deck height, 7 feet; 122-foot by 78-foot roll-on/roll-off platform; 23 acres open storage; general, ...
(PS 16/91) 32/99

Page 229—Paragraph 334; read:

Island Terminal Co.: West of Causeway Island; south side facing main channel 757 feet of berthing space; 31 to 32 feet

alongside; slip side 700 feet of berthing space; 22 to 35 feet alongside; berthing at this wharf is only on an ebb tide; deck height, 7 to 9 feet; containerized cargo; 5.5 acres of open storage; owned by Causeway Terminal and operated by Island Terminal Co.
(PS 16/91) 32/99

Page 232—Paragraph 30, line 4; read:

stair cylinder. A radiobeacon is at the light. A fish haven, covered 65 feet, is about 2.1 miles ...
(10/99 CG7) 32/99

Page 236—Paragraph 45, line 4; read:

and stair cylinder. A radiobeacon is at the light.
(13/99 CG7) 32/99

Page 237—Paragraph 59, line 4; read:

pile foundation, enclosing a square dwelling and stair cylinder. A radiobeacon is at the light.
(10/99 CG7) 32/99

Page 238—Paragraph 79, line 4; read:

enclosing a square dwelling and stair cylinder. A radiobeacon is at the light.
(16/99 CG7) 32/99

Page 239—Paragraph 97, lines 2 to 4; read:

above the water, is shown from a brown, octagonal skeleton tower on pile foundation, enclosing a brown dwelling and white stair cylinder. A radiobeacon is at the light.
(18/99 CG7) 32/99

Page 240—Paragraph 119, line 3; read:

white diamond-shaped daymark. A radiobeacon is at the light.
(9/99 CG7) 32/99

Page 250—Paragraph 115, lines 5 to 7; read:

Wilmington, about 11.5 miles above Snows Cut. In March 1999, the controlling depth was 3.5 feet with 3 feet in the west half of the channel in the vicinity of Daybeacon 7, in Wilmington ...
(BP 167810) 32/99

Page 251—Paragraph 130, line 4; read:

the River Inlet. In October 1998, a depth of 7 feet was reported and could be carried ...
(CL 339/99) 32/99

Page 253—Paragraph 183, line 4; read:

River at **Mile 575.6**. In March 1999, shoaling was reported in the southern portion of Fields Cut at about 32°04'35"N., 80°57'30"W. The Savannah River ebbs through the cut, ...
(9/99 CG7) 32/99

Page 257—Paragraph 262, lines 5 to 6; read:

810.6, is a fixed highway bridge with a clearance of 65 feet.

COAST PILOT 4 (Continued)

Overhead power and television cables 70 feet north of the bridge ...
(CL 34/99) 32/99

Page 257—Paragraph 268, line 2; read:
private daybeacons leads west to a small-craft harbor. In May 1999, ...
(CL 833/99) 32/99

Page 260—Paragraph 334, lines 2 to 3; read:
921.3 About 0.5 mile above the entrance, U.S. Route 1 highway bridge has a 34-foot fixed span with a clearance of 15 feet. About ...
(CL 914/99) 32/99

Page 270—Paragraph 539, lines 1 to 3; read:
At the southeast corner of **North Lake, Mile 1072.1**, a yacht basin has berths with electricity, water, ice, and depths of 6 to 8 feet reported alongside in October 1998; there is a paved ...
(CL 2023/98) 32/99

COAST PILOT 5 **27 Ed 1997** **Change No. 31**
LAST NM 26/99

Page 59—Paragraph 807; read:
§117.435 Carlin Bayou.
(FR 02/23/99; CL 380/99) 32/99

Page 59—Paragraph 808, line 6; read:
§117.436 Chef Menteur Pass.
The draw of the U.S. Highway 90 bridge, mile 2.8, at Lake Catherine, shall open on signal; except that, from 5:30 a.m. to 7:30 a.m., Monday through Friday except Federal holidays, the draw need not open for the passage of vessels. The draw shall open at any time for a vessel in distress.
(CL 380/99; FR 02/23/99) 32/99

Page 60—Paragraph 856, line 3; read:
that, from 2:30 p.m. to 3:30 p.m. and from 4:30 p.m. to 5:30 p.m. Monday ...
(CL 82/99; FR 01/05/99) 32/99

Page 148—Paragraph 252, lines 4 to 5; read:
channel had a reported midchannel controlling depth of 5 feet and in 1998, the basin had a reported depth of 5 feet.
(CL 830/99) 32/99

Page 149—Paragraph 277; read:
The pass is unmarked and subject to change. In November 1998, the pass was reported shoaling to bare. A highway bridge over the pass has a 38-foot ...
(BP 168419; CL 875/99) 32/99

Page 162—Paragraph 102, line 3; read:
cutoff between Snead Island and the mainland. In February 1999, there was a reported channel depth of 3 feet.
(CL 665/99) 32/99

Page 163—Paragraph 127, lines 5 to 6; read:
March 1999, a midchannel controlling depth of 13 feet was reported in the channel and a controlling depth of 7 feet was reported in the basin.
(CL 666/99) 32/99

Page 190—Paragraph 284, line 11; read:
width with a clearance of 12 feet. In March 1999, a replacement four-lane fixed bridge was under construction with a design clearance of 13 feet.
(CL 789/99) 32/99

Page 212—Paragraph 375, line 16; read:
clearance of 11 feet. (See **117.1 through 117.49 and 117.436**, chapter 2, for ...
(CL 380/99; FR 02/23/99) 32/99

Page 224—Paragraph 70, line 9; read:
Orleans Marine Operator, fax message (504-392-7598), telex (6737841), or cable (CRESPILOTS, New Orleans, via radio station WNU), 24 ...
(CL 727/99) 32/99

Page 278—Paragraph 192, line 4; read:
packing plants. In April 1999, the controlling depth in the ferry ...
(CL 863/99) 32/99

Page 292—Paragraph 470, lines 5 to 8; read:
maintained daybeacons and with a reported controlling depth of 7 feet in October 1998, leads to the marina from the Intra-coastal Waterway, 0.3 mile SW from the twin causeways connecting Virginia Point and Galveston. In October 1998, depths of 3 to 4 feet were ...
(CL 1926/98) 32/99

Page 292—Paragraph 471, lines 3 to 4; read:
the marina, a dredged access channel with a reported depth of 5 feet in October 1998, leads around the N side of the island to a ...
(CL 1926/98) 32/99

Page 292—Paragraph 471, lines 9 to 10; read:
dredged channel with a reported controlled depth of 4.5 feet in October 1998, leads from the SW side of the marina basin along ...
(CL 1926/98) 32/99

Page 325—Paragraph 262, lines 6 to 10; read:
a fixed span with a clearance of 73 feet; the overhead power and telephone cables N of the bridge have a clearance of 88 feet. The Main Street highway bridge on the S side of the crossing has a fixed span with a clearance of 73 feet; the ...
(CL 246/99; CL 247/99) 32/99

Page 325—Paragraph 263, line 10; read:
repairs. The overhead power cables at **Mile 57.6** have a min-

COAST PILOT 5 (Continued)

imum clearance of 12 feet.

(CL 237/99)

32/99

Page 349—Paragraph 426, line 5; read:

shore.

Small-craft facilities.-A marina at Bahia Demajagua has facilities for small craft. Fuel, water, electricity, repairs, a marina store, and a lift capacity to 80 tons are available. Vessels to 200 feet can be accommodated at the marina.

(CL 1470/94)

32/99

Page 371—Paragraph 253, lines 6 to 7; read:

lighted range. In 1988, the controlling depth was 33 feet.

Navigation in the ...

(BP 137012)

32/99