

PUB 154 (Continued)

Bold Point. Luke Island and Matthew Island lie in the entrance to Evans Inlet. A rock that dries 0.6m lies in the middle of the passage between these islands.

Luke Passage is the best entrance to Evans Inlet. Matthew Passage is obstructed by Peril Rock, which dries 1.2m.

Septimus Point is on the S side of Evans Inlet. Boot Island lies near the head and has shallow water extending 0.1 mile NW and NE of it. A 3.2m shoal lies off the E shore of Boot Island.

Anchorage.—Vessels of moderate size can anchor at the head of Evans Inlet, in depths of 27 to 37m.

Port John (52°07'N., 127°51'W.) is entered between Exeter Point and Salisbury Point. About 0.3 mile into the bay, a reef extends SW; Mark Rock lies at the SW end of the reef. Hook Nose Creek empties close S.

Farewell Point lies on the W side of Fisher Channel about 1.5 miles NW of Port John; the land on this shore rises steeply from shore. Farewell Point Light is shown from a skeleton tower, 6.5m high.

Salisbury Cone (52°09'N., 127°51'W.) is 1.5 miles N of Port John and rises abruptly to its summit. North of Salisbury Cone, the land slopes more gradually.

Georgie Point (52°11'N., 127°53'W.) is the point at the SE entrance to both Gunboat Passage and Johnson Channel, both of which are described in paragraph 11.32.

Sunny Island lies 0.6 mile NE of Georgie Point and is marked by a light shown from a skeleton tower, 6.3m high. Dean Island, Stokes Island, and Clitheroe Island all lie close on the W shore of Fisher Channel. Rattenbury Point is about 5 miles NE of Sunny Island.

(BA NM 6/04, Can PAC 205) 12/04

PUB 162 5 Ed 2001 LAST NM 12/03

Page 156—Lines 47 to 49/L; read:

Vessels requiring a pilot must make a request to Tacloban Harbor Pilot Association at least 24 hours prior to arrival. When approaching from the N, pilots board approximately 2 miles NW of Canauay Island. When approaching from the S, pilots board approximately 1.5 miles N of Mariquitdaquit Island Light.

(BA NP 286(4)) 12/04

Page 160—Lines 6 to 8/R; read:

Pilotage.—Pilotage is compulsory and a 24 hour notice is required. Pilots board in the following positions:

1. Domestic vessels—9°47.7'N., 125°30.7'E.
2. Foreign vessels—9°51.5'N., 125°28.5'E.

The following vessels are exempt from pilotage:

1. Government vessels.
2. Foreign government vessels entitled to courtesy.
3. Ferry vessels authorized by the Maritime Industry Authority to engage in daily service between two places within the port or two ports.
4. Philippine-flagged vessels departing from anchorage to engage in coastwise trading.
5. Vessels calling at private ports in which the owners have formally waived the requirement of compulsory pilotage.

(BA NM 7/04) 12/04

PUB 163 8 Ed 2002 LAST NM 48/03

Page 308—Lines 25 to 44/R; read:

Aspect.—A range of coastal hills, 91m high, extends 4 miles NNE from Tanjong Lobang. North of this range, the land is low and densely wooded. A conspicuous tower stands 3 miles NE of Tanjong Lobang.

The oil tanks at Lutong, 7.3 miles NNE of Tanjong Lobang Light, are conspicuous. The oil tanks at Miri are prominent. At night, the lights at the oil works are very prominent.

A radio tower, 67m high, stands 5.5 miles NNE of Tanjong Lobang.

Two conspicuous flares are occasionally visible in the vicinity of Lutong.

Pilotage.—Pilotage is compulsory for vessels using the oiling berths off Lutong. The berthing master and assistant, who are stationed at Miri, will board in the anchorage area at position 4°25.3'N, 113°54.0'E. Berthing may be carried out both by day and night. A mooring launch is provided for berthing and unberthing; unberthing may be carried out without a berthing master. At least 24 hours notice is required. Messages should be sent through Radio Kuching.

(10(133)03 Kuala Lumpur) 12/04

PUB 172 9 Ed 2001 LAST NM 9/04

Page 192—Line 32/R; read:

6.5 to 11.2m. Anchorage is prohibited in an area, best seen on

(US NM 8/62394/04) 12/04

Page 263—Line 11/L; read:

21m. It has been reported (2004) that two of the berths are operational and that vessels are limited to a sailing draft of 17m.

(PUBS 001-04) 12/04

Page 263—Line 40/L; strike out.

(PUBS 001-04) 12/04

PUB 195 7 Ed 2002 LAST NM 1/04

Page 63—Line 44/L; read:

do so at their own risk.

The maximum authorized drafts stated for the approach routes may vary due to silting and the local authorities should be contacted prior to entry.

(BA NM 7/04) 12/04

COAST PILOT CORRECTIONS**COAST PILOT 4 35 Ed 2003 Change No. 25 LAST NM 11/04**

Page 87—Paragraph 842; read:

thence to

27°11'47.99"N., 80°15'44.78"W; thence to
27°11'42.51"N., 80°15'49.36"W; thence to
27°11'41.40"N., 80°15'47.70"W.; thence to
27°11'40.44"N., 80°15'44.64"W.; thence to
27°11'43.49"N., 80°15'40.74"W.; thence to
27°11'46.82"N., 80°15'37.9647"W.; thence to

COAST PILOT 4 (Continued)

27°11'47.881"N., 80°15'38.271"W.; thence back to the original point. All coordinates reference Datum NAD:83.

(FR 02/04/04) 12/04

Page 286—Paragraph 186, line 1; read:

Bluff Point Shoal Light (35 19'19"N., 76 07'14"W.), ...
(39/03 CG5; LL/03) 12/04

Page 292—Paragraph 263, line 6; read:

reported depths of 5 feet or more, in 1983, to **Lees Landing** ...
(CL 1833/03; CP4/03) 12/04

Page 385—Paragraph 69, line 3; read:

clearance of 169 feet (177 feet for 200 feet each side of the bridge centerline) crosses the river just above Blount ...
(CL 1852/03; CL 1290/92) 12/04

Page 408—Paragraph 79, line 2; read:

while dragging the ocean floor within a 40-mile radius ...
(CL 1481/03) 12/04

Page 411—Paragraph 128, line 8; read:

marked by private buoys and a light. The entrance ...
(05/04 CG7; LL/03) 12/04

Page 480—Paragraph 432, lines 3 to 4; read:

the canal an overhead power cable has a clearance of 68 feet.
(NOS 11428; CL 1285/96) 12/04

Page 482—Paragraph 452, lines 6 to 7; read:

feet. From the bridge to about 1.5 miles above the mouth, other overhead cables have a minimum clearance of 20 feet.
(NOS 11428; CL 1058/02) 12/04

Page 504—Paragraphs 290 to 298; read:

Newport/Morehead City, NC: 533 Roberts Road, Newport, NC 28570.

Wilmington, NC: 2015 Gardner Drive 28405.

Charleston, SC: 5777 South Aviation Avenue 29406.

Jacksonville, FL: 13701 Fang Drive 32218.

Miami, FL: 11691 SW 17th Street 33165.

Melbourne, FL: 421 Croton Road 32935.

Key West, FL: 3535 S. Roosevelt Boulevard 33040.

(Internet/03) 12/04

**COAST PILOT 5 31 Ed 2004 Change No. 9
LAST NM 10/04**

Page 93—Paragraph 968, line 3 to Paragraph 970, line 1; read:

shall open on signal if at least 24 hours notice is given.

(c) The draw of the CSX Transportation Railroad ...
(FR 02/05/04) 12/04

Page 95—Paragraph 1010, line 7; read:

shall be passed at any time.

(k) *Caloosahatchee River Bridge (SR 29), Mile 103,*

Labelle, Florida.

The Caloosahatchee River bridge (SR 29), mile 103, shall open on signal, except that from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays, the bridge need not open. Exempt vessels shall be passed at any time.

(FR 01/29/04) 12/04

Page 102—Paragraph 1160, line 7 to Paragraph 1162; read: signal at any time.

§117.683 Pearl River.

See §117.488, Pearl River, listed under Louisiana.

(CL 138/04; FR 02/04/04) 12/04

Page 303—Paragraph 217, lines 4 to 6; read:

The entrance is protected by two stone jetties. In 2002-November 2003, shoaling was reported across the mouth and in the privately marked entrance to Daybeacon 3; thence in 2002, 6 feet between the jetties; ...

(47/03 CG7; NOS 11430) 12/04

Page 341—Paragraph 329, lines 5 to 6; read:

In August 2003, the controlling depth was 2.5 feet (4.9 feet at midchannel) to Daybeacon 46; thence in ...

(CL 1612/03; BPs 181779-91) 12/04

Page 420—Paragraph 117, lines 2 to 6; read:

river via The Jump with the Gulf. In April-September 2003, the midchannel controlling depths were 4 feet to Buoy 58; thence in April 2003, 19 feet to the junction with Grand Pass, thence 20 feet to the Mississippi River.

(DDs 4647-50; DDs 4127-28) 12/04

Page 420—Paragraph 120, lines 5 to 6; read:

September 2003, the controlling depth was 10 feet across the bar in Breton Sound; thence in 1997-September 2003, ...

(DDs 4639-40) 12/04

Page 451—Paragraph 87, line 7; read:

regulations.) In August 2003, a lift bridge with a design clearance of 2.4 feet in the closed position and 73 feet in the open position was under construction about .47 mile W of the pontoon bridge on the W side of the Intracoastal Waterway junction; upon completion, it will replace the pontoon bridge. There are two wharves on the SW side of the inter-section.

(CL 1538/03; 31/03 CG8) 12/04

Page 453—Paragraph 124, lines 5 to 6; read:

buoys. In February-July 2003, the controlling depth through the pass was 12 feet. Anchorage area inside the ...

(DDs 4460-62; DDs 3884-86) 12/04

Page 454—Paragraph 125, line 7; read:

February-July 2003, the controlling depth was 8 feet.

(DDs 4457-60; DD 3880; DDs 4468-74) 12/04

COAST PILOT 5 (Continued)

Page 459—Paragraph 202, lines 4 to 5; read:
mouth. In November 2003, the controlling depth was 7 feet
(10 feet at midchannel).
(DDs 4802-04) 12/04

Page 459—Paragraph 203, line 3; read:
November 2003, the controlling depth was 7 feet (11 feet at
midchannel) from the ...
(DDs 4800-01) 12/04

COAST PILOT 5 31 Ed 2004 Change No. 10

Page 8—Paragraph 144, lines 15 to 16; read:
may be obtained from the Internet at (http://polux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgll_list.html).
(NOS/04; Internet/04; CP1/03) 12/04

Page 11—Paragraph 175, lines 5 to 7; read:
frequencies, and broadcast content are listed on the Internet
site, **Marine Product Dissemination Information**, (<http://www.nws.noaa.gov/om/marine/home.htm>). For marine
weather services ...
(NOS/04; Internet/04; CP1/03) 12/04

Page 307—Paragraph 286, line 3; read:
April 2002, the pass was reported bare and impassable.
(CL 1565/03) 12/04

Page 335—Paragraph 249, lines 2 to 4; read:
the entrance to the Central Yacht Basin. A shoal area is south
of the entrance channel. Numerous slips ...
(DB 2237; NOS 11416) 12/04

Page 336—Paragraph 264, lines 8 to 13; read:
August 2003, the reported midchannel controlling depth in
North Channel was 8 feet to the main channel of the Intra-
coastal Waterway. **South Channel** leads to Pass-a-Grille
Channel from the SW and passes E of Shell Key; in August
2003, it was reported to have completely shoaled.
(DB 2237; NOS 11415) 12/04

Page 338—Paragraph 298, line 2; read:
41-foot fixed span and a clearance of 16 feet crosses ...
(CL 1563/03) 12/04

Page 378—Paragraph 58, lines 11 to 13; read:
of the creek. In November 2003, the controlling depth in the
channel and the turning basin was 6 feet. An overhead power
cable, NE of the turning ...
(CL 66/04) 12/04

Page 378—Paragraph 67, lines 4 to 6; read:
part of Garrows Bend. In September 2003, the controlling
depth was 17.3 feet (18.8 feet at midchannel) with 11.1 to
18.3 feet in the turning basin. The channel is marked ...
(CL 67/04) 12/04

Page 391—Paragraph 236, lines 12 to 17; read:
90 highway bridge. In September 2003, the controlling depth
was 6.4 feet (7.4 feet at midchannel) to Light 18; thence in
2001-March 2003, 7.4 feet (8.0 feet at midchannel) to the
junction with the Biloxi East Channel. The channel is
marked by lights and daybeacons.
(CL 65/04; LL/03; NOS 11372) 12/04

Page 418—Paragraph 96, line 5; read:
marked by a light. A seasonal fog signal is on the W side of
the ...
(CL 1568/03; LL/03) 12/04

Page 457—Paragraph 177, line 3; read:
entrance. A daybeacons marks the ...
(CL 1639/03; LL/03) 12/04

Page 522—Paragraph 62, lines 5 to 10; read:
swing bridge with a clearance of 19 feet. The swing bridge is
equipped with radiotelephone at 409-548-3268. The bridge-
tender monitors VHF-FM channel 10; call sign KI-2524.
(See **117.1 through 117.59 and 117.984**, chapter 2, for
drawbridge regulations.) Least clearance of overhead cables
is 38 feet.
(DB 1561; NOS 11322) 12/04