

COAST PILOT 3 (Continued)

Page 366—Paragraph 157, line 5; read:
has depths of about 6 feet. In July 2004, shoaling to less than 3 feet was reported in the entrance. A marina with berthing facilities ...

(28/04 CG5) 37/04

COAST PILOT 3 37 Ed 2004 Change No. 9

Page 250—Paragraph 99, lines 8 to 14; read:
do-it-yourself repairs. In July 2003, the controlling depth in the dredged channel in Parting Creek was 5.0 feet in the west half and 6.9 feet in the east half to the turning basin at Willis Wharf, thence 1.9 feet (6.8 feet at midchannel) to the head of the project about 275 yards above the wharf. The turning basin just above Daybeacon 18 had depths of 2.5 to 6.2 feet.

(CL 688/04; BPs 183388-89) 37/04

Page 336—Paragraph 42, lines 4 to 7; read:
channel in Deep Creek. In June 2003, the controlling depth in the dredged channel from the entrance to the turning basin at the town of **Deep Creek** was 2.1 feet, thence depths from 1.6 to 2.2 feet were in the turning ...

(CL 713/04; BPs 183407-10) 37/04

Page 365—Paragraph 135, lines 4 to 8; read:
marked by buoys and a private **033**° lighted range, had a controlling depth of 42 feet in July 2003, **Dundalk West Channel**, marked by buoys and private **030**° lighted range, had a controlling depth of 42 feet in October 2002. Several cranes have been lost overboard ...

(BPs 181947-48; CL 1673/03) 37/04

COAST PILOT 3 37 Ed 2004 Change No. 10

Page 65—Paragraphs 541 to 548; read:

(b) The CSX Railroad Bridge, mile 3.4.

(1) The draw of the bridge to be operated by the controller at the Benning Yard office shall open on signal;

(i) At all times for public vessels of the United States, state and local government vessels, commercial vessels and any vessels in an emergency involving danger to life or property.

(ii) Between 9 a.m. and 12 p.m. and between 1 p.m. and 6 p.m. from May 15 through September 30.

(iii) Between 6 p.m. and 7 p.m. from May 15 through September 30 if notice is given to the controller at the Benning Yard office not later than 6 p.m. on the day for which the opening is requested.

(iv) At all other times, if at least eight hours notice is given to the controller at the Benning Yard office.

(2) The CSX Railroad Bridge shall not be operated by the controller at the Benning Yard office in the event of failure or obstruction of the motion sensors, laser scanners, video cameras or marine-radio communications. In these situations, a bridge tender must be called to operate the bridge on-site.

(3) Except as provided in §117.31(b), opening of the draw shall not exceed ten minutes after clearance of rail traffic.

(4) A horn will sound one prolonged blast followed by one short blast to indicate that the CSX Railroad Bridge is moving to the full open position for vessel traffic. During open span movement, the channel traffic lights will flash red until the bridge is in the full open position to vessels. In the full open position to vessels, the bridge channel traffic lights will flash green.

(5) A horn will sound five short blasts, the channel traffic lights will flash red, and an audio voice-warning device will announce bridge movement during closing span movement. Five short blasts of the horn will continue until the bridge is seated in and locked down. When the bridge is seated and in locked down position to vessels, the channel traffic lights will continue to flash red.

(6) The owners of the bridge shall provide and keep in good legible condition two board gauges painted white with black figures not less than six inches high to indicate the vertical clearance under the closed draw at all stages of the tide. The gauges shall be placed on the bridge so that they are plainly visible to the operator of any vessel approaching the bridge from either upstream or downstream.

(FR 8/6/04) 37/04

Page 312—Paragraph 202, line 6; read:
CSX Railroad Bridge, 3.3 miles above the mouth, has a vertical ...

(FR 8/6/04; NOS 12289) 37/04

Page 312—Paragraph 203, line 2; read:
river on either side of the CSX Railroad Bridge, about 6.5 ...

(FR 8/6/04; NOS 12289) 37/04

**COAST PILOT 5 32 Ed 2004 Change No. 8
LAST NM 34/04**

Page 95—Paragraph 1005, line 3; read:
hours notice is given.

§117.300 Manatee River.

The draw of the CSX Railroad Bridge across the Manatee River, mile 4.5 Bradenton, operates as follows:

(a) The bridge is not tended.

(b) The draw is normally in the fully open position, displaying green lights to indicate that vessels may pass.

(c) As a train approaches, provided the scanners do not detect a vessel under the draw, the lights change to flashing red and a horn continuously sounds while the draw closed. The draw remains closed until the train passes.

(d) After the train clears the bridge, the lights continue to flash red and the horn again continuously sounds while the draw opens, until the draw is fully open and the lights return to green.

(FR 7/19/04) 37/04

Page 194—Paragraph 3406, line 4; read:
designate.

**§334.783 Arlington Channel, U.S. Coast Guard Base
Mobile, Mobile, Alabama, Coast Guard Restricted Area.**

COAST PILOT 5 (Continued)

(a) *The area.* The waters of Arlington Channel west of a line from latitude 30°39'09"N., longitude 088°03'24"W. to latitude 30°38'54"N., longitude 088°03'17"W.

(b) *The regulations.* The restricted area is open to U.S. Government vessels and transiting vessels only. U.S. Government vessels include U.S. Coast Guard vessels, Department of Defense vessels, state and local law enforcement and emergency services vessels and vessels under contract with the U.S. Government. Vessels transiting the restricted area shall proceed across the area by the most direct route and without unnecessary delay. Fishing, trawling, net-fishing and other aquatic activities are prohibited in the restricted area without prior approval from the Commanding Officer, U.S. Coast Guard Group Mobile or his designated representative.

(c) *Enforcement.* The regulations in this section shall be enforced by the Commanding Officer, U.S. Coast Guard Group Mobile or his designated representative.

(FR 7/29/04) 37/04

Page 326—Paragraph 95, line 7; read:

through 117.49 and 117.300, chapter 2, for drawbridge regulations.)

(FR 7/19/04) 37/04

**COAST PILOT 6 34 Ed 2004 Change No. 11
LAST NM 36/04**

Page 147—Paragraph 2310, line 5; read:
not in operation.

§334.845 Wisconsin Air National Guard, Volk Field military exercise area located in Lake Michigan offshore from Manitowoc and Sheboygan Counties; Danger Zone.

(a) *The area.* (1) The waters within an area beginning at a point at

43°19'00"N., 87°41'00"W.; to

44°05'30"N., 87°29'45"W.; to

44°02'00"N., 87°02'30"W.; to

43°15'30"N., 87°14'00"W.; thence to the point of beginning, as shown on NOAA Chart 14901 (1999) and existing aeronautical charts.

(b) *The regulation.* (1) During specific, infrequent periods when Military exercises will be conducted, as promulgated in the Local Notice to mariners published by the United States Coast Guard (USCG), all vessels entering the danger zone are advised to proceed across the area by the most direct route and without unnecessary delay.

(2) During specific, infrequent periods when Military exercises will be conducted, as promulgated in the Local Notice to mariners published by the USCG, no vessel or craft of any size shall lie-to or anchor in the danger zone, other than a vessel operated by or for the USCG, or any other authorized agency.

(c) *Normal use.* At all other times, nothing in this regulation shall prohibit any lawful uses of this area.

(d) *Enforcement.* The regulation in this section shall be enforced by the Commanding Officer, VOLK Field, WI, and/or persons or agencies as he/she may designate.

(FR 7/30/04) 37/04

**COAST PILOT 7 36 Ed 2004 Change No. 16
LAST NM 34/04**

Page 169—Paragraph 2727, line 3; read:
zones by the San Diego Harbor Police.

§165.1110 Security Zone: Coronado Bay Bridge, San Diego, CA.

(a) *Location.* All navigable waters of San Diego Bay, from the surface to the sea floor, within 25 yards of all piers, abutments, fenders and pilings of the Coronado Bay Bridge. These security zones will not restrict the main navigational channel nor will it restrict vessels from transiting through the channel.

(b) *Regulations.* (1) Under §165.33, entry into, transit through, loitering, or anchoring within any of these security zones by all persons and vessels is prohibited, unless authorized by the Captain of the Port, or his designated representative. Mariners seeking permission to transit through a security zone may request authorization to do so from Captain of the Port or his designated representative. The Coast Guard can be contacted on San Diego Bay via VHF-FM channel 16.

(2) Vessels may enter a security zone if it is necessary for safe navigation and circumstances do not allow sufficient time to obtain permission from the Captain of the Port.

(FR 7/23/04) 37/04

Page 249—Paragraph 34, lines 3 to 5; read:

mile N of the Point, on the E side of North San Diego Bay, and all navigable waters of San Diego Bay within 25 yards of all piers, abutments, fenders, and pilings of the Coronado Bay Bridge. (See **165.1 through 165.8, 165.33, 165.1101, 165.1102, 165.1103, 165.1108, 165.1110, and 165.1121, ...**)

(33 CFR 165; FR 7/23/04) 37/04

Page 254—Paragraph 101, lines 16 to 24; read:
the entrance.

In December 2003, the controlling depths were 9.1 feet (14.1 feet at midchannel) in the dredged entrance channel to the highway bridge (except for lesser depths along the W edge of the channel just below the bridge); general depths of 15 to 17 feet are available in Mariners Basin (except for lesser depths along the edges) and a depth of 20 feet in Quivira Basin. A rock groin extends about 150 yards NW from ...

(BP 182788) 37/04

Page 397—Paragraph 60, lines 1 to 2; read:

In February 2004, depths along the E side of the wharf were 9 to 15 feet with lesser depths at the N end towards shore. Gasoline, diesel fuel, and water ...

(BP 182682) 37/04