

COAST PILOT 1 (Continued)

Page 231—Paragraph 325, lines 3 to 7; read:
about 10 miles above Portsmouth. In 2000-May 2002, the
midchannel controlling depth was 4.1 feet to **Lower Nar-**
rows. At and above Lower Narrows, and through **Upper**
Narrows to the head of navigation at the dam, mariners are
advised to consult local knowledge for channel conditions.
The channel is privately marked with stakes.
(BPs 178770-78; CL 1766/02) 3/03

**COAST PILOT 2 31 Ed 2001 Change No. 23
LAST NM 51/02**

Page 67—Paragraph 1196, line 3; read:
mile 2.3, 145th Street, mile 2.8, Macombs Dam, mile 3.2,
207th ...
(CL 1723/02; 33 CFR 117.789) 3/03

Page 118—Paragraph 109, line 7; read:
and is equipped with a fog signal, and a radar beacon ...
(NOS/02) 3/03

Page 129—Paragraph 13, lines 4 to 7; read:
about 0.6 mile from shore. **Race Point Light** (42°03'45"N.,
70°14'35"W.), 41 feet above the water, is shown from a white
tower on the northwest point of Cape Cod.
(NOS/02; LL/01; 37/01 CG1) 3/03

Page 135—Paragraph 113, lines 4 to 5; read:
Gasoline, diesel fuel, water, ice, a pump-out station, and a
launching ramp are available. In May 2002, 6 feet was re-
ported alongside the dock. The ...
(CL 1567/02) 3/03

Page 139—Paragraph 179, line 4; read:
entrance near to the harbor. A fog signal is at the light.
(NOS/02) 3/03

Page 148—Paragraph 98, lines 4 to 5; read:
the pond north of the channel. In May 2001, the entrance
channel into the pond had a midchannel controlling depth of
9.3 feet; ...
(BP 178898; CL 1832/02) 3/03

Page 163—Paragraph 61, line 5; read:
dwelling at Beavertail Point. A fog signal is ...
(NOS/02) 3/03

Page 176—Paragraph 35, lines 1 to 2; read:
Block Island North Light (41°13'39"N., 71°34'33"W.),
58 feet above the water, is shown from a brown tower on a
gray granite ...
(37/02 CG1) 3/03

Page 178—Paragraph 69, line 3 to Page 179—Paragraph 69,
line 8; read:
attached to a white building with a red roof, on **Watch Hill**
Point.
(39/02 CG1) 3/03

Page 180—Paragraph 96, line 2; read:
the light, has least depths of 30 feet. **Great Eastern Rock**,
1.5 ...
(H-10984; BPs 177582-83) 3/03

Page 187—Paragraph 246, lines 3 to 6; read:
50 feet for hull and engine repairs. Berths with electricity,
gasoline, diesel fuel, water, ice, storage facilities, a pump-out
station, marine supplies, and a 30-ton lift are also available.
Mariners in route to the boatyard should use the chart as a
guide.
(CL 1358/02) 3/03

Page 274—Paragraph 204, lines 2 to 6; read:
River. **Fort Jay** is on the northern part of the island, and
Castle William is on its northeast side. The main channel is
westward of the island. Lights and fog signals are near the
southern tip and on the northwest side of the island. The hex-
agonal-shaped structure of Fort Jay is prominent ...
(44/02 CG1; LL/02; NOS/02) 3/03

COAST PILOT 2 31 Ed 2001 Change No. 24

Page 114—Paragraph 16, lines 1 to 4; read:
Aids to navigation.—Lights, and buoys are the principal
guides that mark the approaches to the important harbors.
Many of the light stations have fog signals, particularly those
in the vicinity of the larger ports.
(NOS/02) 3/03

Page 138—Paragraph 163, line 3 to Paragraph 164; read:
clearance of 6 feet. In August 2002, a reported depth of 3
feet was in the approach to, and inside the marina on the
west side of Green Pond just north of the bridge. Berths, die-
sel fuel, water, ice, repairs, and marine supplies are available
at this facility.
(CL 1727/02; NOS 13229) 3/03

Page 205—Paragraph 219, lines 2 to 3; read:
0.3 mile southwest of Half Acre Rock in about 41°15'06"N.,
72°39'36"W.
(NOS/02; NOS 12372) 3/03

Page 208—Paragraph 269, lines 2 to 4; read:
part of Middle Breakwater, anchorage is available for vessels
up to a 19-foot draft. Caution should be exercised to ...
(H-11011; BPs 175703-06) 3/03

Page 214—Paragraph 361, lines 3 to 4; read:
inlet is marked by a long break in the bluffs. The outer end of
the west ...
(CL 1882/02) 3/03

Page 253—Paragraph 19, line 1; read:
Shinnecock Light (40°50'31"N., 72°28'42"W.), 75 feet ...
(43/02 CG1) 3/03

COAST PILOT 2 (Continued)

Page 257—Paragraph 104, line 4; read:
and **Babylon Cove**. In 1981, the channel, marked by ...
(36/02 CG1) 3/03

COAST PILOT 2 31 Ed 2001 Change No. 25

Page 112—Paragraph 2783, line 3; read:
as he may designate.

§334.81 Narragansett Bay, East Passage, Coddington Cove, Naval Station Newport, Naval Restricted Area, Newport, Rhode Island.

(a) *The area.* All of the navigable waters of Coddington Cove east of a line that connects Coddington Point at 41°31'24.0"N., 71°19'24.0"W.; with the outer end of the Coddington Cove breakwater on the north side of the cove at 41°31'55.7"N., 71°19'28.2"W.

(b) *The regulation.* All persons, swimmers, vessels and other craft, except those vessels under the supervision or contract to local military or Naval authority, vessels of the United States Coast Guard, and local or state law enforcement vessels, are prohibited from entering the restricted area without specific permission from the Commanding Officer, Naval Station Newport, USN, Newport, Rhode Island or his/her authorized representative.

(c) *Enforcement.* The regulation in this section, promulgated by the United States Army Corps of Engineers, shall be enforced by the United States Navy, Commanding Officer Naval Station Newport, and/or such agencies or persons as he/she may designate.

(FR 10/24/02) 3/03

Page 154—Paragraph 203, lines 11 to 15; read:
marina is just above the bridge. Gasoline, water, ice, storage facilities, marine supplies, and hull and engine repairs are available. A flatbed trailer at the marina can haul out boats to 25 feet.

(CL 1738/01) 3/03

Page 165—Paragraph 103, line 7; read:
shore and buildings at the shipyard are conspicuous.

Restricted Area.—Coddington Cove is within a naval restricted area. (See **334.81**, chapter 2, for limits and regulations).

(FR 10/24/02) 3/03

Page 167—Paragraph 168, line 3; read:
channel off **Gulf Point**. In November 2002, a sunken wreck in about 41°38.2'N., 71°19.2'W. was about 0.75 mile south-east of the entrance to Potter Cove. The north and south ends of Prudence Island ...

(47/02 CG1) 3/03

Page 167—Paragraph 170, line 5; read:
the fixed highway bridge about 0.5 mile above the entrance.

In November 2002, a sunken wreck in about 41°43.65'N., 71°17.25'W. is on the west side of Warren River.

(47/02 CG1) 3/03

Page 214—Paragraph 357, line 1; read:
Horton Point Light (41°05'06"N., 72°26'44"W.), 103 feet

...
(46/02 CG1) 3/03

Page 279—Paragraph 268, lines 5 to 8; read:
east jetty is awash at high water. The outer ends of the jetties are marked by a light. A dredged channel leads between the jetties to the Conrail ...

(LL/02; NOS/02) 3/03

**COAST PILOT 3 35 Ed 2002 Change No. 22
LAST NM 51/02**

Page 78—Paragraph 1444, line 9; read:
of Vessel Traffic Management (G-MWV), Coast Guard Headquarters ...

(28/02 CG5; FR 6/18/02) 3/03

Page 196—Paragraph 99, line 5; read:
in ruins.

A fixed highway bridge with a clearance of 145 feet crosses the James River about 0.6 mile below Dutch Gap.

(CL 198/86; CL 1283/92) 3/03

COAST PILOT 3 35 Ed 2002 Change No. 23

Page 206—Paragraph 174, lines 3 to 4; read:
the approach and 6.5 feet for 1.6 miles above the entrance, then shoaling to about 3 feet 0.7 mile farther up. The creek is used by ...

(CL 1152/02) 3/03

Page 209—Paragraph 31, lines 5 to 7; read:
Point Lookout Light (38°01'31"N., 76°19'25"W.), 39 feet above the water, shown from a skeleton tower with a black and white diamond-shaped daymark on a pile structure.

(46/02 CG5; LL/02) 3/03

Page 221—Paragraph 14, lines 3 to 6; read:
Point No Point Light (38°07'42"N., 76°17'24"W.), 52 feet above the water, is shown from a white octagonal brick dwelling on a brown cylinder, in depths of about 22 feet, 1.6 miles southeastward of the point. The light is ...

(46/02 CG5; LL/02) 3/03

**COAST PILOT 6 32 Ed 2002 Change No. 19
LAST NM 51/02**

Page 135—Paragraph 93, line 6; read:
August 2002, the controlling depth was 6 feet in the ...

(BP 179213) 3/03

Page 137—Paragraph 125, lines 3 to 4; read:
pier extends laterally E to enclose the bay. In August 2002, the controlling depth in the channel was 6.1 feet. The outer ends of the piers are ...

(BP 179263; CL 2013/02) 3/03

COAST PILOT 6 (Continued)

Page 268—Paragraph 316 to Paragraph 317, line 3; read:

In April 2002, the controlling depth was 19.2 feet (21.0 feet at midchannel) in the entrance and through the outer basin to Lake Macatawa (except for shoaling to 15.6 feet along the N edge of the channel in the outer basin); thence in September-October 2001, the controlling depths were 19.1 feet (20.6 feet at midchannel) to Superior Point, thence 16.3 feet (19.4 feet at midchannel) to the turning basin, with 17.7 to 18.0 feet in the basin, thence 15.1 feet (18.5 feet at midchannel) to the head of the Federal project.

A dredged settling basin extends 900 feet upstream from the upper limit of the project in Macatawa River. In October 2001, the basin had depths of 4.1 to 7.2 feet. Dredging disposal areas ...

(DDs 2932-40) 3/03

Page 275—Paragraph 375, line 7; read:

April 2002, the controlling depth was 3.2 feet (3.5 feet at ...
(DD 2819) 3/03

Page 275—Paragraph 382, line 8 to Page 276—Paragraph 383, line 4; read:

Turning basins are in the channel bend below the Franklin Street bridge and on the SW side of the channel in Trail Creek just above the Second Street bridge. A small-craft basin, on the NE side of the entrance channel, is entered through a cut in the E pier.

In April 2002, the controlling depths were 3.3 feet (3.6 feet at midchannel) between the breakwaters to the first turning basin, thence 6.1 feet in the turning basin, thence 2.1 feet to the E Street bridge.

(DDs 2805-08; CL 1670/97; CEM-Chicago/84) 3/03

Page 333—Paragraph 1035, lines 4 to 5; read:

of the entrance channel. In September 2001, the controlling depth was 1.8 feet (3.8 feet at midchannel) in the entrance channel ...

(DDs 2777-78) 3/03

Page 354—Paragraph 77, line 4; read:

outer end of the E pier are marked by lights. In June 2000-September 2001, the ...

(DD 1688; DD 2753) 3/03

Page 362—Paragraph 222, lines 5 to 8; read:

inside the breakwaters is marked by a buoy. In July 2001-May 2002, the controlling depth was 4.2 feet (4.7 feet at midchannel) in the entrance and in the channel to the harbor basin, thence depths of 3.7 to 8.0 feet were in the basin.

(DD 2779; DD 2942) 3/03

Page 363—Paragraph 251, lines 5 to 9; read:

private light on the S side. In October 2001, the controlling depths were 9.5 feet (10.0 feet at midchannel) in the dredged entrance channel to the S basin, thence 8.2 to 10.0 feet in the S basin (except for shoaling to 5.8 feet near the W edge of

the basin), thence 5.1 to 10.0 feet in the N basin.

(DD 2754) 3/03

Page 364—Paragraph 265, lines 6 to 11; read:

enter from N or S of the detached breakwater. In October 2001, the controlling depths were 8.0 feet in the S approach and 10.0 feet in the N approach (except for shoaling to 6.6 feet near the E edge of the L-shaped breakwater), thence 5.6 to 8.0 feet in the basin (except for shoaling to 3.4 feet in the NE corner.)

(DD 2780) 3/03

Page 374—Paragraph 379, line 5; read:

May 2001, the controlling depth was 5.3 feet (7.5 feet at midchannel) ...

(DD 2798) 3/03

Page 375—Paragraph 385, lines 6 to 7; read:

Buoys mark the N and E limits of the area. In October 2001, the maneuvering area had depths of 25.8 to 30 feet.

(DD 2793) 3/03

Page 376—Paragraph 420, lines 6 to 8; read:

lights. In September 2000-October 2001, the controlling depth was 16.0 feet in the main harbor basin (except for gradual shoaling to 13.7 feet along the N edge); thence in 1999-October 2001, 5.2 to 8.0 feet in the small-craft basin with lesser depths ...

(DD 2792) 3/03

COAST PILOT 6 32 Ed 2002 Change No. 20

Page 138—Paragraph 139, lines 6 to 7; read:

In July 2002, the dredged channel had a controlling depth of 8.7 feet.

(BP 179215; CL 1933/02) 3/03

Page 308—Paragraph 706, lines 3 to 4; read:

the entrance channel. S of the entrance channel, the city has dredged ...

(LL/02; 35/02 CG9) 3/03

Page 376—Paragraph 411, lines 2 to 6; read:

lights, and a **028°** lighted range. Shoals are at the N end of the harbor and off the end of the breakwater on the S side of the harbor exit. All the aids in the harbor are private.

(40/01 CG9; LL/02; 35/02 CG9) 3/03

COAST PILOT 6 32 Ed 2002 Change No. 21

Page 157—Paragraph 78, lines 5 to 6; read:

sewage pump-out facilities are available. In 2002, depths of 5 feet were reported in the entrance with 4 feet alongside the

... (CL 2204/02) 3/03

COAST PILOT 6 (Continued)

Page 194—Paragraph 610, lines 8 to 13; read:
lights. In August 2002, the controlling depths were 3.8 feet (4.5 feet at midchannel) in the entrance channel and through the mouth of the creek to the Harbor Marine docks, thence 3.0 feet to E.J. Miller Boat Livery, thence about 0.2 foot to the head of the project.

(DDs 3437-42) 3/03

Page 230—Paragraph 111, line 3; read:
channels. In July 2002, the controlling depth was 1.3 feet in the ...

(DDs 3433-36) 3/03

Page 259—Paragraph 188, lines 5 to 6; read:
is at the N outer end light. In September 2002, the controlling depth was 10.9 feet (11.7 feet at midchannel) in ...

(DD 3503) 3/03

Page 260—Paragraph 221, lines 1 to 3; read:

In August 2001-September 2002, the controlling depths were 27.1 feet in the left half and 19.7 feet in the right half of the entrance channel and through the outer harbor basin to Pere Marquette Lake (except for shoaling to 16.6 feet along the S edge of the channel, NW of the South Breakwater light). In 1997, depths of 20 feet were available in the ...

(DD 3490; DD 2371) 3/03

Page 315—Paragraph 777, line 7 to Paragraph 778; read:
mouth is marked by a light.

In August 2002, the controlling depths were 13.9 feet in the left half and 17.1 feet in the right half of the entrance channel to the outer basin, thence 1.8 feet in the left half and 15.0 feet in the right half of the channel through the S part of the basin to the mouth of the river, thence 15 to 20 feet in the N part of the basin (except for lesser depths along the NW edge), thence 4.5 feet at midchannel to the South Eighth Street bridge, thence 2.7 feet (3.5 feet at midchannel) to the head of the project at Jefferson Avenue.

(DDs 3614-15; NOS 14922) 3/03

Page 334—Paragraph 1051, lines 5 to 16; read:

is on the S side of the channel about 1.2 miles above the mouth. The entrance channel is marked by buoys, and the outer ends of the piers and the inner end of the N pier are marked by lights. In September-October 2002, the controlling depths were 17.0 feet (21 feet at midchannel) in the entrance channel and between the piers to the Ogden Street bridge (except for shoaling to 13.9 feet along the S edge of the channel along the S pier entrance), thence 21 feet to a point about 300 yards above the turning basin (except for shoaling to 15.4 feet in the right outside quarter of the channel just above the Ogden Street bridge and to 8.2 feet in the right outside quarter of the channel above the turning basin), thence 17.1 to 21 feet in the turning basin with gradual shoaling to 2.0 feet along the SE edge, thence 8.0 feet (9.3 feet at midchannel) ...

(DDs 3495-98; NOS 14917) 3/03

Page 359—Paragraph 161, lines 1 to 4; read:

In October 2001, the controlling depths were 15.8 feet (22.9 feet at midchannel) in the entrance and through the mouth of Portage River to the N end of the harbor of refuge; the mooring pier on the W side of the harbor had a depth of 20.9 feet; thence in 1999-October 2001, 20.9 feet (23.6 feet at midchannel) in ...

(DDs 2681-88; DD 752) 3/03

Page 359—Paragraph 163, line 5; read:

Light, respectively. A shoal ...

(NOS 14972) 3/03

Page 359—Paragraph 163, lines 10 to 12; read:

side; caution is advised. Above Pilgrim Point, a dredged channel continues through the upper end of Portage Lake to a revetted dredged canal. In April 2000-October 2001, the controlling depth was 18.5 feet (23.9 feet at midchannel) to the canal.

(DDs 2673-80; DDs 1519-20) 3/03

Page 359—Paragraph 173, lines 4 to 6; read:

Portage Lake. In October 2001, the controlling depth was 19.4 feet (24.1 feet at midchannel) in the entrance and through the dredged canal to the upper end of Portage Lake. Mooring to the revetments is ...

(DDs 2670-73) 3/03

**COAST PILOT 7 34 Ed 2002 Change No. 1
LAST NM 1/03**

Page 63—Paragraph 538, line 2; read:

Commandant for Marine Safety, Security and Environmental Protection, ...

(28/02 CG5) 3/03

Page 63—Paragraph 540, line 2; read:

Coast Guard, Marine Safety, Security and Environmental Protection, 2100 ...

(28/02 CG5) 3/03

Page 141—Paragraph 3505, line 3 to Paragraph 3506; read:
geographical positions:

Latitude	Longitude
33°35.50'N	118°14.00'W.
33°18.70'N	118°06.75'W.

§167.1300 through §167.1332

[The International Maritime Organization's Maritime Safety Committee approved changes to the existing traffic separation schemes (TSS) in the Strait of Juna De Fuca and Its Approaches, Puget Sound and Its Approaches, and added TSSs and other routing measures in Haro Strait, Boundary Pass, and in the Strait of Georgia. These changes take effect 1 December, 2002. The revised limits are depicted on the most recently published NOAA nautical charts. The final regulations governing the use of the aforementioned TSS

COAST PILOT 7 (Continued)

have not been approved as of this writing. When these regulations are published in the Federal Register, they will be added to this Coast Pilot through an amendment published in NIMA's Notice to Mariners, the 13th Coast Guard District's Local Notice to Mariners, and on Coast Pilot's critical correction website at <http://critcorr.ncd.noaa.gov>.] (From International Maritime Organization COLREGS.2/Cir.51.para 1.5 (May 31, 2002))

Part 168—Escort Requirements for Tankers Escort Requirements for Certain Tankers**§168.01 Purpose.**

(NOS/02; FR 8/27/02) 3/03

Page 170—Paragraph 3, lines 3 to 6; read:
more lights. Fog signals are at most of the principal light stations. Many coastal and harbor buoys are equipped ...

(NOS/02) 3/03

Page 339—Paragraph 83, lines 1 to 3; read:

Vessels desiring a pilot should proceed to the pilot boarding area at 48°09'39.8"N., 123°23'17.9"W., about 1.4 miles NNE of the E end of Ediz Hook. A pilot ladder should be rigged in compliance with ...

(CL 2034/02) 3/03

Page 460—Paragraph 932, lines 10 to 12; read:

The broken part of the reef is practically always marked by breakers. The wide shelf of the bank is outside the broken part of the reef.

(NOS 19441) 3/03

Page 460—Paragraph 934, line 1; read:

There are no known dangers more than 3.3 miles from the

...
(NOS 19441) 3/03

Page 460—Paragraph 935; strike out.

(NOS 19441) 3/03

Page 471—Paragraphs 2 to 5; read:

Federal Aviation Administration
National Aeronautical Charting Office
Distribution Division (AVN-530)
6303 Ivy Lane, Suite 400
Greenbelt, MD 20770-6325.

(CL 1685/02) 3/03

Page 471—Paragraph 6, lines 7 to 11; read:

301-436-8301 or toll-free 1-800-638-8972 (Visa, Mastercard or Discover accepted); or by FAX, 301-436-6829 or by Email: 9-AMC-Chartsales@faa.gov. Sales ...

(CL 1685/02) 3/03

COAST PILOT 7 34 Ed 2002 Change No. 2

Page 131—Paragraph 3122, line 3; read:
Anchorage G and the Middle Breakwater.

§165.1155 Security Zone; Diablo Canyon Nuclear Power Plant, Avila Beach, California.

(a) *Location.* The following area is a security zone:

All waters of the Pacific Ocean, from surface to bottom, within a 2,000 yard radius of Diablo Canyon Nuclear Power Plant centered at position 35°12'23"N., 120°51'23"W. [Datum: NAD 83].

(b) *Regulations.*

(1) In accordance with the general regulations in §165.33 of this part, entry into or remaining in this zone is prohibited unless authorized by the Coast Guard Captain of the Port, Los Angeles-Long Beach, or his or her designated representative.

(2) Persons desiring to transit the area of the security zone may contact the Captain of the Port at telephone number 1-800-221-8724 or on VHF-FM channel 16 (156.8 MHz). If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(c) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(33 CFR 165.1155; FR 3/29/02) 3/03

Page 215—Paragraph 44, line 4; read:

conspicuous from well offshore. A **security zone** has been established in the waters of the Pacific Ocean off Diablo Canyon. (See **165.1155**, chapter 2, for limits and regulations.)

(33 CFR 165.1155; FR 3/29/02) 3/03

COAST PILOT 9 20 Ed 2002 Change No. 9 LAST NM 51/02

Page 175—Paragraph 156, lines 7 to 8; read:
daybeacon marks the E side of the harbor entrance. In June 2002, the controlling depth was 13.3 feet at midchannel in the approach ...

(BP 179212) 3/03

Page 188—Paragraph 426, lines 6 to 7; read:

protects the channel from shoaling. In June 2002, the controlling depth was 8 feet in the entrance channel and basin except for ...

(BP 179211) 3/03