

COAST PILOT 2 (Continued)

Page 374—Paragraph 19, lines 11 to 12; read:
in the area southward of Scotland Lighted Whistle Buoy S
(40°26'33"N., 73°55'01"W.) and westward of the meridian ...
(39/03 CG1; LL/04) 20/04

Page 416—Paragraph 224, line 11 to Paragraph 225; read:
12201-0189, telephone 1-800-4CANAL4 or visit website
http://www.canals.state.ny.us.
(43/03 CG1) 20/04

COAST PILOT 2 33 Ed 2004 Change No. 4

Page 84—Paragraph 1128; read:
§117.743 Rahway River.

The draw of the Conrail Bridge, mile 2.0, across the Rail-
way River, at Linden, New Jersey, shall operate as follows:

(a) The draw shall remain in the full open position at
all times, and shall only be closed for the passage of rail
traffic or the performance of maintenance authorized in
accordance with subpart A of this part.

(b) The draw shall be remotely operated by a bridge/
train dispatcher located at the Conrail Dispatch Office at
Mount Laurel, New Jersey.

(c) A marine traffic light system shall be maintained at
the bridge and display flashing green lights to indicate that
vessels may pass through the bridge, and flashing red
lights anytime the bridge is not in the full open position.

(d) An infrared sensor system shall be maintained at
the bridge to determine that no conflict with vessel traffic
exists while the bridge is closing.

(e) Before the bridge may be closed from the remote
location, an on-site train crewmember shall observe the
waterway for any vessel traffic. All approaching vessels
shall be allowed to pass before the bridge may close. The
on-scene train crewmember shall then communicate with
the bridge/train dispatcher at the Conrail Dispatch Office,
at Mount Laurel, either by radio or telephone, to request
the bridge be closed.

(f) While the bridge is moving from the full open to
full closed position, the bridge/train dispatcher shall main-
tain constant surveillance of the navigational channel at
the bridge using the infrared sensor system.

(g) If the infrared sensors detect a vessel or other
obstruction approaching or under the bridge before the
draw is fully lowered and locked, the closing sequence
shall be stopped, automatically, and the draw shall be
raised to its full open position until the channel is clear.

(h) During the downward bridge closing movement, the
marine traffic light system located at the bridge will
change from flashing green to flashing red, the public
address system shall announce that the bridge shall be
closing, and the horn shall sound two times, pause 10 sec-
onds, then repeat two horn blasts until the bridge is seated
and fully locked down.

(i) When all rail traffic has cleared the bridge, the
bridge/train dispatcher shall sound the horn five-times to
signal that the draw is about to open.

(j) In the event of a failure, or obstruction to the infra-

red sensor system, the bridge shall immediately be
returned to the full open position until the problem is cor-
rected.

(k) In the event of a loss of communication between the
on-site personnel and the bridge/train dispatcher, the
bridge shall immediately be returned to the full open posi-
tion until the problem is corrected.

(l) Should the draw become inoperable from the
remote site while the bridge is in the closed position, a
bridge tender, maintenance personnel, or engineer shall be
deployed to be on scene within one hour from the time the
draw becomes inoperable until the bridge can be returned
to the full open position.

(m) Trains shall be controlled so that any delay in open-
ing of the draw shall not exceed ten minutes after a train
has crossed the bridge; except, as provided in 33 CFR
117.31(b). However, if a train moving toward the bridge
has crossed the home signal for the bridge, the train may
continue across the bridge and must clear the bridge inter-
locks before stopping.

(FR 02/26/04; CL 249/04) 20/04

Page 133—Paragraph 2216 to Paragraph 2223, line 1; read:
**§165.140 New London Harbor, Connecticut-Security
Zone.**

(a) *Security zones:*

(1) *Security Zone A.* The waters of the Thames River
west of the Electric Boat Corporation Shipyard enclosed
by a line beginning at a point on the shoreline at

41°20'16"N., 72°04'47"W.; then running west to

41°20'16"N., 72°04'57"W.; then running north to

41°20'26"N., 72°04'57"W.; then northwest to

41°20'28.7"N., 72°05'01.7"W.; then north-northwest
to

41°20'53.3"N., 72°05'04.8"W.; then north-northeast to

41°21'02.9"N., 72°05'4.9"W.; then east to a point on
the shore at

41°21'02.9"N., 72°04'58.2"W.

(2) *Security Zone B.* The waters of the Thames ...

(FR 01/29/04; CL 126/04) 20/04

Page 133—Paragraph 2234, line 2; read:
shoreline to the point of beginning.

(3) All coordinates are North American Datum 1983.

(FR 01/29/04; CL 126/04) 20/04

Page 392—Paragraph 239, line 4; read:

and **165.130**, chapter 2, for limits and regulations.)

A **restricted area** surrounds Terminal Channel, turning
basin, and piers of the U.S. Naval Ammunition Depot. (See
334.1 through 334.6 and 334.102, chapter 2, for limits and
regulations.)

(33 CFR 334; NOS 12401) 20/04

COAST PILOT 2 33 Ed 2004 Change No. 5

Page 216—Paragraph 38, line 1; read:

Middle Ground, covered 6 to 18 feet, is the easterly ...

(NOS 13233) 20/04

COAST PILOT 4 (Continued)

Page 491—Paragraph 601, lines 4 to 12; read:
There is a launching ramp, gasoline, diesel fuel, water, ice, electricity, pump-out station, and storage facilities. The two entrance channels are marked by private daybeacons and the south channel is marked by a **347°** lighted range and a light. In 1999, 4 feet was reported in the north channel; in February 2004, 5.5 feet was reported in the south channel. The remains of a daybeacon structure at the entrance to the south channel in about 25°40'25"N., 80°15'28"W., are reported to ...
(DB 4276) 20/04

**COAST PILOT 7 36 Ed 2004 Change No. 5
LAST NM 19/04**

Page 459—Paragraph 133, line 15; read:
and 117.1047, chapter 2, for drawbridge regulations.) In 2004, the lift bridge was stuck in the closed position.
(01/04 CG13) 20/04

Page 489—Paragraph 280 to Paragraph 281, line 4; read:
The Port of Friday Harbor small-craft harbor, protected on the S and E sides by a long floating breakwater is marked at the N end by a light. Berths with electricity for over 475 craft are ...
(CL 2012/02) 20/04

Page 489—Paragraph 281, line 18 to Paragraph 282; read:
supplies are available at Friday Harbor. SE of the Port of Friday Harbor are a charter dock and ferry slip. SE of the ferry slip are condominiums with private docks.
A shipyard is at the S end of Friday Harbor. A 35-ton lift is available; complete hull and engine repairs can be made.
(CL 2012/02) 20/04

Page 491—Paragraph 312, line 4; read:
distributor has a wharf with about 9 feet at its face; ...
(CL 2010/02) 20/04

Page 492—Paragraph 320, lines 3 to 5; read:
the entrance.
(CL 2010/02) 20/04

Page 492—Paragraph 321, lines 4 to 6; read:
for about 60 craft. Gasoline, diesel fuel, water, ice, and a restaurant are available. Depths of 15 feet are reported alongside the floats. The large ...
(CL 576/03) 20/04

Page 517—Paragraph 96, lines 7 to 10; read:
November 2002, the entrance had a reported depth of 17 feet, thence 13 feet alongside the berths. Open and covered berths ...
(CL 225/03) 20/04

Page 541—Paragraph 259, lines 7 to 10; read:
April 2002, a reported depth of 11.8 feet was alongside the berths. Water and a launching ramp are available. The stores

of the town ...
(CL 871/03) 20/04

Page 592—Paragraph 346, line 4; read:
is marked by private lighted buoys and a **044.4°** lighted ...
(LL/03; 05/04 CG14) 20/04

Page 613—Paragraph 651, lines 3 to 4; read:
slips, electricity, water, pump-out, marine supplies, and a public boat ramp are available at the marina. In December 2003, the harbormaster reported that the marina could accommodate vessels up to 150 feet in length with a draft of 13 feet.
(CL 91/04) 20/04

COAST PILOT 7 36 Ed 2004 Change No. 6

Page 248—Paragraph 24, lines 8 to 11; read:
obscures the old lighthouse. From inside the bay, prominent objects along the crest of the ridge are a ...
(BP 182313) 20/04

Page 257—Paragraph 145; read:
In March 2003, the controlling depths were 14.4 feet (16.4 feet at midchannel) in the entrance (except for shoaling to 9.8 feet near the S edge of the channel along the S breakwater), thence 9.8 feet in the channel that leads WNW to the W basin (except for shoaling to less than a foot in the left half of the channel opposite Daybeacon 14); the entrance to the E basin had a depth of 9.8 feet. The harbor is well protected from all sides.
(BP 180497) 20/04

Page 259—Paragraph 179, lines 7 to 9; read:
and regulations.) In May 2003, the controlling depths were 36 feet at midchannel, 34 feet in the left outside quarter, and 30 feet in the right outside quarter to the turning basin, thence 33 feet in the basin. The channel ...
(BPs 181031-32) 20/04

Page 340—Paragraph 375, lines 4 to 8; read:
Metropolitan Oakland International Airport. In April 2003, the controlling depths were 5.4 feet in the entrance channel to the harbor, thence 6 feet in the channel that branches E (except for a few shallower depths to 4.2 feet along the edges) and 5.6 feet in the interior channel leading N then E. The ...
(BPs 180542-48) 20/04

Page 498—Paragraph 387, lines 15 to 16; read:
March 2003, the controlling depth was 6.1 feet for a width of 100 feet from Skagit Bay to Padilla Bay.
(BPs 181899-910) 20/04

Page 620—Paragraph 762, lines 7 to 9; read:
station. In April 1999-May 2003, the controlling depths were 9 feet for a mid-width of 30 yards; thence in May 2003, 12 feet in the basin (except for lesser depths along the S edge),

COAST PILOT 7 (Continued)

thence 7 feet in the channel along the S side of the harbor.
(BP 181398) 20/04

Page 621—Paragraph 780, lines 2 to 7; read:
entrance channel and harbor basin. Lighted and unlighted
buoys mark the W and N limits of Hanapepe Bay. In May
2003, depths in the entrance and basin were 30 to 34 feet
(except for gradual shoaling to 14 feet in the N corner.)
(BP 181396; LL/04; CEM-Honolulu/83) 20/04

COAST PILOT 7 36 Ed 2004 Change No. 7

Page 254—Paragraph 94, lines 6 to 7; read:
2002, the approach to the basin had a reported depth of 18
feet with 16 feet reported alongside the piers.
(CL 380/03) 20/04

Page 255—Paragraph 119, line 5; read:
white lights during the day and by fixed and flashing red
lights at ...
(CL 1671/03) 20/04

Page 355—Paragraph 507, lines 6 to 8; read:
the light on the S shore near the E end. In October 2003,
shoaling to 10.5 feet was in the NW corner of Naval Anchor-
age No. 21.
(BP 181896) 20/04

Page 356—Paragraph 511, line 7; read:
span and an aerolight is atop the center pier. In 1999, a fixed
highway bridge, with a maximum design clearance of 158
feet, was being built just W of the existing bridges.
(CL 655/99; CL 975/03) 20/04

Page 356—Paragraph 516; strike out.
(CL 975/03) 20/04

Page 362—Paragraph 607, lines 3 to 4; read:
Rivers have a clearance of 24 feet at low water and 21 feet at
high water.
(NOS 18662) 20/04

Page 362—Paragraph 609, line 8; read:
clearance of 35 feet at high water when closed and unlimited
clearance ...
(NOS 18661) 20/04

Page 363—Paragraph 618, line 6; read:
bridgetender for the Bacon Island swing bridge near ...
(CL 1258/02; 33 CFR 117.171) 20/04

Page 363—Paragraph 623, line 1; read:
The mean range of **tide** at the Bacon Island ...
(CL 1258/02) 20/04

Page 365—Paragraph 637, line 1; read:
The Rio Vista Lift Bridge across ...
(CL 1258/02) 20/04

Page 365—Paragraph 637, line 10; read:
clearance of 20 feet. (See **117.1 through 117.49**, chapter ...
(NOS 18662) 20/04

Page 365—Paragraph 640, lines 2 to 3; read:
the Sacramento River above the Rio Vista Lift Bridge are
given with the description of the river. (See ...
(CL 1258/02) 20/04

Page 366—Paragraph 652, lines 2 to 3; read:
River from 1.5 miles above the Rio Vista Lift Bridge to Sac-
ramento, and for the most part is ...
(CL 1258/02) 20/04

Page 453—Paragraph 45, line 4; read:
miles SE of Willapa Bay Light.

Dangers

An underwater dike, 18 feet below the surface, extends
about 800 yards into the North Channel from a rock groin
along the shore between Cape Shoalwater and North Cove in
about 46°43'35"N., 124°03'30"W.
(CL 1359/03) 20/04

COAST PILOT 7 36 Ed 2004 Change No. 8

Page 254—Paragraph 101, lines 16 to 24; read:
the entrance.
In January 2003, the controlling depths were 8.2 feet (14.1
feet at midchannel) in the dredged entrance channel to the
highway 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 (except for lesser
depths along the W edge.) A rock groin extends about 150
yards NW from ...
(BP 180499) 20/04

Page 275—Paragraph 445, lines 5 to 14; read:
and the detached breakwater. In January-February 2003, the
controlling depths were 12.4 feet in the entrance channel
between the jetties to the harbor channel; thence in 1999-
March 2000, 9.5 feet in the harbor channel; thence in March
2000, 10 feet in the basins off the harbor channel. The outer
ends of the jetties at the entrance should be given a wide
berth. The N and S ends of the detached ...
(BP 180498) 20/04

Page 278—Paragraph 509, lines 3 to 4; read:
is just N of the entrance basin. In August 2003, the control-
ling depths were 13.7 feet (18 feet at midchannel) in the
entrance channel (except for shoaling to 8.5 feet near the
NW edge of the channel, just S of the inshore end of the N

COAST PILOT 7 (Continued)

- jetty light); thence in ...
(BP 181817) 20/04
- Page 350—Paragraph 476, lines 6 to 8; read:
another 0.2 mile above the turning basin. In March 2003, the
controlling depths were 2.1 feet (5.5 feet at midchannel) to
the mouth of ...
(BPs 180452-53) 20/04
- Page 353—Paragraph 490, lines 2 to 6; read:
Pablo Bay to the mouth of the Petaluma River. In April 2003,
the controlling depths were 3.7 feet (7.3 feet at midchannel)
in the dredged channel to the mouth of the river; ...
(BPs 180627-31) 20/04
- Page 394—Paragraph 6, lines 18 to 22; read:
the E jetty. In September 2003, the controlling depths were
12 feet for a mid-width of 100 feet in the entrance channel to
the turning basin, thence 6 to 10 feet in the basin, thence 6
feet in the entrance to the lower small-craft basin and 4 to 8
feet in the ...
(BP 181849) 20/04
- Page 395—Paragraph 33, lines 5 to 7; read:
marked by uncharted seasonal private buoys. In April 2003,
the controlling depth was 8 feet in the dredged channel.
(BP 180653) 20/04
- Page 405—Paragraph 159, lines 4 to 14; read:
river channel for about 0.7 mile in the head of the project.
The channel is marked at the entrance by two lights. In
March 2003, the controlling depth was 9 feet in the dredged
channel (except for lesser depths to 6 feet along the W edge
of the channel near the head fo the project.) Berths with elec-
tricity, gasoline, ...
(BP 180461; 05/93 CG13; LL/94;
CEM-Portland/95) 20/04
- Page 405—Paragraph 160, lines 4 to 7; read:
the bay is marked by a light and a daybeacon. In March
2003, the controlling depth was 11 feet from the entrance at
the main river channel to the head of the project (except for a
lesser depth of 10 feet along the W edge of the channel in
about 43°40'54"N., 124°10'59"W.) The village of **Winches-
ter Bay** is a fishing resort ...
(BP 180461) 20/04
- Page 456—Paragraph 100; read:
In April 2003, a depth of 19.6 feet was available in the N
entrance and a depth of 14.1 feet was available in the S
entrance, thence depths of 9 to 16 feet were available in the
cove (except for shoaling along the SW edge of the breakwa-
ter.) Lesser depths are near both entrance channel edges and
breakwaters.
(BP 181358) 20/04
- Page 619—Paragraph 745, lines 4 to 8; read:
In May 2003, the controlling depth was 37 feet for a mid-
width of 180 yards in the entrance channel, thence depths of
30 to 35 feet were available in the basin (except for lesser
depths along the S edge.)
(BP 181397) 20/04
- COAST PILOT 8** **25 Ed 2003** **Change No. 20**
LAST NM 18/04
- Page 175—Paragraph 266, line 12; read:
very low water. At high water, the reef is covered. **Jarvis
Island Light 1** (55°30'24"N., 132°33'37"W.), 12 feet (3.7 m)
above the water, is shown from a spindle with a green square
daymark on the N side of the reef.
(12/04 CG17) 20/04
- Page 269—Paragraph 34, lines 1 to 2; read:
Windham Bay Entrance Light (57°33'42"N., 133°32'
36"W.), 35 feet above the water, is shown from a ...
(51/03 CG17; LL/03) 20/04
- Page 270—Paragraph 42, lines 3 to 4; read:
marked by **Point Gambier Light** (57°26'08"N., 133°50'
27"W.), 38 feet above the water and shown from a ...
(51/03 CG17; LL/03) 20/04
- Page 270—Paragraph 48, lines 6 to 7; read:
is marked by **Gambier Bay Entrance Light 2** (57°27'54"N.,
133°55'13"W.), 16 feet above the water and ...
(51/03 CG17; 50/03 CG17) 20/04
- Page 275—Paragraph 112, line 4; read:
Light (58°05'58"N., 134°06'28"W.), 47 feet above the water
...
(51/03 CG17; 50/03 CG17) 20/04
- Page 316—Paragraph 41, lines 1 to 2; read:
Lynn Canal Southwest Light (58°20'01"N., 135°02'
59"W.), 33 feet above the water, is shown from a ...
(LL/03; LL/04) 20/04
- Page 316—Paragraph 43, line 6; read:
(58°24'41"N., 134°57'18"W.), 63 feet above the water, is ...
(LL/03; LL/04) 20/04
- Page 319—Paragraph 87, lines 7 to 9; read:
flat is marked by a light. Caution is advised in transiting the
...
(LL/03; 42/97 CG17) 20/04
- Page 319—Paragraph 89, lines 8 to 9; read:
shoal 200 yards offshore. A daybeacon marks a rocky area
that uncovers about 325 yards NE of **Nukdik Point**, the N ...
(BP 170440) 20/04
- COAST PILOT 9** **21 Ed 2003** **Change No. 21**
LAST NM 19/04
- Page 130—Paragraph 161, line 7; read:
offshore. These islets are marked by four seasonal lights,

COAST PILOT 9 (Continued)

shown ...
(51/03 CG17) 20/04

Page 131—Paragraph 176, line 7; read:
prominent, **Point Bentinck Light** (60°23'32"N., 146°05'
27"W.), 47 feet above the water, is shown from a skeleton
tower with a red and white diamond-shaped daymark on the
point.
(12/04 CG17) 20/04

Page 216—Paragraph 1200, lines 1 to 2; read:
Ninilchik Channel Entrance Light (60°03'17"N., 151°
39'53"W.), 25 feet above the water, is shown from a ...
(12/04 CG17) 20/04

Page 263—Paragraph 410, line 4; read:
miles SW of it. In April 2004, a shoal covered 4½ fathoms
was reported 1.7 miles W of Ship Rock in 56°59'45.0"N.,
153°25'43.2"W.
(CL 429/04) 20/04