

## UNITED STATES COAST PILOT CORRECTIONS

### COAST PILOT 4      43 Ed 2011      **Change No. 4** **LAST NM 5/12**

Chapter 4—Paragraph 174; read:

**Rodanthe** is a town on the narrow barrier beach on the east side of Pamlico Sound 12 miles southward of Oregon Inlet and nearly opposite Stumpy Point Bay. **Chicamacomico Channel** is a dredged channel leading from the sound to the basin at Rodanthe. The channel approach and channel are marked by lights and daybeacons. Two landings are in the basin in addition to the bulkhead area. In 2011, there was a controlling depth of 5 feet in the channel, thence 4 feet in the basin.

(DD 20886)

11/12

Chapter 4—Paragraph 178; read:

**Rollinson Channel**, about 12 miles southwestward of Avon, is a dredged channel leading from deep water in Pamlico Sound to the basin at Hatteras; it also joins with Hatteras Inlet Channel which leads to Hatteras Inlet. In September 2011, the controlling depth was 5.5 feet; thence in 2009, 7.7 feet in the basin; shoaling to 1 foot was reported in the northeast part of the basin in 1984. The channel is well marked by lights. The lights were reported to be difficult to distinguish from the background lights on shore; caution is advised, and strangers should not attempt passage at night. A light, off the end of **Oliver Reef**, is about 1.5 miles southwestward of the Pamlico Sound entrance to Rollinson Channel.

(DD 20798)

11/12

Chapter 5—Paragraph 98; read:

The dredged channels inside the entrance are well marked. One channel leads northeastward through Topsail Sound for about 5.5 miles to a junction with the Intracoastal Waterway; in 2009-2011, the controlling depth was 1.7 feet; aids mark the best water. **Howards Channel** leads northwestward for about 1.1 miles to a junction with the Intracoastal Waterway; in 2011, the controlling depth was 2 feet. Both channels are subject to continual change and aids mark the best water; local knowledge is advised.

(DD 20884)

11/12

Chapter 5—Paragraph 113; read:

**Carolina Beach** is a resort about 3 miles southward of Carolina Beach Inlet and 12 miles northward of Cape Fear. A dredged channel, marked with daybeacons, connects the landlocked basin at the town with Myrtle Grove Sound and the Intracoastal Waterway. In 2011, the controlling depth was 6 feet.

(DD 20405)

11/12

Chapter 12—Paragraph 115; read:

From the western end of Snows Cut, the Intracoastal

Waterway leads south-southwestward through a dredged channel to a junction with the main channel of Cape Fear River and thence southward to **Southport** where fuel, supplies, and repair facilities are available. In 2011, the controlling depth in the dredged Intracoastal Waterway channel to the Cape Fear River junction was 10.5 feet. Mariners are cautioned that the color of the aids to navigation change and green markers are on the right while following the ICW until entering the channel south of Southport at **Mile 308.9**. It has been reported that at night some mariners have missed the turn at the junction in Cape Fear River due to the bright lights on the piers at the Sunny Point Army Terminal and the lighted aids marking the channel leading alongside the terminal; caution is advised.

(DD 20806)

11/12

Chapter 12—Paragraph 116; read:

Another dredged channel, known as **Wilmington Short Cut** and marked by lights and daybeacons, leads northward from the western end of Snows Cut for about 1.7 miles where it connects with the main channel in Cape Fear River to the city of Wilmington, about 11.5 miles above Snows Cut. In 2011, the controlling depth was 1.5 feet in Wilmington Short Cut. Wilmington and Southport are discussed in chapter 5.

(DD 20806)

11/12

Chapter 12—Paragraph 129; read:

At **Mile 333.7**, State Route 904 highway bridge crosses the waterway. It has a fixed span with a clearance of 65 feet. An overhead power cable close eastward of the bridge has a clearance of 85 feet. On the south side of the waterway, just east of highway bridge, is a canal with two small-craft facilities. Gasoline, diesel fuel, water, ice, marine supplies, launching ramps and wet storage are available. At **Mile 335.6**, on the north side of the waterway is a marina with berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, a launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made. At **Mile 337.9**, U.S. Route 1172 fixed bridge (Sunset Beach Boulevard Bridge) crosses the waterway with a clearance of 65 feet. An overhead power cable just east of the bridge has a clearance of 85 feet.

(L 864-2011)

11/12

Chapter 12—Paragraph 395; read:

At **Mile 10.1**, Okeechobee Waterway enters St. Lucie Canal from South Fork, which then continues southeastward. South Fork above the junction is deep and winding, affording good protection for small boats during hurricane weather. In 2011, at about **Mile 10.4**, a fixed bridge was under construction.

(L 925-2011)

11/12

**COAST PILOT 4      43 Ed 2011      Change No. 5**

Chapter 4—Paragraph 172; read:

**Stumpy Point Bay**, on the west side of Pamlico Sound 10 miles from the south end of Roanoke Island and about 11 miles southwestward of Oregon Inlet, affords good anchorage in depths of about 3 to 4 feet. A dredged channel leads from Pamlico Sound to a turning basin at **Lake Worth**, the small town at the head of the bay. In 2011, the controlling depth was 6.5 feet to the basin and in the basin. The channel is well marked by lights and daybeacons. Two fishhouses at the upper end of the basin have diesel fuel, gasoline, water, ice, and marine supplies.

(DD 20982)

11/12

Chapter 4—Paragraph 180; read:

**Far Creek** (35°30.5'N., 75°58.0'W.) is on the northwest side of Pamlico Sound between Pingleton Shoal and **Gibbs Shoal**. A dredged channel leads from deep water in the sound to the basin at the town of **Engelhard**. In 2011, the controlling depth in the channel and basin was 8 feet. The channel is marked by lights and daybeacons.

(DD 21143)

11/12

Chapter 5—Paragraph 93; read:

U.S. Route 17 highway bridge over New River at Jacksonville has a 40-foot fixed span with a clearance of 15 feet. Overhead power cables with a reported clearance of 42 feet are just south of the U.S. Route 17 bridge. A highway bridge, about 200 yards below U.S. Route 17 bridge, has a 28-foot fixed span with a clearance of 13 feet. A fixed highway bridge with a clearance of 65 feet crosses New River at the southern entrance to **Wilson Bay**, about 1.5 miles below the U.S. Route 17 highway bridge.

(L 1360-2011)

11/12

Chapter 8—Paragraph 188; read:

The entrance to Cumberland Sound is between two stone jetties. The jetties are reported to be in very poor condition with both almost entirely submerged at mean high water. The north jetty is marked off its outer end by a lighted buoy and the south jetty is marked off its outer end by an unlighted buoy. Both jetties are marked on their outer sides by unlighted buoys that are white with one letter; "C" marks outer north jetty and "B" marks the seaward end of the south jetty. Mariners are advised to exercise caution in this area, as the jetties are a menace to navigation when visibility is limited. Currents are strong off the ends of the jetties. The natural channel between the jetties is subject to frequent change.

(L 882-2011; NOS 11503)

11/12

Chapter 12—Paragraph 159; read:

From the vicinity of Casino Creek the waterway continues through the marshes and a land cut to the mouth of **Jeremy Creek** (Mile 430.0). **McClellanville** is on the side

channel through Jeremy Creek, 0.6 mile northward of the waterway. Boats lie alongside the piers on the east side of the **McClellanville** channel. In 2011, the controlling depth was 3 feet. Gasoline, diesel fuel, water, and provisions are available.

(L 1491-2011)

11/12