

Publication - National Ocean Service - U.S. Coast Pilot 4, covers the Atlantic coast of the United States from Cape Henry to Key West., 2011 (43rd) Edition.

# Corrections

## Chapter 4, Paragraph 226, read:

Two swing bridges cross the river at Washington. The railroad bridge has a clearance of 7 feet; the west draw is closed to navigation. The U.S. Route 17 highway bridge, about 0.7 mile above, has a clearance of 6 feet. (See **117.1 through 117.59 and 117.831**, chapter 2, for drawbridge regulations.) An overhead power cable close westward of the highway bridge has a clearance of 75 feet. About .6 mile west of the bridge is another overhead power cable with a reported clearance of 82 feet.

(L 291-2012)

## 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 2009-2012, 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 2011-2012, the controlling depth was 1 foot. Both channels are subject to continual change and aids mark the best water; local knowledge is advised.

(DD 21538)

## Chapter 8, Paragraph 82, read:

**Darien River** extends southwestward for a distance of 11.5 miles, where it joins the Altamaha River. In 2012, the controlling depth was 6 feet from Doboy Sound through the Intracoastal Waterway and Darien River to the highway bridge at Darien. Care is necessary when navigating this river due to the shoals and numerous floating snags. Water is fresh in the river at Darien after the ebb has been running for about 3 hours. The best route from Doboy Sound to the Darien River is via the Intracoastal Waterway.

(L 651-2012)

## Chapter 12, Paragraph 93, read:

The summer resorts, **Money Island Beach, Mile 205.7**, and **Atlantic Beach, Mile 207.0**, are at the south end of the bridge, 2 and 3 miles, respectively, west of Fort Macon. The buildings at the beaches are conspicuous. Boats reach the beaches through two dredged channels that branch off from the Intracoastal Waterway at **Mile 205.5. Money Island Channel** leads southwest to the beach, and **Causeway Channel** leads west to the causeway, thence south along the east side of the causeway to the beach. The channels are well marked. In 2012, the controlling depth was 1.5 feet in Causeway Channel; thence in 2010, 5 feet in Money Island Channel between the junction light at the entrance and Light 5. There are several piers at the beaches where berthage with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies are available; hull, engine and electronic repairs can be made. Caution should be exercised in approaching these channels from the Intracoastal Waterway because of the shoal area off the entrance.

(DD 21547)

## Chapter 12, Paragraph 203, read:

**Skidaway Narrows**, between Skidaway River and Burnside River, is easily navigated by small craft, and by larger vessels when speed is reduced sufficiently to accommodate the sharp turns. The velocity of current in the narrows is about 1 knot. Predictions are given in the Tidal Current Tables. A double-bascule highway bridge with a clearance of 22 feet crosses Skidaway Narrows at **Mile 592.8**. The bridgetender monitors and works VHF-FM channel 9, and monitors channel 16; voice call Skidaway Bridge. In 2012, a fixed highway bridge was under construction and upon completion, it will replace the bascule bridge.

(L 86-2012)