

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 8 **27 Ed 2005** **Change No. 1**
LAST NM 31/05

Page 5—Paragraph 47 to Page 6—Paragraph 111; read:

NOS annually computes and prepares manuscripts for the Tide and Tidal Current Prediction Tables. The printing from official NOS manuscripts and the distribution of the Tables to sales agents is done by two private printers. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses.) The role of NOS with regard to the publication of the Tables is that of maintaining and updating the tidal prediction database from domestic and international sources and generating the annual predictions and associated information. NOS Nautical Chart Sales Agents may obtain quantities of the Tables for resale to the public from the various private printers and distributors.

The titles of the NOS publications affected are:

Tide Tables -East Coast of North and South America including Greenland;

Tide Tables -West Coast of North and South America including the Hawaiian Islands;

Tide Tables -Central and Western Pacific Ocean and Indian Ocean;

Tide Tables -Europe and West Coast of Africa including the Mediterranean Sea;

Tidal Current Tables -Atlantic Coast of North America;

Tidal Current Tables -Pacific Coast of North America and Asia;

The Center for Operational Oceanographic Products and Services (CO-OPS) annually publishes the Tide and Tidal Current Prediction Tables on CD-ROM. This CD-ROM is for the use of professional printers creating book form products and is not suitable for general use. NOS will continue to provide tide and tidal current predictions and associated information on the various media and in the various formats with which regular customers are familiar.

In addition to the CD-ROM, limited tide predictions may be obtained from the CO-OPS web site <http://www.tidesandcurrents.noaa.gov>.

Requests for tide and tidal current predictions and associated information are welcomed and should be submitted in writing either by fax, e-mail, or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and fax number.)

The U.S. Coast Guard, through Federal regulation **33 CFR 164.33**, requires certain charts and publications be carried on board vessels of 1,600 gross tons and greater when traversing U.S. waters. NOS has been in contact with the U.S. Coast Guard concerning this regulation. Questions concerning this regulation should be addressed to Chief, Navigation Rules Branch, G-NVT-3, United States Coast Guard, Washington, D.C. 20593-0001, telephone (202) 267-0416; fax (202) 267-4826.

Questions or comments regarding the above subject or private printers and distributors wishing more information can be submitted by telephone, fax, e-mail, or letter (See

National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and telephone numbers.)

Tidal observation data for some of the NOS tide stations and information about how to obtain other data are available on the CO-OPS web site <http://www.tidesandcurrents.noaa.gov>. Tidal observation data are also available in hard copy by mail, and in some instances, by fax.

Questions or comments regarding the above subject should be made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in appendix for addresses and telephone numbers.)

NOS, in partnership with other agencies and institutions, has established a series of Physical Oceanographic Real Time Systems (PORTS®) in selected areas. These PORTS® sites provide constantly updated information on tidal and tidal current conditions, water temperature, and weather conditions. This information is updated every six minutes. The PORTS® sites currently in operation include: Tampa Bay, FL; San Francisco, CA; New York/New Jersey; Houston/Galveston, TX; Chesapeake Bay, VA, MD & DC; Narragansett Bay, RI; Los Angeles/Long Beach, CA; Soo Locks, MI; Delaware River/Bay, DE, NJ & PA; Tacoma, WA; Port of Anchorage, AK and New Haven, CT. The information is accessible through a computer data connection or by a toll-free voice access system at the following numbers:

TAMPA BAY

Voice access 1-866-827-6787 (1-866-TBPORTS)
Data 727-822-5931 (2400 baud, -8-1)

SAN FRANCISCO

Voice access 1-866-727-6787 (1-866-SBPORTS)
Data 707-642-4608 (2400 baud, -8-1)

NEW YORK/NEW JERSEY

Voice access 1-866-217-6787 (1-866-21PORTS)

HOUSTON/GALVESTON

Voice access 1-866-447-6787 (1-866-HGPORTS)
Data 713-672-9627 (9600 baud, -8-1)

CHESAPEAKE BAY

Voice access 1-866-247-6787 (1-866-CHPORTS)

NARRAGANSETT BAY

Voice access 1-866-757-6787 (1-866-75PORTS)

LOS ANGELES/LONG BEACH

Voice access (Not available)

SOO LOCKS

Voice access non toll-free 301-713-9596

DELAWARE RIVER/BAY

Voice access 1-866-307-6787 (1-866-30PORTS)

TACOMA

Voice access (Not available)

PORT OF ANCHORAGE

Voice access 1-866-257-6787 (1-866-AKPORTS)

NEW HAVEN

Voice access (Not available)

Questions or comments regarding the above subject or requests for additional information should be made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and phone numbers.)

Voice access system for tidal information has not been installed at Tacoma, Washington. For information on this system contact:

Director
Pacific Marine Center
National Ocean Service
1801 Fairview Ave. East
Seattle, WA 98102-3767
TEL 206-553-2256
FAX 206-553-2246
(CL 698/05)

32/05

COAST PILOT 8 27 Ed 2005 Change No. 2

Page 50—Paragraph 108, line 1; read:

§110.231 Ketchikan Harbor, Alaska, Large Passenger Vessel Anchorage.

(a) *The anchorage grounds. Ketchikan Harbor, Alaska, Large Passenger Vessel Anchorage.* The waters of Ketchikan harbor, Ketchikan, Alaska, enclosed by the following boundary lines: A line from Thomas Basin Entrance Light “2” to East Channel Lighted Buoy “4A”, to Pennock Island Reef Lighted Buoy “PR”, to Wreck Buoy “WR6”, then following a line bearing 064 degrees true to shore. This anchorage is effective 24 hours per day from 1 May through 30 September, annually.

(b) *The regulations* (1) When transiting through the anchorage, all vessels using propulsion machinery shall proceed across the anchorage by the most direct route and without unnecessary delay. Sudden course changes within the anchorage are prohibited.

(2) No vessels, other than a large passenger vessel of over 1600 gross tons, (including ferries), may anchor within the anchorage without the express consent of the Captain of the Port, Southeast Alaska.

§110.232 Southeast Alaska.

The anchorage grounds—(1) Hassler Harbor-explosives ...
(33 CFR 10.234) 32/05

Page 76—Paragraph 615; read:

(b) No vessel, except for public law enforcement and emergency response vessels, floatplanes during landings and take-offs, and vessels of 23 feet registered length or less, shall exceed a speed of 7 knots in the region of Tongass Narrows bounded to the north by Tongass Narrows Buoy 9 and to the south by Tongass Narrows East Channel Regulatory marker at position 55°19'22.0"N., 131°36'40.5"W. and Tongass Narrows West Channel Regulatory marker at position 55°19'28.5"N., 131°39'09.7"W., respectively.

(CL 605/05; 33 CFR 162.240) 32/05

Page 149—Paragraph 251, lines 2 to 3; read:
between Thomas Basin and Bar Point is an anchorage area for large passenger vessels. (See **110.231**, ...

(33 CFR 110.231) 32/05

COAST PILOT 8 27 Ed 2005 Change No. 3

Page 196—Paragraph 477, lines 8 to 12; read:
channel entrance.

Deposits from the Stikine River at the N end of Eastern Passage cause shoaling at the mouth of the river from **Gerard Point** (56°30.8'N., 132°19.6'W.) to Kadin Island. The mud flats are very dynamic and have a tendency to migrate seaward. Mariners are advised to use extreme caution while navigating in these areas due to the constantly changing nature of the bottom. The current from the ...

(CL 793/05; DD 6194) 32/05

Page 196—Paragraph 477, line 17; read:
to a width of less than 0.3 mile by the encroachment of ...
(CL 793/05; DD 6194) 32/05

Page 196—Paragraph 477, lines 20 to 22; read:
Deadman Island that is on the N side of Highfield Anchorage, passing a safe distance off. A light is shown from the N side of Deadman Island.
(CL 738/92) 32/05

Page 197—Paragraph 485, line 7; read:
and marked by a light (56°21'49"N., 132°06'43"W.), on the S side of the channel just ...
(23/05 CG17) 32/05

Page 198—Paragraph 511, line 1; read:
Airport Runway Rock Light (56°29'06"N., 132°21'16"W.), 15 feet (4.6 m) above the water, is shown from a spindle with a red and white diamond-shaped daymark and marks a bare rock, 10 feet high and about 0.7 mile SE of Deadman Island.
City of Topeka Rock, in Highfield ...
(23/05 CG17; NOS 17384; CL 470/96; LL/05) 32/05

Page 335—Paragraph 97, line 1; read:
Cape Edgecumbe Light (56°59'53"N., 135°51'27"W.), ...
(23/05 CG17) 32/05

Page 336—Paragraph 120, line 4; read:
wooded. **The Eckholms Light** (57°00'36"N., 135°21'32"W.), ...
(19/05 CG17) 32/05

Page 350—Paragraph 12, lines 15 to 16; read:
marked by **Klokachef Island Light** (57°24'12"N., 135°54'22"W.), 85 feet (25.9 m) above the water and shown from ...
(19/05 CG17) 32/05