

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3 41 Ed 2008 Change No. 6
LAST NM 15/08

Page 43—Table, insert after Part 26—Vessel Bridge-to-Bridge Radiotelephone Regulations:

Part 70 Interference with or Damage to Aids to Navigation
(33 CFR 70) 18/08

Page 45—Paragraph 49, line 13; read:
by Means of Radio, 1973.”

Part 70—Interference with or Damage to Aids to Navigation

§70.05–10 Revocation of License

Every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board any vessel who shall willfully injure or destroy an aid to navigation established or maintained by the United States shall be deemed guilty of violating the provisions of §70.05-1 and shall upon conviction be punished as provided in §70.05-5 and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

§70.05–20 Report Required

Whenever any vessel collides with an aid to navigation established and maintained by the United States or any private aid to navigation established or maintained in accordance with Part 64, 66, 67 or 68 of this subchapter, or is connected with any such collision, it shall be the duty of the person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection, in accordance with 46 CFR 4.
(33 CFR 70) 18/08

Page 181—Paragraph 27; read:

Three bascule drawbridges cross the main channel of Shark River. Ocean Avenue Bridge, just inside the jetties, has a clearance of 15 feet, State Route 71 highway bridge, about 0.8 mile above the jetties, has a clearance of 13 feet and the New York and Long Branch Company Bridge 0.1 mile above State Route 71 highway bridge, has a clearance of 8 feet. (See **117.1 through 117.59 and 117.751**, chapter 2, for drawbridge regulations.) The bridgetender for the highway and railroad bascule bridges monitor VHF-FM channel 13; call signs KMD-281 and KT-4202 respectively, with the latter serving as the call sign for the State Route 71 highway bridge and the railroad bridge. A fixed highway

bridge with a clearance of 50 feet crosses the main channel immediately westward of the railroad bridge.
(CL 319/08) 18/08

Page 267—Paragraph 119, lines 7 to 8; read:
In August 2007, the controlling depth was 8.3 feet in the right half of the channel with shoaling to 3.2 feet in the ...
(BPs 191905-07; CL 1458/07) 18/08

Page 281—Paragraph 57, lines 21 to 23; read:
the bridge should be left to northward.
(CL 420/88; NOS 12248; CL 1159/60) 18/08

Page 292—Paragraph 70, lines 2 to 4; read:
Point has a bascule bridge with a clearance of 56 feet. The bridgetender monitors ...
(CL 126/08) 18/08

Page 331—Paragraph 144, line 7; read:
lift, 20 tons. An overhead power cable just inside the creek has a clearance of 48 feet.
(NOS 12282) 18/08

Page 372—Paragraph 205, lines 7 to 8; read:
at Mulberry Point. In 2001, the reported controlling depth was 6 feet to the basin with 4 to 7 feet at the landings.
(CL 45/02; NOS 12274) 18/08

Page 372—Paragraph 223, line 1; read:
Fishing Battery Light (39°29'42"N., 76°04'59"W.), ...
(LL/07) 18/08

Page 373—Paragraph 225, lines 10 to 13; read:
2000, the reported controlling depth was 6.0 feet in the side channel and 5.0 feet in the basin at City Park. The mean range of tide is 2.1 feet at Havre de Grace. It is ...
(CL 1350/06; NOS 12274) 18/08