

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 6 38 Ed 2008 Change No. 1 LAST NM 14/08

Page 199—Paragraph 93, lines 5 to 8; read:
of **Selkirk**. The outer ends of the breakwaters are marked by lights and the channel is marked by buoys. In September 2007, the controlling depth was 3.7 feet (6 feet at mid-channel) in the dredged channel.
(DD 10470; LL/07) 17/08

Page 201—Paragraph 125, lines 4 to 5; read:
July 2007, the controlling depth in the channel was 6.2 feet. The outer ends of the piers are ...
(DD 10466) 17/08

Page 202—Paragraph 139, lines 6 to 7; read:
by lighted buoys and a light. In June 2007, the dredged channel had a controlling depth of 9.5 feet.
(DD 10871) 17/08

Page 206—Paragraph 182, lines 9 to 13; read:
breakwater and the jetties. In November 2007-January 2008, the controlling depths were 6.8 feet in the E approach channel and 7.3 feet in the W approach channel, thence 6.8 feet between the jetties to the harbor basin, thence a depth of 8 feet was available in the basin.
(DD 10873) 17/08

Page 232—Paragraph 192, lines 2 to 9; read:
Sturgeon Point. A dredged entrance channel leads between two breakwaters and through the creek to a railroad bridge about 0.8 mile above the mouth. The ends of the breakwaters are marked by lights. In July 2007, the controlling depth was 1.1 feet in the entrance to the head of the project. The channel inside the breakwaters is narrow and unmarked with numerous turns; mariners are advised to seek local ...
(DD 10465; CEM-Buffalo/00) 17/08

Page 233—Paragraph 205, lines 5 to 9; read:
breakwater. In July 2007, the controlling depth was 5 feet in the entrance channel, thence depths of 2 to 5 feet were available in the basin with ...
(DD 10463) 17/08

Page 250—Paragraph 414; read:
In November 2007, the controlling depth was 5.8 feet from the entrance to the turning basin at the head of the project with depths of 3 to 6 feet in the basin; the anchorage basin on the SW side of the river had depths of 2 to 5 feet.
(DD 10877) 17/08

Page 252—Paragraph 453; read:
In October 2007, the controlling depths were 7.1 feet and 5.6 feet in E and W approaches, respectively, to the mouth of the river, thence 7.4 feet to the entrance of Ontario Lagoon, thence 3.4 feet to the Liberty Avenue bridge (except for lesser depths to 1.9 feet along the S side of the channel about 600 feet below the bridge.)
(DD 10879) 17/08

Page 257—Paragraph 524, lines 7 to 10; read:
In October 2007, the controlling depth was 5 feet in the dredged channel from the entrance to the head of the project (except for lesser depths to 2.5 feet along the NW edge of the channel just SW of Daybeacon 10.)
(DD 10474) 17/08

Page 257—Paragraph 525, lines 9 to 10; read:
the SE entrance. In October 2007, the controlling depth was 4.4 feet from the bridge SW through West Bay to ...
(DD 10474) 17/08

Page 258—Paragraph 537, lines 3 to 4; read:
entrance channel that crosses a bar; in August 2007, the channel was shoal in several places. The channel is ...
(DD 10878) 17/08

Page 292—Paragraph 28, line 15; read:
November 2004-January 2008, 1 foot to the head of ...
(DDs 6977-78; DD 6981; DDs 10544-45) 17/08

Page 315—Paragraph 69, lines 6 to 13; read:
harbor. In August 2007, the controlling depth was 19 feet in the entrance channel with gradual shoaling to 14 feet towards the SW corner, thence depths of 16 to 19 feet were available in the buoyed section on the SW side of the basin with gradual shoaling to 11 feet towards the NW end; the remainder of the basin has not been maintained for several years.
(DD 9814) 17/08

Page 424—Paragraph 754, lines 6 to 10; read:
outer ends of the piers are marked by lights. In September 2007, the controlling depths were 7 feet in the entrance and between the piers to the basin, thence depths of 8 to 12 feet were available in the basin, thence 3.2 feet to the head of the project at 22nd ...
(DDs 9882-83) 17/08

COAST PILOT 6 38 Ed 2008 Change No. 2

Page 45-Table, Insert after Part 26—Vessel Bridge-to-Bridge Radiotelephone Regulations:

Part 70 Interference with or Damage to Aids to Navigation
(33 CFR 70) 17/08

Page 59—Paragraph 281, 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) 17/08

Page 74—Paragraph 668; strike out.
(CL 320/08) 17/08

Page 300—Paragraph 25; read:

Chenal Ecarte range lights, in line bearing 138.3°, are on the south shore of Chenal Ecarte near its junction with St. Clair River. The front light (746) is shown from a white circular tower, 12 feet (3.7 m) high, with a fluorescent-orange triangular daymark with a black vertical stripe. The rear light (747) is shown from a white circular tower, 26 feet (7.9 m) high, with a fluorescent-orange triangular daymark with black vertical stripe. The lights are visible only on the range.

(LL/07; CSD-CEN304-31/96) 17/08

Page 386—Paragraph 467; strike out.
(NOS 14929) 17/08

Page 480—Paragraph 213, line 4 to Paragraph 215, line 3; read:

0.4 mile to the head of the project. The outer ends of the piers are marked by lights; a fog signal is at the W pierhead light. In May 2007, the controlling depth was 15.3 feet in the entrance and between the piers to the head of the project (except for lesser depths to 8.3 feet at the head.) Shoaling in the harbor occurs annually during the winter.

Bridges

A railroad bridge, in about 46°52'03"N., 89°19'03"W., has a fixed span with a clearance of 8 feet. The SR64 highway bridge, about 200 feet above the railroad bridge, has 3 fixed spans with a least reported clearance of 33 feet.

Small-craft facilities

A public docking facility developed by the Michigan State Waterways Commission is in a basin on the W side of the river, 0.2 mile above the head of the dredged channel. In ...

(CL 320/08) 17/08

Page 504—Table; item 5; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Water Datum		Remarks
				Right	Left	Center	Low	High	
5	Newburgh:Beacon Bridges (I-84)	Highway	62.0	601	601	960		147	Dual Fixed. Note 2.

Note 2.—The vertical clearance of 147 feet is for a middle width of 760 feet in the center span. The bridges have a maximum vertical clearance of 172 feet at the center of the span.

(CL 1480/95; BP 156894)

17/08

Page 504—Table; item 6; strike out.

(CL 1480/95; BP 156894)

17/08

Page 504—Table; item 7; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Water Datum		Remarks
				Right	Left	Center	Low	High	
7	Poughkeepsie: Mid-Hudson Bridge (US 44)	Highway	75.6			1,494		129	Suspension. Note 3.

Note 3.—The vertical clearance of 129 feet is for a middle width of 1,100 feet (the width of the navigation channel).

(CL 29/99; CL 1524/98)

The bridge has a maximum vertical clearance of 134 feet at the center of the span.

17/08