

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 2 39 Ed 2010 Change No. 14
LAST NM 22/10

Page 45—Paragraph 67, lines 3 to 4; read:
Environmental Protection, (CG-5), 2100 2nd St. SW, Stop
7355, Washington, DC 20593-7355, and must state:
(FR 6/25/10) 37/10

Page 53—Paragraph 340 to Paragraph 342, line 1; read:
40°52'46.6"N., 073°47'02.7"W.; thence to
40°53'01.3"N., 073°47'22.6"W.; thence to a line drawn
from
40°53'24.4"N., 073°46'56.7"W. to
40°53'20.6"N., 073°46'51.2"W., excluding all waters ...
(FR 6/25/10) 37/10

Page 54—Paragraph 400, line 1; read:
40°48'27.3"N., 073°42'35.6"W.; thence along the ...
(FR 6/25/10) 37/10

Page 54—Paragraph 421, line 1; read:
40°50'24.7"N., 073°39'26.4"W.; thence to
40°50'22.0"N., 073°39'10.2"W.; thence along the ...
(FR 6/25/10) 37/10

Page 54—Paragraph 444; read:
40°46'02.1"N., 073°51'20.1"W.; thence to
(FR 6/25/10) 37/10

Page 87—Paragraph 1464, lines 10 to 11; read:
Standards, (CG-522), 2100 2nd St. SW, Stop 7126, Washing-
ton, DC 20593-7126, and at the National Archives ...
(FR 6/25/10) 37/10

Page 90—Paragraph 1563, lines 4 to 5; read:
(CG-543), U.S. Coast Guard, 2100 2nd St. SW, Stop 7581,
Washington, DC 20593-7581, evidence from the govern-
ments concerned showing ...
(FR 6/25/10) 37/10

Page 90—Paragraph 1570, line 4; read:
Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-
7581.
(FR 6/25/10) 37/10

Page 95—Paragraph 1689, line 7; read:
(CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355. The appeal must be in writing, ...
(FR 6/25/10) 37/10

Page 113—Paragraph 1960, lines 10 to 11; read:
Headquarters, 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355 and at the National Archives and Records ...
(FR 6/25/10) 37/10

Page 118—Paragraph 2138, lines 9 to 10; read:
the Assistant Commandant for Operations, (CG-3), 2100 2nd
St. SW, Stop 7238, Washington, DC 20593-7238. After re-
viewing ...
(FR 6/25/10) 37/10

Page 122—Paragraph 2218, line 2; read:
card-type magnetic steering compass readable from the ...
(FR 6/25/10) 37/10

Page 144—Paragraph 2903; strike out.
(FR 6/25/10) 37/10

Page 145—Paragraph 2926, lines 14 to 15; read:
Navigation Systems (CG-54132), 2100 2nd St. SW, Stop
7581, Washington, DC 20593-7581 and is available from ...
(FR 6/25/10) 37/10

Page 370—Paragraph 147, lines 6 to 13; read:
bridge with a design clearance of 14 feet. In 2009, the middle
Wantagh State Parkway bridge over **Goose Creek** between
Green Island and Great Island was under construction; upon
completion a fixed highway bridge with a design clearance
of 16 feet will replace the bascule span. (See **117.1 through
117.59 and 117.799(a) through (c) and (i)**, chapter 2, for
drawbridge regulations.) The northern fixed bridge of the
Wantagh State Parkway spans Island Creek with a clearance
of 12 feet.
(CL 107/10; 38/09 CG1) 37/10

Page 387—Paragraph 197, line 5; read:
clearance of 29 feet; replacement of the bridge was under
construction in 2010. A marina at the head of the basin ...
(CL 301/10; 07/10 CG1) 37/10

Page 401—Paragraph 360, line 3; read:
Elizabeth Marine Terminal is 45 feet, thence 40 feet to Port
Newark, thence 35 feet to the ...
(CL 666/10; DDs 17864-67) 37/10

Page 403—Paragraph 381, lines 4 to 7; read:
is 49 feet at the fixed bridge above Garretts Reach about 11.2
miles above the mouth. The minimum clearance of the
bridges with drawspans is 2 feet at Hackensack, nearly 16
miles above the mouth. (See **117.1** ...
(CL 594/10; NOS 12337) 37/10

COAST PILOT 2 39 Ed 2010 Change No. 15

Page 202—Paragraph 104, lines 4 to 7; read:
subject to shoaling. In 2010, the controlling depth in the entrance channel was 3.0 feet (8.0 feet at midchannel) except shoaling to 0.1 foot along the right outside limit and 5.8 feet at midchannel near Harding Beach Point.
(FR 722/10; DD 17940) 37/10

Page 223—Paragraph 77, lines 5 to 9; read:
wharf on the west shore. In 2007, the controlling depth was 17 feet in the channel except shoaling to 14.2 feet along the eastern limits, with 15 feet available in the basin except shoaling to 12.9 feet near the channel limits. The east side of the harbor is used as a mooring area for local craft. Numerous rocks ...
(CL 1576/09; DD 16033) 37/10

Page 296—Paragraph 43, line 1; read:
New London Ledge Light (41°18'21"N., 72°04'39"W.),
...
(LL/10) 37/10

Page 300—Paragraph 98, line 13; read:
45-foot bascule span and a clearance of 11 feet; in 2010, a replacement bascule bridge was under construction with a design clearance of 16 feet just south of the existing bridge. The ...
(CL 543/10; 14/10 CG1) 37/10

Page 304—Paragraph 145, lines 4 to 8; read:
about 0.4 mile northward of Saybrook Point. In 2009, the controlling depth was 6.7 feet (8.0 feet at midchannel) in the entrance channel to the basin, thence 5.6 feet in the basin, with shoaling to 4.3 feet within 10 feet of the channel limits. The entrance channel is marked by ...
(CL 701/10; DD 17921) 37/10

Page 304—Paragraph 152, lines 8 to 9; read:
to the northward. In 2007, the controlling depth was 5.5 feet in the buoyed channel.
(CL 393/10) 37/10

Page 389—Paragraph 223, lines 4 to 5; read:
regulations.)
(NOS 12402) 37/10

Page 398—Paragraph 318, lines 8 to 13; read:
Memorial Bridge with two fixed spans, 1.9 miles, 110 feet; Garden State Parkway with fixed span, 2 miles, 134 feet; overhead power cable near ...
(CL 444/10; CL 1082/09) 37/10

Page 409—Paragraph 51, line 2; read:
has a 400-foot marginal wharf with depths of 30 to 32 ...
(CL 559/10; BP 193809) 37/10

COAST PILOT 2 39 Ed 2010 Change No. 16
Page 35—Paragraph 503, line 8; read:
<http://aeronav.faa.gov/agents.asp>. This form is used to ...
(Internet/10) 37/10

Page 214—Paragraph 244; read:
The buoyed channel through the outer harbor has depths of 20 to 36 feet until nearly to Edgartown Light. Near the light, the channel narrows and makes a sharp bend westward, leading to the wharves at the town. In 2007, a depth of 15 feet could be carried from the outer harbor to off the town. Abreast the town, the channel narrows and has depths of 13 to 33 feet. The channel, bordered on the eastern side by Middle Ground, curves southward to Katama Bay with depths of 15 to 31 feet available to the bay. Katama Bay is subject to frequent changes, as is the shoreline between the bay and the ocean; a breach in the shoreline occurred in 2007.
(CL 1458/09; DD 16035) 37/10

Page 271—Paragraphs 66 to 67; read:
A Federal project provides for a depth of 15 feet from Point Judith Harbor of Refuge to the State Pier at Jerusalem along the west side of Point Judith Pond with a branch channel on the east side extending northeasterly from the entrance of the pond to the State Pier at Galilee, and a 10-foot anchorage basin just inside the pond entrance. The western channel extends north the turning basin at Wakefield; portions of the channel are federally maintained to 6 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)
(CL 458/10; 23/10 CG1) 37/10

Page 297—Paragraph 52, lines 4 to 5; read:
bridge, which has a vertical lift span with authorized clearances of 29 feet down and 135 feet up. (See **117.1 through 117.59 and 117.224**, chapter ...
(CL 1265/09; CL 774/10) 37/10

Page 308—Paragraph 210, line 9; read:
Local knowledge is advised. In 2010, depths of 4.5 to 8 feet were ...
(CL 762/10; DD 18072) 37/10

Page 311—Paragraph 238, lines 5 to 7; read:
private buoys. In 2009, the controlling depth was 3.7 feet in the entrance channel to the town wharf, thence 2.0 feet to the head of the project with 1.8 to 5.0 feet in ...
(CL 392/10; DD 17305) 37/10

Page 353—Paragraph 409, lines 6 to 10; read:
2.3 miles above the channel entrance. In 2009, the controlling depth was 2.0 feet at midchannel from the entrance to the Bruckner Expressway bascule bridge, thence 4.3 feet to just below the head of the project. The ...
(CL 688/10; BPs 193819-26) 37/10

Page 391—Paragraph 239, lines 9 to 13; read:
In 2009, the controlling depths were 7.5 feet from the northern entrance to Buoy 19, thence 14.2 feet (18.5 feet at midchannel) to Kill Van Kull except for shoaling to 4.5 feet around the end of Global Marine Terminal. The Peninsula at Bayonne Harbor, ...
(CL 142/10; BPs 193695-96) 37/10

Page 421—Paragraph 7, line 12; read:
address, <http://aeronav.faa.gov/>.
(Internet/10) 37/10

Page 423—Paragraph 71, line 5 to Page 424—Paragraph 94; read:
Alexandria, VA 22315-3868; telephone 703-428-8059.

National Ocean Service Center for Operational Oceanographic Products and Services

For Tide and Tidal Current Observations and Predictions, PORTS® data, Tidal Datums, Levels and Bench Mark Sheets:

Oceanographic Division (N/OPS3)
1305 East-West Highway, 7th floor
Silver Spring, MD 20910-3281
Tel: 301-713-2815 Ext. 0
Fax: 301-713-4500 (24 hours)
Email: tide.predictions@noaa.gov
Web: <http://www.tidesandcurrents.noaa.gov>
(CL 915/10) 37/10

COAST PILOT 2 39 Ed 2010 Change No. 17

Page 83—Paragraphs 1373 to 1378; read:
The draw of the Monmouth County highway bridge at mile 4.0 across the Shrewsbury River at Sea Bright, New Jersey, shall operate as follows:

- (a) The draw shall open on signal at all times; except that, from May 15 through September 30, on Saturday, Sunday, and holidays, between 9 a.m. and 7 p.m., the draw need open only on the hour and half hour.
- (b) The draw need not be opened at any time for a sail boat unless it is operating under auxiliary power or is being towed by powered vessel.
- (c) The owners of the bridge shall keep in good legible condition two clearance gages with figures not less than

eight inches high, designed, installed, and maintained according to the provisions of §118.160 of this chapter.
(FR 7/6/10) 37/10

Page 179—Paragraph 128; strike out.
(30/10 CG1) 37/10

Page 222—Paragraph 59, lines 5 to 6; read:
high on Juniper Point, a standpipe 0.7 mile north-northwestward of Nobska Point, ...
(NOS 13235) 37/10

Page 222—Paragraph 62, line 3; read:
has depths of over 20 feet. A **344**^o lighted entrance ...
(CL 903/10; DD 18201; NOS 13235) 37/10

Page 287—Paragraph 281, line 4; read:
west-northwesterly direction; it is marked by a gong ...
(NOS 12372; LL/10) 37/10

Page 361—Paragraph 11; insert after:

No-Discharge Zone

The State of New York, with approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) in the South Shore Estuary Reserve (SSER) and its harbors, bays and creeks (see chart 12352). The waterbodies included in the SSER are Shinnecock Bay (East and West), Quantuck Bay, Moriches Bay (East and West), Bellport Bay, Patchogue Bay, Nicoll Bay, Great South Bay (West, East and Great Cove), South Oyster Bay, East Bay Complex, Middle Bay Complex and Western South Shore Bay.

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).
(CL 1712/09) 37/10

Page 393—Paragraph 254, lines 2 to 6; read:
Highlands is in ruins; caution is advised. In 2010, the State Route 36 highway bridge (Highlands Bridge) 100 yards above the railroad bridge had been removed and a fixed bridge with a design clearance of 65 feet was under construction to replace the bascule bridge. The ...
(FR 7/6/10; CL 1260/09; 14/08 CG1) 37/10

Page 396—Paragraph 300, line 6 to Paragraph 301, line 4; read:
the harbor to the mouth of Matawan Creek; the Federal project depth is 8 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

Matawan Creek, entered at the head of Keyport Harbor, is used mostly by local craft. In 2010, the controlling depth was 3.8 feet to the first highway bridge, thence 1.2 feet to the Route 35 highway bridge, ...
(CL 840/10; DD 18111) 37/10

COAST PILOT 2 39 Ed 2010 Change No. 18

Page 271—Paragraph 59, lines 5 to 7; read:

4½ feet, is marked by a lighted buoy about 450 yards westward of Point Judith Harbor of Refuge East Entrance Light 3 in 41°21'34"N., 71°30'11"W.

(NOS 13219; LL/10) 37/10

Page 271—Paragraph 64, line 5; read:

light. The pond extends 3.3 miles northerly to the ...

(NOS 13219; LL/10) 37/10

Page 274—Paragraph 91, line 7; read:

depth is about 18 feet. It is suitable only for small vessels ...

(NOS 13212) 37/10

Page 276—Paragraph 112, lines 3 to 10; read:

northern shore about 3 miles west of Montauk Point; a Federal project provides for a depth of 12 feet in the channel and 10 feet in the boat basin northwestward of Star Island. (See Notice to Mariners and latest editions of charts for controlling depths.) The entrance is protected by jetties, each of which is marked by a light, and the west jetty has a fog signal. A lighted bell buoy, about 0.3 mile north of the entrance, marks the approach to the harbor.

(CL 837/10; DD 18107; LL/10; 39/09 CG1) 37/10