

UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 6 40 Ed 2010 Change No. 16
LAST NM 51/10**

Page 90—Paragraph 1072, lines 2 to 4; read:
maneuverability, such as cargo or tow arrangement, trim,
loaded condition, underkeel or overhead clearance, speed ca-
pabilities, power availability, or similar characteristics,
which may affect the positive control or safe handling of the
vessel or the tow.
(FR 10/28/10) 4/11

Page 91—Paragraph 1092; insert after:

§161.6 Preemption.

The regulations in this part have preemptive impact over
State laws or regulations on the same subject matter. The
Coast Guard has determined, after considering the factors
developed by the Supreme Court in *U.S. v. Locke*, 529 U.S.
89 (2000), that by enacting Chapter 25 of the Ports and Wa-
terways Safety Act (33 U.S.C. 1221 et seq.), Congress in-
tended that Coast Guard regulations preempt State laws or
regulations regarding vessel traffic services in United States
ports and waterways.
(FR 10/28/10) 4/11

Page 92 to Page 93, Portions of Table 161.12(c); read:

<p>Lower Mississippi River⁶ 0036699952 <i>New Orleans Traffic</i></p>	<p>156.550 MHz (Ch. 11)</p>	<p>The navigable waters of the Lower Mississippi River below 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles Above Head of Passes (AHP), extending down river to Southwest Pass, and, within a 12 nautical mile radius around 28°54.3'N, 89°25.7'W (Southwest Pass Entrance Light) at 20.1 miles Below Head of Passes.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.600 MHz (Ch. 12)</p>	<p>The navigable waters of the Lower Mississippi River bounded on the north by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP and on the south by a line drawn perpendicularly at 29°55.3'N., 89°55.6'W (Saxonholm Light) at 86.0 miles AHP.</p>
<p><i>New Orleans Traffic</i></p>	<p>156.250 MHz (Ch. 05A)</p>	<p>The navigable waters of the Lower Mississippi River below 30°38.7'N, 91°17.5'W (Port Hudson Light) at 254.5 miles AHP bounded on the south by a line drawn perpendicular on the river at 29°55'30"N, 90°12'46"W (Upper Twelve Mile Point) at 109.0 miles AHP.</p>

Notes:

¹Maritime Mobile Service Identifier (MMSI) is a unique nine-digit number assigned by the Federal Communications Commission (FCC) that identifies ship stations, ship earth stations, coast stations, coast earth stations, and group calls for use by a digital selective calling (DSC) radio, an INMARSAT ship earth station or AIS. AIS requirements are set forth in §§161.21 and 164.46 of this subchapter. The requirements set forth in §§161.21 and 164.46 of this subchapter apply in those areas denoted with a MMSI number.

⁶Until rules regarding VTS Port Arthur are published, vessels are exempted of all VTS and VMRS requirements set forth in 33 CFR part 161, except those set forth in §§161.21 and 164.46 of this subchapter.

(FR 10/28/10)

4/11

Page 209—Paragraph 305, lines 1 to 4; read:
There is an anchorage area centered 4.5 miles south of Port Colborne Outer light in depths of 19.2 to 24 m (63 to 79ft); this is for vessels waiting to enter Port Colborne harbour. Anchorage is prohibited in the approaches ...
(CNM 11/2010) 4/11

Page 218—Paragraph 68, line 11; read:
below the entrance, has a clearance of 17 feet. An overhead power cable, 500 feet SE of the bridge, has a reported clearance of 121 feet. (See **33** ...
(CL 888/10) 4/11

Page 219—Paragraph 73, lines 3 to 6; read:
spans with clearances of 22 feet.
(NOS 14833) 4/11

Page 229—Paragraph 208, lines 7 to 10; read:
State Park is on the peninsula. **Presque Isle Light** (42°09'57"N., 80°06'55"W.), 73 feet above the water, is shown from a square tower on the NW shore of the peninsula. Numerous ...
(46/10 CG9; LL/10) 4/11

Page 259—Paragraph 608, lines 14 to 20; read:
(Put-In-Bay) is on the SW side of the island. A marina and small-craft basin are on the E side of the broad bight on the S side of the island. Jetties protect the entrance channel to the basin. In 1980, shoaling to 4 feet was reported to extend 75 feet W from the outer end of the S jetty. The basin has a depth of about 8 feet. Another marina is located on the N side of the bight, about 0.4 mile NW of the basin. The marinas can provide transient berths, gasoline, diesel fuel, water, ice, marine supplies and pump-out facility. The marinas monitor VHF-FM channel 68.
(DB 18941-small) 4/11

Page 260—Paragraph 623, line 11; read:
0.3 mile. Middle Bass Island State Park Marina is on the E side of the island near the S end. The marina provides transient berths, gasoline, diesel fuel, electricity, water, ice, pump-out facility, launching ramp and monitors VHF-FM channel 71.
(DB 18938-small) 4/11

Page 319—Paragraph 282, lines 4 to 7; read:
ledge with depths of 16 to 19 feet. **Fourteen Foot Shoal Light** (45°40'48"N., 84°26'04"W.), 51 feet above the water, is shown from a white conical tower, square structure on a concrete crib in the center of the shoal; a fog signal is at the ...
(43/10 CG9) 4/11

Page 324—Paragraph 336, lines 5 to 9; read:
with depths of 12 to 15 feet extends 0.6 mile NW from the point. **Bois Blanc Light** (45°48'41"N., 84°25'15"W.), 32 feet above the water, is shown from a white cylindrical tower on Lighthouse Point. From Point Detachee to the W end ...
(43/10 CG9; NOS 14881) 4/11

Page 327—Paragraph 368, lines 6 to 11; read:
De Tour Reef, with a least depth of 12 feet, extends about 0.7 mile SE from the point. **De Tour Reef Light** (45°56'57"N., 83°54'11"W.), 74 feet above the water, is on the SE end of the reef; a seasonal fog signal and a radar beacon (RACON) are at the light. The light marks the W side of the entrance ...
(51/10 CG9; NOS 14882) 4/11

Page 336—Paragraph 47, lines 3 to 4; read:
at Harbor Springs. **Little Traverse Light** (45°25'10"N., 84°58'39"W.), 72 feet above the water, is shown from a ...
(45/10 CG9) 4/11

Page 341—Paragraph 116, lines 10 to 12; read:
lighted buoys, on the E side of Middle Shoal. **Grays Reef Light** (45°45'57"N., 85°09'14"W.), 82 feet above the water, is shown from a square tower on the W ...
(45/10 CG9) 4/11

Page 343—Paragraph 146, line 11 to Paragraph 147; read:
anchorage. (See Notice to Mariners and the latest edition of the chart for controlling depths.)
(DD 17830; NOS 14912; 28/10 CG9) 4/11

COAST PILOT 6 40 Ed 2010 Change No. 17
Page 344—Paragraph 157, lines 15 to 21; read:
15 to 30 feet, extend 3 miles S of Dimmicks Point and 3.5 miles S of Donner Point. A buoy marks the extent S of Donner Point. **North Manitou Shoals Light** (45°01'16"N., 85°57'26"W.), 79 feet above the water, is about 2.8 miles S of Dimmicks Point; a fog signal and racon are at the light.
(46/10 CG9; NOS 14912) 4/11

Page 345—Paragraph 166, line 7 to Paragraph 167; read:
area in Betsie Lake. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the breakwaters and piers are marked by lights.
(DD 18642; NOS 14907; 49/10 CG9) 4/11

Page 345—Paragraph 177, line 3 to Paragraph 179; read:
narrow strip of land. The lake is entered from deep water in Lake Michigan through a dredged entrance channel between parallel piers and revetments to deep water inside the lake; the pierheads are marked by lights. In 2010, the controlling depth was 8 feet in the entrance channel to the lake. The

entrance channel is subject to extensive shoaling. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap. The S part of the Arcadia Lake shoals off into heavy weeds and marsh at the E end. The village of **Arcadia, MI** is at the N end of the lake.

(DD 17831; NOS 14907) 4/11

Page 346—Paragraph 182, lines 5 to 6; read:
by lights; a fog signal is at the N outer end light. In 2010, the controlling depth was 9½ feet in the ...

(DD 18176) 4/11

Page 346—Paragraph 190, line 6 to Paragraph 191; read:
Lake. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

(DD 18889; DD 18552;
DD 18539; DD 17829; NOS 14938) 4/11

Page 348—Paragraph 212, line 5 to Paragraph 214, line 1; read:

channel leads to the N end of Pere Marquette Lake. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The channel is protected by piers and revetments on the N and S sides. The piers are marked at their outer ends by lights.

The outer basin is not adapted for anchorage of vessels ...
(DD 18172; DD 18269; NOS 14937; 37/10 CG9) 4/11

Page 349—Paragraph 238, lines 6 to 7; read:
is subject to extensive shoaling. In 2010, the controlling depth was 11 feet between the piers and revetments ...

(DD 18177) 4/11

Page 351—Paragraph 250, lines 6 to 10; read:
lights; a fog signal is at light on the S pier. (See Notices to Mariners and the latest edition of the chart for controlling depths.)

(DD 18876) 4/11

Page 357—Paragraph 325, line 9 to Paragraph 326; read:
Macatawa River. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Lights mark the outer edges of shoals that extend from shore into the lake.

(DD 18869; NOS 14932) 4/11

Page 358—Paragraph 342, line 5 to Paragraph 345; read:
the N end of Kalamazoo Lake. In 2009-2010, the controlling depths were 10 feet in the entrance and through the river channel to the lake. The outer ends of the piers are marked by lights, and the channel is marked by buoys; a fog signal is

at the outer end of the S pier. Mooring to the piers and revetments is prohibited.

(DD 18352; DD 18592; NOS 14906) 4/11

Page 358—Paragraph 355, line 3 to Paragraph 356, line 1; read:

the mouth of the Black River. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the piers are marked by lights. Mooring to the piers and revetments is prohibited. Above the dredged channel, the Black River is navigable ...

(DD 18353; DD 18744; NOS 14906; 38/10 CG9) 4/11

Page 362—Paragraph 384, lines 4 to 9; read:
Street Bridge across the **Galien River**. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the breakwaters are marked by lights.

(DD 18518; NOS 14905; LL/10) 4/11

Page 364—Paragraph 403, line 8 to Paragraph 404; read:
entrance are marked by lights. (See Notices to Mariners and the latest edition of the chart for controlling depths.)

(DD 18992; NOS 14905) 4/11

Page 365—Paragraph 419, lines 2 to 7; read:
outer ends of the breakwaters and turns S to a small-craft harbor basin. A dredged channel continues inland for about 1 mile from the basin. In 2009, the controlling depths were 8 feet in the entrance channel, thence depths of 8 to 10 feet were available in the basin; thence in 2006, 4 feet to the head of the project. Dangerous shoals form ...

(DD 17842; DD 18105) 4/11

Page 387—Paragraph 578, line 7 to Paragraph 579, line 6; read:
by lights. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The entrance channel is subject to shoaling caused by the drift of sand from the N.

The inner harbor basin is not adapted for anchorage, but vessels may moor to the revetments on the W side or in the waters N of the inner harbor basin. Mariners are cautioned against ...

(DD 18519; NOS 14904) 4/11

COAST PILOT 6 40 Ed 2010 Change No. 18

Page 388—Paragraph 600, lines 3 to 13; read:
between parallel piers to an inner harbor basin. (See Notice to Mariners and the latest edition of the chart for controlling depths.) A detached breakwater on the N side of the entrance channel protects the entrance from NE seas. The outer ends of the piers and the breakwater are marked by lights.

(DD 18590; NOS 14904; 49/10 CG9) 4/11

Page 388—Paragraph 608, lines 4 to 6; read:
center. **Racine Reef Light** (42°43'39"N., 87°44'10"W.), 50
feet above the water, is shown from a skeleton tower on the
E side of the reef; a fog ...
(44/10 CG9) 4/11

Page 397—Paragraph 709, line 7 to Paragraph 710; read:
stream for about 1 mile. (See Notice to Mariners and the
latest edition of the chart for controlling depths.) The N side
of the river mouth is marked by a light.
(DD 18662; NOS 14922) 4/11

Page 403—Paragraph 781, line 5 to Paragraph 782, line 1;
read:
upstream for 0.2 mile to the Second Street bridge. (See No-
tices to Mariners and the latest edition of the chart for con-
trolling depths.) The outer ends of the breakwater, the
detached pier and the main outer sections are marked by
lights. The river channel bottom is rock and should be ...
(DD 18268; NOS 14910; 38/10 CG9) 4/11

Page 410—Paragraph 886, line 9 to Paragraph 887; read:
Railroad bridge. (See Notice to Mariners and the latest of the
chart for controlling depths.) The entrance channel is well
marked by lighted ranges, lights, lighted and unlighted
buoys. The river channel is marked by buoys from the sec-
ond turning basin to the turning basin at De Pere.
(NOS 14918; 50/10 CG9) 4/11

Page 418—Paragraph 965, lines 4 to 6; read:
ruins on the N of the entrance channel. In 2010, the midchan-
nel controlling depth was 2½ feet.
(DDs 18174-75) 4/11

Page 418—Paragraph 969, lines 8 to 11; read:
channel decreases in width to the turning basin (See Notice
to Mariners and the latest edition of the chart for controlling
depths.) A ...
(DDs 18350-51; NOS 14910; 38/10 CG9) 4/11

Page 419—Paragraph 981, line 6 to Paragraph 982; read:
about 1.2 miles above the mouth. (See Notice to Mariners
and the latest edition of the chart for controlling depths.) The
entrance channel is marked by buoys, and the outer ends of
the piers and inner end of the N pier are marked by lights.
(DD 18920; NOS 14917) 4/11

Page 420—Paragraph 1000, lines 6 to 7; read:
end of the pier is marked by a light. In 2010, the controlling
depth was 4 feet between the piers and upstream ...
(DD 18890) 4/11

Page 424—Paragraph 1050; read:
Manistique Light (45°56'42"N., 86°14'51"W.), 50 feet
above the water, is shown from a tower on the outer end of
the E breakwater; a seasonal fog signal is at the light.
(43/10 CG9) 4/11

Page 431—Paragraph 33, lines 3 to 5; read:
to De Tour Passage. **De Tour Reef Light** (45°56'57"N.,
83°54'11"W.), 74 feet above the water, is on the SE end of
the reef; ...
(51/10 CG9; NOS 14882) 4/11

Page 445—Paragraph 64, lines 4 to 6; read:
the breakwaters are marked by lights. In 2010, the control-
ling depth was 11½ feet in the entrance channel to the basin,
thence depths of 11 to 12 feet were available ...
(DD 18272) 4/11

Page 446—Paragraph 70, lines 4 to 7; read:
(See Notices to Mariners and the latest edition of the chart
for controlling depths.) The outer end of the E breakwater is
marked by a light.
(DDs 18266-67; NOS 14962) 4/11

Page 447—Paragraph 87, lines 4 to 5; read:
mile W of Sand Point. **Grand Island Light** (46°33'35"N.,
86°40'48"W.), 190 feet above the water, is shown from a ...
(43/10 CG9) 4/11

Page 453—Paragraph 176, lines 6 to 10; read:
upstream in the river for about 350 feet. (See Notice to
Mariners and the latest edition of the chart for controlling
depths.)
(NOS 14964; 37/10 CG9) 4/11

COAST PILOT 6 40 Ed 2010 Change No. 19
Page 403—Paragraph 791, line 7; read:
Point. (See Notice to Mariners and the latest edition of the
chart for controlling depths.) The outer ends of the piers are
marked by lights, ...
(NOS 14919) 4/11

Page 404—Paragraph 792; strike out.
(NOS 14919) 4/11

Page 454—Paragraph 190, line 1; read:
Copper Harbor Light (47°28'28"N., 87°51'37"W.), 90
...
(46/10 CG9) 4/11

Page 455—Paragraph 199, lines 5 to 9; read:
harbor. (See Notice to Mariners and the latest edition of the
chart for controlling depths.) The entrance to the harbor is
marked by a gong buoy and a 105° lighted range.
(DD 18059; NOS 14964; 35/10 CG9) 4/11

Page 455—Paragraph 209, lines 6 to 10; read:
pierhead light. In 2010, the controlling depth was 19 feet in
the entrance channel and between the piers to the head of the
project. Shoaling in the harbor ...
(DD 18173) 4/11

Page 456—Paragraph 218, lines 2 to 8; read:
in Lake Superior between converging breakwaters and
upstream in the river to a harbor basin. The outer ends of the
breakwaters are marked by lights, and the E side of the
channel inside the breakwaters is marked by a buoy. In 2010,
the controlling depth was 10 feet (with lesser depths to 7 feet
along the edges of the channel) in the entrance and between
the breakwaters to the mouth of the river, thence 5 feet to the
head of the project.
(DD 17833) 4/11

Page 457—Paragraph 230, lines 8 to Paragraph 231; read:
harbor. (See Notice to Mariners and the latest edition of the
chart for controlling depths.) The channel is well marked by
lighted and unlighted buoys.
(DDs 18062-63; NOS 14974; 35/10 CG9) 4/11

Page 467—Paragraph 369, lines 5 to 7; read:
about 0.2 mile long. (See Notice to Mariners and the latest
edition of the chart for controlling depths.)
(DD 18641; NOS 14966; 50/10 CG9) 4/11