

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 45 Ed 2013 07 JUL 2013
LAST NM 28/13

Chapter 3—Paragraph 92; read:

⁽⁹²⁾ <Deleted Paragraph>
(L 1253-2013) 31/13

Chapter 15—Paragraphs 84 to 85; read:

⁽⁸⁴⁾ <Deleted Paragraph>

⁽⁸⁵⁾ On the seaward side, between Wake Island and Wilkes Island, there is a channel leading to a boat basin at the W extremity of Wake Island. The boat basin can accommodate three small-craft, which may serve as tugs or cargo lighters. Ships should radio their ETA 48 hours in advance. An unloading wharf is situated on the SW side of the basin and a boat landing is at the head of the basin. Two mooring buoys are just outside the boat basin entrance channel. Cargo is discharged at the moorings. Sea conditions often permit a vessel to lie offshore and discharge dry cargo; this is reported to be the safest and best method for large vessels. Oil is discharged through a hose, floated out on barrels and connected to a fuel jetty at the E entrance point of the boat channel.

(DD 22652) 31/13

Appendix A—Paragraphs 52.01 to 53; read:

^(52.01) <Deleted Paragraph>

⁽⁵³⁾ <Deleted Paragraph>
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Appendix A—Paragraphs 187 to 191; read:

⁽¹⁸⁷⁾ Taped or direct broadcasts of marine weather forecasts and storm warnings are made by commercial and Coast Guard radio stations in the area covered by this Coast Pilot. These broadcasts usually are made several times a day.

⁽¹⁸⁸⁾ <Deleted Paragraph>

⁽¹⁸⁹⁾ <Deleted Paragraph>

⁽¹⁹⁰⁾ <Deleted Paragraph>

⁽¹⁹¹⁾ <Deleted Paragraph>

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