

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 6 43 Ed 2013 07 JUL 2013
LAST NM 27/13

Chapter 1—Paragraphs 365 to 367; read:

⁽³⁶⁵⁾ <Deleted Paragraph>

^(365.01) **Commercial radiotelephone coast stations**

⁽³⁶⁶⁾ Broadcasts of coastal weather and warnings are made by some commercial radiotelephone coast stations (marine operators) on the normal transmitting frequencies of the stations. Vessels with suitable receivers and desiring this service may determine the frequencies and schedules of these broadcasts from their local stations or from Selected Worldwide Marine Weather Broadcasts.

^(366.01) **Local broadcast-band radio stations**

⁽³⁶⁷⁾ Many local radio stations in the standard AM and FM broadcast band give local marine weather forecasts from NWS on a regular schedule.

(L 1253-2013) 31/13

Chapter 1—Paragraph 541; read:

⁽⁵⁴¹⁾ NWS marine weather products are also disseminated to marine users through the broadcast facilities of the Coast Guard, Navy, and commercial marine radio stations. Details on these broadcasts including times, frequencies, and broadcast content are listed on the NWS internet site, **Marine Product Dissemination Information**, <http://www.nws.noaa.gov/om/marine/home.htm>.

(L 1253-2013) 31/13

Chapter 3—Paragraph 42; read:

⁽⁴²⁾ <Deleted Paragraph>

(L 1253-2013) 31/13

Chapter 6—Paragraphs 411.01 to 414; read:

^(411.01) **Wharves**

⁽⁴¹²⁾ **Huron Lime Co., Stone Dock:** east side of the river mouth and the outer east side of Slip No. 1; total of 1,100 feet of berthing space; 28 to 24 feet alongside channel face, 24 to 16 feet alongside curved section, 16 to 17 feet along east side of Slip No. 1; deck height, 8 feet; one front-end loader; open storage for 120,000 tons of limestone; silos for 1,800 tons of lime; receipt of limestone; owned by Norfolk Southern Railway Co. and operated by Huron Lime Co. During the closed navigation season, vessels moor in Slip No. 1. There are highway and rail connections and special arrangements can be made for electrical connections.

⁽⁴¹³⁾ <Deleted Paragraph>

⁽⁴¹⁴⁾ <Deleted Paragraph>

(DB 20601-obs) 31/13

Chapter 6—Paragraph 416; read:

⁽⁴¹⁶⁾ Huron Boat Basin has its entrance just southwest of the turning basin and can provide transient berths, gasoline, electricity, water, ice and pump-out facility. A public boat ramp is on the east side of the river just below the Cleveland Road bridge. Numerous additional small-craft facilities are on the west side of the lower mile of the Huron River. Transient berths, gasoline, water, ice, electricity, sewage pump-out facilities, marine supplies, and launching ramps are available. Lifts to 20 tons are available for hull, engine, and electronic repairs.

(DB 20601-obs) 31/13

Appendix A—Paragraph 109; read:

⁽¹⁰⁹⁾ <Deleted Paragraph>

(L 1253-2013) 31/13

COAST PILOT 6 43 Ed 2013 14 JUL 2013

Chapter 10—Paragraph 204; read:

⁽²⁰⁴⁾ **Thunder Bay** is a large bight on the west side of Lake Huron; the mouth of the bay is 10 miles wide between **North Point** and **South Point**. **Thunder Bay Traffic Lighted Bell Buoy TB**, 3 miles south of North Point, marks the entrance to the bay. The bay provides shelter in all but southeast weather with good holding ground generally near the shores.

(17/13 CG9) 31/13

Chapter 11—Paragraphs 218 to 219; read:

⁽²¹⁸⁾ From Pentwater Harbor, the shore trends southwest for 10 miles to Little Sable Point. This stretch is a continuous line of bluffs with a regular shoal border and several off-lying wrecks. A wreck, covered 18 feet, is 0.5 mile offshore 2 miles southwest of Pentwater Harbor, and a wreck, covered 1 foot, is close to shore 7 miles southwest of the harbor. **Little Sable Point** is a broad rounding point 28 miles south of Big Sable Point.

⁽²¹⁹⁾ From Little Sable Point, the shore trends south-southeast for 20 miles to White Lake. This stretch is quite rugged, with no shoals beyond 0.5 mile from shore. A wreck, covered ½ foot, is close to shore 0.8 mile south of Little Sable Point.

(14/13 CG9; NOS 14907) 31/13