UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3 33 Ed 1997 Change No. 32
LAST NM 39/99

Page 38—Paragraph 82, line 2; read:
at latitude 39˚18.2'N. longitude 74˚33.1'W. to the northeasternmost ...
(33 CFR 80.501) 46/99

Page 38—Paragraph 99, lines 2 to 11; read:
this part are designated as special anchorage areas for purposes of 33 U.S.C. 2030(g) and 2035(j). Vessels of less than 20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules (33 U.S.C. 2030)
(33 CFR 110.1) 46/99

Page 126—Paragraph 78, lines 5 to 6; read:
In 1998-June 1999, the centerline controlling depth was 3 feet to the mouth of the creek; thence in 1977-June 1999, 1 foot to **Parkers Landing**, 0.9 ...
(BPs 166619-20; BPs 168764-66) 46/99

Page 159—Paragraph 56, lines 3 to 6; read:
the head of Commercial Fish Harbor. In 1994-1995, the controlling depths were 7.2 feet in the south half and 8.2 feet in the north half of the approach to the harbor; thence in 1990, 10 feet to the head of the harbor. Another dredged channel leads ...
(BP154500;BP156540;CL265/95;CL1162/95;NOS12211) 46/99

Page 218—Paragraph 49, lines 8 to 9; read:
River. In 1992-March 1995, the controlling depth in the dredged section was 4.2 feet with 5 feet at midchannel. The cut is ...
(BPs 146459-61; BPs 15646-49; CL 1165/95) 46/99

COAST PILOT 3 33 Ed 1997 Change No. 33

Page 119—Paragraph 72, lines 2 to 6; read:
west of Cape May Inlet. In April-May 1999, the controlling depth was 16 feet in the channel through Cape May Inlet to the inner ends of the jetties, thence 11 feet to the Coast Guard large wharf on the south side of the harbor, thence 9.5 feet at midchannel to Schellenger Landing at ...
(CL 1318/99) 46/99

Page 149—Paragraph 343, lines 5 to 6; read:
northeastern end of Back Channel has a fixed span with a clearance of 15 feet. Most of the ...
(CL 1401/99) 46/99

Page 153—Paragraph 42; read:
d. Vessels listed in 2.c. above will not enter the canal until radio communications are established with the dispatcher in Chesapeake City. Communications shall be established on channel 13 two hours prior to entering the canal. (Dispatcher Call Sign is three-three). The dispatcher also monitors channel 16 for the purpose of responding to transmissions of an emergency nature. Pilots and shipmasters shall acknowledge receipt of 2 hour clearance and conform with supplemental information listed in 3.e. below. All communications with the dispatcher on these frequencies shall be confined to that necessary to transit the Chesapeake and Delaware Canal.
(CL 1435/99) 46/99

Page 155—Paragraph 88, lines 2 to 3; read:
privately marked channel leads to a marina. In August 1999, the channel had a reported controlling depth of 3 feet. Berths, gasoline, ...
(CL 1229/99) 46/99

Page 198—Paragraph 148, lines 3 to 5; read:
bridges, with a least clearance of 44 feet cross Occoquan River 3.6 miles above the bay entrance.
(CL 1307/99; NOS 12285) 46/99

Page 230—Paragraph 267, lines 2 to 7; read:
has a fixed span with a clearance of 65 feet. Immediately south of the fixed highway bridge is the MD ROUTE 18 (old State Route 50/301) bascule bridge with a 48-foot span and a clearance of 18 feet. The bridgetender monitors VHF-FM channel 16 and works on channels 13 and 68; call sign KXE-254. (See **117.1 through 117.59 and 117.561**, chapter 2, for drawbridge regulations.) The ...
(CL 1248/95) 46/99