

COAST PILOT 5 (Continued)

Page 309—Paragraph 54, lines 4 to 5; read:
daybeacons. In November 2008, the controlling depth was 4.5 feet from the entrance in ...
(CL 5/09) 13/09

Page 309—Paragraph 58, lines 13 to 14; read:
November 2008, the controlling depth in the channel was 5.2 feet with 5.5 feet in the turning basin. An overhead ...
(CL 7/09) 13/09

Page 309—Paragraph 61, lines 6 to 7; read:
Island Channel to the mouth of Dog River. In October 2008, the controlling depth was 7 feet to the highway ...
(CL 934/08) 13/09

Page 311—Paragraph 69, lines 3 to 5; read:
McDuffie Island and the mainland. In November 2008, the controlling depth was 7.3 feet (8.2 feet at midchannel) to about 0.3 mile above the turning basin, thence 1.8 feet to the ...
(CL 11/09) 13/09

Page 317—Paragraph 156, lines 5 to 7; read:
October 2008, the controlling depth in the entrance channel was 4.4 feet (6.2 feet at midchannel), thence 4.6 to 5.7 feet in the basin. The channel is marked with lights ...
(CL 9/09) 13/09

Page 317—Paragraph 165, lines 8 to 10; read:
bridge. In October 2008, the controlling depth in the channel was 5.9 feet to the highway bridge, thence 5.0 to 7.1 feet in the basin. The channel ...
(CL 8/09) 13/09

Page 324—Paragraph 239, lines 12 to 14; read:
U.S. Route 90 highway bridge. In October 2008, the controlling depth was 6.9 feet to Light 18, thence 8.4 feet (9.3 feet at midchannel) to ...
(CL 12/09) 13/09

Page 326—Paragraph 264, lines 3 to 5; read:
to a turning basin in **Ott Bayou**. In November 2008, the controlling depth was 6.3 feet. Daybeacons mark the channel.
(CL 12/09) 13/09

Page 326—Paragraph 266, lines 4 to 5; read:
turning basin. In November 2008, the controlling depth was 2.5 feet (6 feet at midchannel).
(CL 12/09) 13/09

Page 334—Paragraph 355, line 6; read:
St. Joe and Le Petit Passes. In August 2008, Grassy Island was reported to be submerged; caution is advised. Lake Borgne ...
(DB 17229) 13/09

COAST PILOT 6 **39 Ed 2009** **NEW EDITION**
(NOS) 13/09

COAST PILOT 7 **41 Ed 2009** **Change No. 11**
LAST NM 12/09

Page 566—Paragraph 70, line 6; read:
airport. A wind farm with several large wind turbines, adjacent to the silos and centered at 20°15'31"N., 155°51'16"W., is very prominent on Upolu Point. The country back of the point is cattle range; the ...
(DD 12261) 13/09

Page 566—Paragraph 72, line 7 to Paragraph 73, line 2; read:
light.

Akoakoa Point is 2.8 miles SE of Kauhola Point.
(DD 12261) 13/09

Page 567—Paragraph 81, lines 1 to 2; read:
Honokaa is 24 miles SE of Upolu Point. A power plant (Hamakua Energy) with two storage tanks, two stacks, and a cooling tower is prominent just N of Honokaa in about 20°05'38"N., 155°28'13"W. A reef that usually ...
(DD 12261) 13/09

Page 567—Paragraph 88; strike out.
(DD 12261) 13/09

Page 570—Paragraph 126, lines 3 to 4; read:
There is a vessel draft restriction of 32½ feet in Hilo Harbor. The **harbormaster** enforces ...
(DD 12261) 13/09

Page 571—Paragraph 138, lines 8 to 11; read:
SW from the cape. The nearest cone (Kapoho crater), 1.4 miles from the cape, is 245 feet high and is heavily covered with vegetation.
(DD 12261) 13/09

Page 572—Paragraph 150; strike out.
(DD 12261) 13/09

Page 572—Paragraph 152; read:
Punaluu, about 17 miles NE of Kalae, is a small bight with a black sand beach at its head. It was a former shipping point for the town of **Pahala**, 3 miles inland, but the landing is no longer used and is in disrepair; a surfaced ramp is just

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N of the landing. Small boats find some protection in depths of 6 to 11 feet close to the E shore of the bight.
(DD 12261) 13/09

Page 574—Paragraph 183, lines 2 to 3; read:
concrete boat landing with a depth of 7 feet alongside. A hoist on the landing has a maximum capacity of 2,000 pounds. The current off the landing has a prevailing ...
(DD 12261) 13/09

Page 574—Paragraph 184, lines 1 to 6; read:
A large open-air shelter with a bright roof amongst several trees is visible from the NW, about 250 yards S of Milolii landing. Much of the area around the landing and shelter is covered with vegetation, however, farther outside this area the countryside is a barren mass of black lava. There is no protected anchorage off the ...
(DD 12261) 13/09

Page 574—Paragraph 190, lines 4 to 9; read:
of the N end of the pali. There is a heavy concentration of coconut and shade trees along with large amounts of vegetation around the village. Anchorage can be found in depths of 15 fathoms, sandy bottom, about 300 yards off Hookena. A landing near the N end of the sand beach is in ruins and unusable.
(DD 12261) 13/09

Page 575—Paragraph 194, lines 12 to 13; read:
shore. A surfaced ramp (19°25'24"N., 155°54'41"W.) is just N of the sand beach on the SE side of the bay. Small boats can easily land on the beach during normal weather.
(DD 12261) 13/09

Page 575—Paragraph 204, lines 17 to 20; read:
mouth of the bay. Launching ramps are near the light at the head of the bay and on the SE side. A pier used mainly for embarking and disembarking passengers for excursion cruises is at the SE end of the bay, near the launching ramp. Fuel is available in limited quantities and is trucked in; there is no fuel dock. Several mooring buoys are in the bay.
(DD 12261) 13/09

Page 576—Paragraph 209, lines 7 to 9; read:
The E side of the pier has a pump-out station and a marine hoist with a maximum capacity of 2,000 pounds.
(DD 12261) 13/09

Page 580—Paragraph 251; read:

A public landing is at the head of the bight and has a hoist that is in poor condition. The private landing on the N side is in ruins. Both landings are for small boats only.
(DD 12261) 13/09

**COAST PILOT 9 26 Ed 2008 Change No. 8
LAST NM 11/09**

Page 481—Paragraph 8, line 4; read:
lost above Cape Lisburne. In 2008, adequate satellite coverage was reported in the area to obtain GPS position fixes. DGPS correctors are not broadcast in the area.
(DD 12866) 13/09

Page 487—Paragraph 82, line 5 to Paragraph 83; read:
visible well off-shore. Large bulk carriers anchor approximately 4 miles S of the facility and have their loads barged out to them. The pier (67°34'24"N., 164°03'59"W.) is public but space is limited. The mining camp maintains telephone and radiotelephone communications year round; telephone 907-645-2184. Air service is available. A racon (67°34.7'N., 164°03.2'W.), loading facility lights, and mooring buoys mark the site. Local knowledge is advised in approaching the area; pilots can be reached on VHF-FM channel 7A.

About 42 miles NNW of Cape Krusenstern is the inlet to a lagoon that extends another 8 miles NW behind the barrier beach that separates it from the ocean. **Kivalina**, on the barrier beach N of the inlet, has a prominent landmark of a brown building with large erosion mitigation sandbags. The village has a school, a volunteer search and rescue organization (VHF-FM channel 16), a store, and a telecommunications center on VHF-FM channel 68. Small-craft anchorage is available along the inner side of the village where the channel bears in close to shore. Shifting shoals extend as much as 0.3 mile from either side of the inlet, and entrance should not be attempted without local pilotage. Mariners transiting the area are requested to contact the Kivalina telecom center on VHF-FM channel 68 for information on whaling activities. Severe fall storms have caused storm surges large enough to warrant the evacuation of the town, anchorage off Kivalina offers no protection from these storms.
(DD 12866) 13/09

Page 488—Paragraph 91, lines 6 to 9; read:
numerous lagoons. Point Hope is the most important and oldest settlement along this part of the coast and has a telecommunications center and volunteer search and rescue center which can be contacted on VHF-FM channels 16 and 68. Point Hope has a police station, a fire station, a school, a radio and cable TV station, DSL internet service, and an airstrip. Limited quantities of marine gasoline and diesel fuel are also available at Point Hope. Subsistence whaling at

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Point Hope occurs in the spring (April-May) and fall (September-October) as far as 30 miles offshore. Vessels transiting in the vicinity of Point Hope during these times are requested to contact the Alaska Eskimo Whaling Commission and the Point Hope communications center on VHF-FM channel 68. An aero radiobeacon (68°21.0'N., 166°47.2'W.)

...

(DD 12866; CL 1140/08)

13/09

Page 489—Paragraph 101, lines 1 to 3; read:

Point Lay is a slight bend in the barrier beach 49 miles NNE of Cape Beaufort. The original village of Point Lay, destroyed by a fire, is on the beach 3 miles S of the point. Ruins of the original village are visible on the barrier island. Approximately 700 yards south of the ruins is an uncharted entrance to the lagoon. The lagoon is extremely shallow and is navigable only by small craft. Depths in the lagoon can be dramatically reduced by east winds and passes through the barrier islands to the lagoon are often blocked by shallow or exposed sand bars. The village of Point Lay has a telecommunications center and volunteer search and rescue center which can be contacted on VHF-FM channels 16 and 68. Subsistence harvesting of Beluga whales occurs at Point Lay during the months of June and July and vessels should contact the Point Lay telecommunications center on VHF-FM channel 68 if transiting in the area during this time. Anchorage is in ...

(DD 12866)

13/09

Page 490—Paragraphs 113 to 114; read:

Wainwright, on the beach 2.5 miles NE of the inlet, has stores, a hotel and restaurant, a school, a church, and an airstrip. Wainwright bans the possession, sale and importation of alcohol. Limited quantities of fuel are also available in town and include marine gasoline and diesel. Subsistence hunting of marine mammals occurs around Wainwright year round but is heaviest during the spring Bowhead whale season. Vessels should contact the Alaskan Eskimo Whaling Committee when transiting near Wainwright during the spring and summer months. Wainwright operates a volunteer search and rescue service which can be contacted on VHF-FM channel 16. Vessels are requested to check in with Wainwright SAR with their vessel name and position when transiting near Wainwright on VHF-FM channel 16.

A rotating green and white aerolight (70°38'17"N., 160°01'05"W.) is located near the Wainwright airstrip (70°36'36"N., 159°51'54"W.)

(DD 12866; 46/08 CG17)

13/09

Page 491—Paragraphs 127 to 128; read:

Barrow, 8.5 miles SW of point Barrow, is the government

seat of the North Slope Borough and the largest community north of the Brooks Range. Barrow has a hospital, several churches, schools, a telecommunications center operating on VHF-FM channel 68, and several stores; limited quantities of supplies include gasoline, diesel fuel, food, and clothing. Air-freight and commercial flight service are available throughout the year. Subsistence hunting of marine mammals occurs at Barrow year round as far as 30 miles offshore and is heaviest during the spring and fall Bowhead whale seasons. Vessels transiting the area during the whaling seasons are requested to contact Barrow on VHF-FM channel 68. Vessel traffic is at its heaviest during the summer months after the whaling season and consists of tugs carrying fuel and supply barges. Barrow is a destination for small cruise ships carrying as many as 400 passengers. A seasonal U.S. Coast Guard forward operating station is active out of Barrow from July to August. The North Slope Borough also operates a volunteer search and rescue operation and can be hailed on VHF-FM channel 16. An aerolight (71°17'17"N., 156°46'18"W.) is at the airport. Three miles NE of Barrow is the Barrow Arctic Science Consortium (BASC), the University of Ilisagvik, and an aerolight (71°19'40"N., 156°40'38"W.) About 0.8 mile NE of the Barrow Arctic Science Consortium is an airstrip and an aerolight (71°20'08"N., 156°38'20"W.) The dome (71°19'40"N., 156°37'57"W.) NE of the laboratory is also very prominent.

Barrow is not a port of entry.

(DD 12866; NOS 16082; 23/98 CG17)

13/09

Page 492—Paragraph 142, lines 3 to 5; read:

Point Barrow in the spring from March through June and in the fall from September through November. Vessel operators are requested to contact the Alaska Eskimo Whaling Commission at 907-852-2392 or 800-478-2392 or aewcdir@barrow.com ...

(DD 12866)

13/09

Page 492—Paragraph 143, lines 9 to 12; read:

year; there is nothing distinctive in the area.

(DD 12866)

13/09

Page 497—Paragraph 201, line 6 to Paragraph 202; read:

Kaktovik is on the north shore of Barter Island between the Okpilak and Jago Rivers. Kaktovik can be easily identified from sea by a large white radar dome and tower. The approach to Kaktovik is characterized by shifting shoals and approaches to the beach are not recommended without local knowledge. In 2008, an uncharted shoal was reported about 400 yards N of the beach running E to W for approximately 0.5 mile with depths of about 3 to 4 feet. The village consists of several homes, a telecommunications center operating on

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VHF-FM channel 68, a post office, a fire and rescue service, a health clinic, and a store with limited supplies of food, clothing, first-aid, and hardware. The sale and possession of alcoholic beverages is prohibited within Kaktovik. Kaktovik has an airstrip with service to Barrow and Fairbanks. An aero radiobeacon (70°07.9'N., 143°38.5'W.) and an aerolight (70°08.2'N., 143°35.2'W.) are on the island. Subsistence hunting of marine mammals occurs at Kaktovik year round as far as thirty miles offshore. There are no piers or small boat facilities; however, limited amounts of gasoline and diesel fuel are available. Kaktovik lies within Arctic National Wildlife Refuge.

Kaktovik is not a port of entry.

(DD 12866; CL 1188/08; NOS 16043)

13/09