

SECTION II  
NAVIGATION PUBLICATIONS

NM 21/09

COAST PILOT CORRECTIONS

COAST PILOT 3      42 Ed 2009      Change No. 3  
LAST NM 13/09

Page 186—Paragraph 41, lines 5 to 6; read:  
charted. In November 2008, the controlling depth was 3.3  
feet in the entrance channel between ...  
(BP 192914)      21/09

Page 274—Paragraph 197, lines 4 to 6; read:  
daybeacons. In August 2008, the controlling depth was 4.9  
feet (6.8 feet at midchannel) to Daybeacon 5, thence 2.6 feet  
(3.5 feet at midchannel) to the head of the project.  
(CL 272/09; BPs 192982-84)      21/09

Page 309—Paragraph 64, lines 4 to 5; read:  
0.4 mile inside. In August 2008, the controlling depth was  
1.9 feet in the right half of the channel and shoals to bare in  
the left half of the channel with 4.6 to 5.1 feet in the basin. A  
...  
(CL 371/09; DD 13175; DD 13515)      21/09

Page 328—Paragraph 103, line 6; read:  
channel. In 1998, shoaling was reported on ...  
(NOS 12283)      21/09

Page 346—Paragraph 166, lines 7 to 11; read:  
**Madison**, a village at the head of the bay. In May 2008, the  
controlling depths were 4.6 feet in the east half and 2.7 feet  
in the west half of the entrance channel, thence 4.8 feet in the  
turning basin, thence 5.8 feet in the anchorage, thence 1.9  
feet in the channel south of the basins.  
(CL 317/09; DDs 13473-74)      21/09

Page 347—Paragraph 178, lines 5 to 6; read:  
May 2008, the controlling depth was 2.3 feet in the channel,  
with 5.5 feet in the basin except for shoaling to 3.6 feet ...  
(CL 310/09; DDs 13462-63)      21/09

COAST PILOT 4      40 Ed 2008      Change No. 14  
LAST NM 20/09

Page 262—Paragraph 23, lines 11 to 18; read:  
daybeacons. In October 2008, the controlling depth was 1.1  
feet in the left half the entrance channel with shoaling to bare  
in the right half at Lighted Buoy 6, thence safe passage is  
marked by aids to navigation to 33°32'00"N., 79°02'05"W.,  
thence 1.8 feet to the turning basin, thence 2.7 to 5.4 feet in  
the basin with shoaling to 1.5 feet on the E side of the basin.  
(CL 280/09; DDs 13433-36; LL/09)      21/09

Page 278—Paragraph 214, lines 6 to 7; read:  
bridge at **Mount Pleasant**. In February 2009, the reported  
controlling depth was 6.2 feet to the highway bridge.  
(CL 348/09; DDs 13560-63)      21/09

Page 307—Paragraph 102; read:  
(1) **Transiting the Sidney Lanier (U.S. Route 17)  
Bridge**: The advice and recommendations of the Brunswick  
Bar Pilots should be followed by mariners intending to tran-  
sit the Sidney Lanier Bridge. Specifically:  
(CL 691/05; FR 02/07/05)      21/09

Page 308—Paragraph 121; strike out.  
(CL 691/05; FR 02/07/05)      21/09

Page 329—Paragraph 133, line 27; read:  
clearance of 29 feet at the center. In February 2009, a re-  
placement fixed highway bridge was under construction with  
a design clearance of 34 feet.  
(CL 373/09)      21/09

Page 393—Paragraph 102, lines 2 to 6; read:  
depth of 9 feet alongside in February 2009, extends from just  
north of to just south of the highway bridge at **Mile 260.7**.  
Gasoline, diesel fuel, water, ice, electricity, pump-out, and  
some marine supplies may be obtained. Electrical and engine  
repairs can be made.  
(DB 17612)      21/09

Page 393—Paragraph 104, lines 3 to 4; read:  
water, ice, and a pump-out station. In February 2009, 8 feet  
was reported alongside.  
(DB 17612)      21/09

Page 395—Paragraph 131, line 5; read:  
connect the waterway with Little River Inlet. In December  
2008, the controlling depth was 2.9 feet to the ...  
(CL 243/09; DDs 13375-78)      21/09

Page 396—Paragraph 151, line 5; read:  
October 2008, a depth of 10 feet was reported alongside ...  
(DB 17347)      21/09

Page 396—Paragraph 158, lines 7 to 8; read:  
January 2009, the controlling depth was 3.4 feet (6.3 feet at  
midchannel); thence in 1975, there was 8 feet ...  
(CL 294/09; DD 13440)      21/09

**COAST PILOT 6      39 Ed 2009      Change No. 2  
LAST NM 14/09**

Page 57—Paragraph 301, line 1; read:

**§70.05–10 Revocation of merchant mariner credential officer endorsement or license**

Every master, pilot, and engineer, or person or persons ...  
(CL 438/09; FR 3/16/09) 21/09

Page 57—Paragraph 301, lines 7 to 8; read:

punished as provided in §70.05–5 and shall also have his merchant mariner credential officer endorsement or license revoked or suspended for a term to be fixed by ...  
(CL 438/09; FR 3/16/09) 21/09

Page 84—Paragraph 954, lines 1 to 2; read:

(4) While underway, does not have at least one deck officer on the navigation bridge who is capable ...  
(CL 438/09; FR 3/16/09) 21/09

Page 100—Paragraph 1251; read:

*Master* means the master or operator, the person designated by the master or operator to navigate the vessel, or, on a vessel not requiring persons holding licenses of merchant mariner credential officer endorsements, the person in command of the vessel.  
(CL 438/09; FR 3/16/09) 21/09

Page 105—Paragraph 1403, line 7 to Paragraph 1404; read:  
at least an engineer with an appropriately endorsed license or merchant mariner credential.

(c) Each tanker must navigate with at least two deck officers with an appropriately endorsed license or merchant mariner credential on watch on the bridge, one of whom may be a pilot. In waters where a pilot is required, the second officer, must be an individual holding an appropriately endorsed license or merchant mariner credential and assigned to the vessel as master, mate, or officer in charge of a navigational watch, who is separate and distinct from the pilot.  
(CL 438/09; FR 3/16/09) 21/09

Page 411-Table, Item 13; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
13	Wells St. bridge	Highway	1.61			50	12	Vertical lift. Clearance up 28 feet. Note 1.

(CL 145/86; NOS 14924)

21/09

Page 111—Paragraph 1580; insert after:

*Merchant mariner credential or MMC* means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.  
(CL 438/09; 3/16/09) 21/09

Page 156—Paragraph 2511, line 4; read:

pilotage pool on the Great Lakes.

(17) *Merchant mariner credential or MMC* means the credential issued by the Coast Guard under 46 CFR part 10. It combines the individual merchant mariner's document, license, and certificate of registry enumerated in 46 U.S.C. subtitle II part E as well as the STCW endorsement into a single credential that serves as the mariner's qualification document, certificate of identification, and certificate of service.  
(CL 438/09; FR 3/16/09) 21/09

Page 181—Paragraph 128, line 4; read:

*tower, 6.9 m (23 ft) high. A wreck, submerged 10.5 m (34 ft), is close offshore at the west end of the marina breakwater.*  
(CNM 11/07) 21/09

Page 357—Paragraph 228, lines 5 to 8; read:

April 2007, the controlling depth was 6½ feet in the entrance and between the piers to the lake. Currents in the channel ...  
(DD 9007) 21/09

Page 368—Paragraph 355, lines 4 to 5; read:

are marked by lights. In April 2009, the controlling depth was 12 feet in the entrance and between the ...  
(DDs 13811-12) 21/09

**COAST PILOT 6 (Continued)**

Page 473—Paragraph 203, lines 6 to 9; read:

buoy and a 105° lighted range. In September 2007, the dredged harbor basin had general depths of 8 to 11 feet with lesser depths to 4 feet in about 47°27'31"N., 88°08'57"W., and to 7 feet in the E corner.

(DD 10202)

21/09