

SECTION II
NAVIGATION PUBLICATIONS

NM 37/09

COAST PILOT CORRECTIONS

**COAST PILOT 3 42 Ed 2009 Change No. 11
LAST NM 33/09**

Page 195—Paragraph 36, lines 2 to 7; read:
River at Riviera Beach has a fixed span with a clearance of 25 feet.
(CL 1022/09) 37/09

Page 221—Paragraph 202, lines 10 to 15; read:
highway bridge has a clearance of 10 feet. In February 2009, the controlling depths were 11.8 feet (13.8 feet at mid-channel) to Sinnickson's Landing and through the landcut, thence 15.4 feet to the head of the project near the highway bridge at Salem, thence 10.4 to 12.5 feet was in the basin.
(CL 827/09; BPs 193303-05) 37/09

Page 256—Paragraph 104, lines 6 to 7; read:
public landing with a pump-out station available. In ...
(CL 729/09) 37/09

Page 256—Paragraph 106, line 6; read:
and fishing boats. A public launching ramp is available ...
(CL 730/09) 37/09

Page 257—Paragraph 110, line 10 to Paragraph 111; read:
advised. Oyster is the shipping point for large amounts of clams and oysters.
(CL 728/09) 37/09

Page 302—Paragraph 191, lines 3 to 5; read:
Great Wicomico River Light. In June 2009, the reported controlling depth was 8.3 feet through the entrance, thence 6.5 feet in the creek. A marina on the ...
(CL 833/09) 37/09

Page 307—Paragraph 29, lines 5 to 9; read:
ice, berths with electricity, a pump-out station, a launching ramp, wet and dry storage, and marine supplies. The reported approach depth was 4.5 feet in March 2009. Hull, engine, and electronic repairs can be made; lift to 12 tons.
(DB 17680) 37/09

Page 307—Paragraph 31, lines 2 to 5; read:
about 3.6 miles above the entrance has transient moorings with electricity. Gasoline, diesel fuel, water, ice, some marine supplies, a pumpout station, a launching ramp, and wet and dry storage are available. In March 2009, 6 feet was reported in the approach. A marine railway at the facility can handle craft up to 80 feet for hull, electronic, and engine

repairs; lift to 25 tons.
(DB 17680) 37/09

Page 307—Paragraph 36, lines 5 to 8; read:
diesel fuel, water, ice, berths, launching ramp, wet and dry storage, and marine supplies are available at the small-craft facilities on the east side of the creek at **Lewisetta**. In March 2009, 8 feet was reported alongside. Hull, engine, and electronic repairs can be made; lift to 25 tons.
(DB 17675) 37/09

Page 307—Paragraph 38, lines 3 to 5; read:
makes hull, engine, and electronic repairs; lift capacity, 25 tons. Gasoline, diesel fuel, ice, water, berthing with electricity, a pumpout station, some supplies, a launching ramp, and wet and dry storage are available. In March 2009, 10 feet was reported alongside.
(DB 17675) 37/09

Page 308—Paragraph 54, lines 4 to 6; read:
diesel fuel, water, ice, berthing with electricity, some marine supplies, and a pump-out station are available. Hull, engine, and electronic repairs can be made. In March 2009, a depth of 8 feet in the approach and alongside was reported. A 65-foot marine railway and lift to 50 ...
(DB 17675) 37/09

Page 325—Paragraph 62, lines 7 to 10; read:
marked by a lighted range and other aids. In October 2008, the controlling depth was 3.5 feet at midchannel, thence 4.1 feet in the basin. The fixed highway bridge 0.3 ...
(CL 312/09; DD 13465) 37/09

COAST PILOT 3 42 Ed 2009 Change No. 12

Page 237—Paragraph 423; strike out.
(DB 17745) 37/09

Page 257—Paragraph 110, lines 5 to 6; read:
on the mainland. In April 2008, 5.0 was reported in the dredged channel; thence in 2006, 5.9 feet was ...
(CL 728/09) 37/09

Page 308—Paragraph 55, lines 6 to 8; read:
grain elevators on the wharf are prominent. Small-craft facilities are on the north side of the river and at Kinsale. Gasoline, diesel fuel, berthing with electricity, pumpout, water, ice, marine supplies, wet and dry storage, a launching ramp, and a 30-ton lift are available. Hull, engine, and electronic repairs can be made. In March 2009, an alongside

COAST PILOT 3 (Continued)

depth of 7 was reported.
(DB 17675) 37/09

Page 309—Paragraph 66, line 3; read:
the shoal. A marina, south of Ragged Point, can provide gasoline, diesel fuel, berths with electricity, water, ice, a pump-out station, a launching ramp, dry and wet storage, and limited marine supplies. In March 2009, 7 feet alongside was reported. Hull, engine, and electronic repairs are available; lift capacity, 30 tons.
(DB 17675) 37/09

Page 311—Paragraph 102, line 4; read:
highway bridge, 4 miles above the entrance. A marina, on the south side of the creek, can provide gasoline, berths with electricity, water, ice, a pumpout station, a launching ramp, dry and wet storage, and some marine supplies. In March 2009, a depth of 6 feet was reported in the approach and alongside. Hull, engine, and electronic repairs are available; lift capacity, 40 tons.
(DB 17675) 37/09

Page 312—Paragraph 112, lines 3 to 4; read:
electricity, a pump-out station, a launching ramp, wet and dry storage, and marine supplies are available. In March 2009, a depth of 6 feet alongside was reported. Hull, engine, and electronic repairs ...
(DB 17675) 37/09

Page 336—Paragraph 16, lines 7 to 9; read:
diesel fuel, berths, and marine supplies are available at a marina just inside the entrance.
(CL 732/09) 37/09

Page 336—Paragraph 24, lines 15 to 16; read:
mouth, has a wharf. The several creeks that branch off from ...
(CL 731/09) 37/09

Page 337—Paragraph 26, lines 7 to 9; read:
Morley Wharf. Gasoline, hull and engine repairs, a 25-ton travel lift, and limited marine supplies are available at **Davis Wharf**, on the north side of the creek.
(CL 810/09) 37/09

Page 337—Paragraph 31; strike out.
(CL 725/09) 37/09

Page 337—Paragraph 34, lines 4 to 6; read:
daybeacons and sometimes bush stakes.
(CL 725/09) 37/09

Page 338—Paragraph 41, line 8; read:
basin. The channel is marked by lights and daybeacons. Gasoline, diesel fuel, marine supplies, and a 25-ton travel lift are available at a boatyard in Deep Creek.
(CL 810/09; NOS/09) 37/09

COAST PILOT 5 37 Ed 2009 Change No. 14 LAST NM 35/09

Page 272—Paragraph 278, lines 6 to 7; read:
monitors and operates on VHF-FM channel 9. (See **117.1 through 117.59 and 117.287**, ...
(CL 957/09) 37/09

Page 300—Paragraph 245, line 7; read:
depth to 44 feet for a width of 800 feet in Caucus, Barrancas, and Pickens Channels.
(CL 1043/09) 37/09

Page 304—Paragraph 298, lines 15 to 20; read:
approach to the pass. In June 2009, the controlling depth was 9.0 feet in the entrance channel to the intersection of the east and west channels, thence 8.4 feet in the east channel, thence 9.0 feet in the west and crossover channels. In February 2009, ...
(CL 992/09) 37/09

Page 340—Paragraph 405, lines 1 to 4; read:
The former railroad bridge, about 5.2 miles above the mouth, has a bascule span with a clearance of 9 feet. The U.S. Route 190 highway bridge at **Lacombe** has a swing span with a minimum channel width of 45 feet and a clearance of 5 feet. (See ...
(CL 1085/09) 37/09

Page 438—Paragraph 323, line 6; read:
the controlling depth through the spoil bank was 6 feet. In June 2009, it was reported that Dickinson Channel Daybeacon 1 was not visible.
(DB 17910) 37/09

COAST PILOT 6 39 Ed 2009 Change No. 15 LAST NM 36/09

Page 357—Paragraph 238, lines 6 to 7; read:
is subject to extensive shoaling. In July 2009, the controlling depth was 10 feet between the piers ...
(DD 15176) 37/09

Page 359—Paragraph 250, lines 6 to 10; read:
lights; a fog signal is at the light on the S pier. In April-July 2009, the controlling depth was 26 feet in the entrance, through the outer basin and between the piers to Muskegon

COAST PILOT 6 (Continued)

Lake (except for lesser depths to 24 feet along the channel edges.)

(DD 14110; DD 15175) 37/09

Page 428—Paragraph 889, lines 1 to 17; read:

In July 2009, the controlling depths were 19½ feet (23 feet at midchannel) in the entrance and through the dredged channel to Lighted Buoy 15; thence in October 2008, 18 feet (21 feet at midchannel) to the mouth of the Fox River. A large shoal area, the S tip of Long Tail Point, encroaches into the right half of the channel between Lighted Buoy 16A and Inner Range Front Light and has a least depth of 2 feet. From the mouth of the Fox River, the controlling depth in the river channel was 21 feet (with lesser depths to 19 feet along the edges) to the Wisconsin Central Railroad bridge, thence 17 feet (22 feet at midchannel) to the second turning basin just above the Canadian National Railroad bridge; thence in May-August 2003, 5.7 feet (6.6 feet at midchannel) to the De Pere turning basin. Depths in the turning basins were: at the mouth of the East River, 16 to 22 feet; just above the Canadian National Railroad bridge, 10 to 19 feet; an at ...

(DDs 11841-42; DD 12743; DDs 12761-68;
DDs 15168-73; NOS 14918) 37/09

Page 476—Paragraph 235, lines 4 to 7; read:

recent depth information.) In June 2009, the controlling depths in the dredged channel were 19 feet in the entrance to about 46°35'41"N., 90°53'55"W., thence 16½ feet to the head of the project.

(DD 15166; DD 15167) 37/09

**COAST PILOT 7 41 Ed 2009 Change No. 22
LAST NM 36/09**

Page 197—Paragraph 3628; read:

§167.402 Off San Francisco: Northern approach.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37°48.40'N.	122°47.60'W.
37°56.70'N.	123°03.70'W.
37°55.20'N.	123°04.90'W.
37°47.70'N.	122°48.20'W.

(CL 1098/09; 33 CFR 167) 37/09

Page 198—Paragraph 3644; read:

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°42.30'N.	118°37.55'W.
34°01.40'N.	119°18.26'W.
34°18.00'N.	120°31.16'W.

(CL 1098/09; 33 CFR 167) 37/09

Page 298—Paragraph 490; read:

A rock covered 14 feet is at 34°25'18"N., 119°57'06"W., about 4.3 miles W of Coal Oil Point and 0.9 mile offshore; it is surrounded by kelp.

(H 10171; NOS 18721) 37/09

**COAST PILOT 8 31 Ed 2009 Change No. 2
LAST NM 32/09**

Page 291—Paragraph 223, line 8; read:

mile. **Shelter Island Light** (58°22'29"N., 134°48'29"W.), ...
(28/09 CG17) 37/09

Page 319—Paragraph 63, line 3; read:

Point Sherman Light (58°51'11"N., 135°09'06"W.), 47 feet
...
(28/09 CG17) 37/09