

SECTION II  
NAVIGATION PUBLICATIONS

NM 48/09

**COAST PILOT CORRECTIONS**

**COAST PILOT 1      39 Ed 2009      Change No. 9  
LAST NM 46/09**

Page 344—Paragraph 347, lines 2 to 3; read:  
end of the head of Great Bay, had in 2006, a depth of 2.5 feet  
to **Oxbow Cut**. From there to the town of ...  
(CL 1351/09; DD 15659) 48/09

Page 354—Paragraph 470, line 4 to Paragraph 471; read:  
the river at Little Neck. In May-June 2008, the river had  
shoaled to bare in several places between Little Neck and the  
town landing at Ipswich.  
(CL 1064/09; DD 15149) 48/09

Page 411—Paragraph 130, lines 5 to 8; read:  
marks the approach. In July 2009, the midchannel control-  
ling depth was 5.4 feet. The ...  
(CL 1187/09; DD 15437) 48/09

**COAST PILOT 2      39 Ed 2010      NEW EDITION  
(NOS) 48/09**

**COAST PILOT 3      42 Ed 2009      Change No. 15  
LAST NM 45/09**

Page 254—Paragraph 63, lines 4 to 6; read:  
Harbor. In March 2009, the controlling depths were 10 feet  
in the south half and 7.3 feet in the north half of the approach  
to the harbor, thence 6.9 feet to the ...  
(CL 1413/09; DD 15792) 48/09

Page 269—Paragraph 120, lines 7 to 9; read:  
In May 2009, the controlling depth was 4.4 feet in the right  
half of the channel with shoaling to 2.9 feet in the left half to  
Daybeacon 3, thence 10 feet to the harbor ...  
(CL 1462/09; BPs 193577-79) 48/09

Page 281—Paragraph 39, lines 3 to 4; read:  
daybeacon at the entrance. In August 2008, the controlling  
depth was 4.1 feet to the fixed highway bridge, 0.6 ...  
(CL 1460/09; BPs 193574-76) 48/09

Page 282—Paragraph 43, lines 4 to 5; read:  
Menchville. In October 2008, the controlling depth was 4.5  
feet (7.1 feet at midchannel) from the channel entrance ...  
(CL 1457/09; BPs 193569-73) 48/09

Page 295—Paragraph 85, lines 4 to 5; read:  
the upper part of the harbor. In April 2009, the controlling  
depth was 4.7 feet (5.1 feet at midchannel) in ...  
(CL 1464/09; BPs 193580-82) 48/09

Page 298—Paragraph 139, lines 3 to 4; read:  
buoys. In April 2009, the controlling depth was 1.3 feet in  
the channel to the head of the project.  
(CL 1469/09; BPs 193590-91) 48/09

Page 308—Paragraph 44, lines 4 to 5; read:  
September 2007, the channel had a controlling depth of 4.2  
feet with 4.6 feet in the basin.  
(CL 1345/09; DD 15650) 48/09

Page 308—Paragraph 46, lines 5 to 6; read:  
have a clearance of 29 feet. In September 2007, the control-  
ling depth was 3.3 feet.  
(CL 1357/09; DD 15669) 48/09

Page 317—Paragraph 200, lines 6 to 21; read:  
(38°51'06"N., 77°01'20"W.). In June 2007, the controlling  
depths were 8.8 feet (10.3 feet at midchannel) to the basin  
off Washington Navy Yard, thence 10.9 feet in the basin  
with a lesser depths along the south edge, 8.3 feet to the  
basin and 4.3 to 7.5 feet in the turning basin, thence 1.8 feet  
to Benning Road bridge, thence shoaling to 0.5 foot to the  
head of the project; ...  
(CL 1321/09; DD 15595; LL/09;  
CL 1337/09; DD 15614; NOS 12285) 48/09

Page 318—Paragraph 207, lines 3 to 6; read:  
Street causeway. In July 2007, a depth of 8.8 feet was in the  
approach to the channel just below Buoys 1 and 2, thence 9.6  
feet (11.5 feet at midchannel) to the head of the project.  
(CL 1336/09; DD 15613) 48/09

Page 318—Paragraph 211, lines 3 to 7; read:  
Bridge. In October 2007, the midchannel controlling depth  
was 8.6 feet to the George Mason Memorial Bridge, thence  
11.2 feet at midchannel to the Arlington Memorial Bridge,  
thence 13.9 feet at midchannel to the Francis ...  
(CL 1335/09; DD 15612) 48/09

**COAST PILOT 3      42 Ed 2009      Change No. 16**

Page 325—Paragraph 74, lines 5 to 7; read:  
In August 2007, the controlling depth was 3.3 feet to the  
anchorage basin, thence 4.3 feet in the channel in south fork.  
Depths of 4.3 to 5.5 feet were ...  
(CL 1352/09; DD 15660) 48/09

Page 337—Paragraph 27, lines 5 to 6; read:  
2009, the controlling depth was 1.8 feet in the dredged chan-  
nel to the mouth of the creek; thence in May 2007, 2.5 feet

**COAST PILOT 3 (Continued)**

was reported in the creek channel to the ...  
(CL 1470/09; BPs 193592-94) 48/09

Page 342—Paragraph 97, lines 5 to 6; read:  
fishing village of **Wenona**. In August 2009, the controlling  
depth was 2.9 feet. Gasoline, diesel fuel and some supplies  
can ...  
(CL 1348/09; DD 15655) 48/09

Page 344—Paragraph 141, lines 3 to 4; read:  
channel which, in March 2007, had a controlling depth of 1.2  
feet to the wharves just inside; gasoline is available.  
(CL 1341/09; DD 15645) 48/09

Page 344—Paragraph 141, lines 7 to 8; read:  
channel which, in March 2007, had a controlling depth of 3.9  
feet to the ...  
(CL 1344/09; DD 15649) 48/09

Page 345—Paragraph 146, lines 3 to 6; read:  
In March 2007, the marked dredged channel into **Hearns  
Cove** had a controlling depth of 1.8 feet in the east half of  
the channel and 1.2 feet in the west half, thence 4.3 feet in  
the basin at **Wingate**. Greater ...  
(CL 1340/09; DD 15644) 48/09

Page 345—Paragraph 156, lines 4 to 7; read:  
basin is marked by daybeacons. In March 2006, the control-  
ling depth was 2.7 feet in the entrance channel and 4.6 feet in  
the basin. The largest marine ...  
(CL 1350/09; DD 15658) 48/09

Page 347—Paragraph 179, lines 5 to 7; read:  
anchorage basin at Tilghman. In June 2007, the controlling  
depth in the channel was 5.7 feet with 5.9 feet in the basin.  
The mean range ...  
(CL 1358/09; DD 15679) 48/09

Page 350—Paragraph 224, lines 4 to 6; read:  
**Lowes Wharf** at the head. In September 2007, the control-  
ling depth from the entrance to the pier pilings at the bulk-  
head was 3.2 feet, thence less than 1 foot to the turning basin  
with shoaling to bare in the basin. A marina at ...  
(CL 1349/09; DD 15656) 48/09

Page 350—Paragraph 225, lines 7 to 8; read:  
had a controlling depth of 2.4 feet in the channel to the basin,  
with 1.4 feet in the left half and shoaling to less than one foot  
in the right half of the basin in September 2007.  
(CL 1339/09; DD 15640) 48/09

Page 350—Paragraph 229, line 4; read:  
Bodkin Island is very small with sparse vegetation and is

protected by a bulkhead. Larger ...  
(DB 18182-coast) 48/09

Page 354—Paragraph 274, lines 4 to 7; read:  
**Little Queenstown Creek**. August 2009, the controlling  
depths were 3.8 feet in the east half and 1.5 feet in the west  
half of the channel to a point about 200 yards above Buoy 5,  
thence 6.1 feet to the basin with 5.5 in ...  
(CL 1355/09; DD 15662) 48/09

**COAST PILOT 6**      **39 Ed 2009**      **Change No. 18**  
**LAST NM 43/09**

Page 62—Paragraph 461; strike out.  
(FR 9/29/09) 48/09

**COAST PILOT 7**      **41 Ed 2009**      **Change No. 37**  
**LAST NM 46/09**

Page 293—Paragraph 392; read:  
**Caution**

The U.S. Navy advises navigation interests and others that  
continuous hazardous operations may take place on the  
Pacific Missile Test Range, Point Mugu, California, Monday  
through Sunday. The test range extends for 180 miles in a  
SW direction from Point Mugu and is up to 210 miles wide.  
The specific danger portions of the firing area are broadcast  
daily Monday through Friday at 0900 and 1200 on 2638 kHz  
and 2738 kHz (See Eleventh Coast Guard District Local  
Notice to Mariners for additional information). The U.S.  
Navy will make broadcast every 30 minutes on VHF-FM  
Marine bridge-to-bridge radio channels 11 and 16 during  
hazardous operations. For information regarding the current  
hazardous operations status contact "PLEAD CONTROL"  
on VHF-FM channels 11 or 16, or at 805-989-8841/8843  
from 0600-1800, or 805-816-0792 RODO (Range Operation  
Duty Officer) after 1800. A recorded message is available at  
805-989-1470. If PLEAD CONTROL cannot be reached,  
contact "San Pedro Traffic" on VHF-FM channel 14 or 310-  
832-6411.

The U.S. Navy requests all vessels transiting through the  
Pacific Missile Test Range submit a notification to PLEAD  
CONTROL indicating the vessel name, destination and  
estimated time of entry into and departure from the test  
range. Notifications can be faxed to 805-989-0102. This is  
for information only and does not constitute approval to  
enter the range. When inbound, contact PLEAD CONTROL  
or "San Pedro Traffic" to determine when and where an  
exercise is scheduled. Communicate in sufficient time to  
divert or adjust vessel speed to avoid naval operations. When  
outbound, advise "San Pedro Traffic" intention to transit  
"Northbound" (through the Santa Barbara Channel) or  
"Westbound" (south of the Channel Islands) when reporting  
fifteen minutes prior to departing the federal breakwater.

**COAST PILOT 7 (Continued)**

“San Pedro Traffic” will provide the most recent information regarding hazardous naval operations.  
(DD 13444; CL 1518/09) 48/09

Page 391—Paragraph 93, line 5; read:

contact the Coast Guard prior to transiting the entrance.

The Coast Guard has established Noyo River Entrance Small Boat Warning Light on the N side of the river in about 39°25'40"N., 123°48'20"W. The light is equipped with two quick flashing yellow lights that will be activated when seas exceed 4 feet in height and are considered hazardous for small boats. Sea conditions could be unfavorable even if the warning light is not flashing; caution is advised.  
(LL/09; 42/09 CG11) 48/09

Page 397—Paragraph 189, lines 2 to 4; read:

Entrance Small Boat Warning Sign at Coast Guard Station Humboldt Bay in about 40°45'59"N., 124°13'02"W. The north-facing sign is equipped with two flashing yellow lights that will ...  
(36/07 CG11; NOS 18622) 48/09

**COAST PILOT 8      31 Ed 2009      Change No. 3  
LAST NM 37/09**

Page 180—Paragraph 284, line 5; read:

harbor is entered between the light and a daybeacon that ...  
(CL 1417/09; LL/09) 48/09

Page 180—Paragraph 285, lines 8 to 9; read:

private float, S of the State float, has water available during the summer. A 56-foot ...  
(CL 1417/09) 48/09

Page 180—Paragraph 288; read:

To enter, give the W point of Meyers Island a good berth to avoid a submerged rock with 4 to 6 feet (1.3 to 1.8 m) over it, which is reported to be about 150 yards (130 m) off this point. Pass midway between the light and the daybeacon and turn SE into the harbor.  
(CL 1417/09; LL/09) 48/09