



**COAST PILOT 2 (Continued)**

are required to make SECURITE calls on VHF channels 13 and 16 at the following geographic locations:

- (i) One-half hour prior to departure from the berth;
- (ii) At departure from the berth; and
- (iii) At position 41°39'32.4"N.; 71°14'02.6"W. (Mount Hope Bay Junction Lighted Gong Buoy "MH" (LLNR 18790)).

(6) Vessels 65 feet and under in length, and all recreational vessels, when meeting deep draft commercial vessel traffic in all locations within this RNA shall keep out of the way of the oncoming deep draft commercial vessel. Nothing in this regulation, however, relieves a vessel of any duty prescribed in the Inland Navigation Rules (set forth in 33 U.S.C. 2005 et seq.).

(7) The Captain of the Port (COTP) Southeastern New England may authorize a deviation from these regulations. Parties wishing to request a deviation must do so in advance by contacting the COTP Southeastern New England, at 508-457-3211, or via VHF channel 13 (156.7 MHz), or VHF channel 16 (156.8 MHz). Any person or vessel receiving permission from the COTP to deviate from these regulations must comply with any specific instructions provided by the COTP.

(c) *Enforcement.* Violations of this RNA should be reported to the COTP Southeastern New England at 508-457-3211. Persons found in violation of these regulations may be subject to civil or criminal penalties as provided for in 33 U.S.C. 1232.

(FR 3/29/10) 21/10

**COAST PILOT 2 39 Ed 2010 Change No. 12**

Page 13—Paragraphs 140 to 147; read:

**LORAN-C**

LORAN-C, an acronym for LOng RANge Navigation, is an electronic aid to navigation consisting of shore-based radio transmitters. In accordance with the DHS Appropriations Act, the U.S. Coast Guard has terminated the transmission of all U.S. LORAN-C signals as of February 2010, rendering them unusable and permanently discontinued. This termination does not affect U.S. participation in the Russian American or Canadian LORAN-C chains. U.S. participation in these chains will continue temporarily in accordance with international agreements. For more details, view <http://www.navcen.uscg.gov/>. The Coast Guard strongly urges mariners accustomed to using LORAN-C for navigation to shift to a GPS navigation system and become familiar with its operation. NOAA will begin removing LORAN-C lines of position from all of its charts as new editions are published.

(06/10 CG1; FR 01/07/10; NOS/10) 21/10

Page 264—Paragraph 290, lines 9 to 18; read:

**speed limit.** In 2007, the controlling depths were 4.5 feet (6.0 feet at midchannel) from the entrance to the anchorage basin at the head of the cove, except for shoaling to 0.9 foot in the left outside quarter of the channel between Buoy 3 and Buoy 7. The anchorage basin, 0.5 mile above the entrance, had depths of 3.6 to 6.0 feet and the two anchorage basins, 0.7 mile above the entrance, had depths of 4.3 to 6.0 feet. The anchorage basin at the head of the cove had depths of 5.0 to 6.0 feet with gradual shoaling to 1.6 feet towards the ...

(CL 1459/09; DD 16029) 21/10

Page 282—Paragraph 212, line 3; read:

In 2008, the reported controlling depth through the ...

(CL 33/10) 21/10

Page 283—Paragraph 220, line 6; read:

reported to be 6 feet in 2008. Berths, gasoline, ...

(CL 32/10) 21/10

Page 370—Paragraph 146, line 3; read:

ice, marine supplies, a pump-out facility, storage, and launching ...

(DB 18541-small) 21/10

**COAST PILOT 7 42 Ed 2010 Change No. 8 LAST NM 17/10**

Page 281—Paragraph 31; strike out.

(H 11015; NOS 18773) 21/10

Page 292—Paragraph 174 to Paragraph 177, line 4; read:

A dangerous wreck (33°43'45"N., 118°07'26"W.) is in the approach to the entrance of Alamitos Bay and a dangerous wreck (33°44'10"N., 118°07'35"W.), covered 19 feet, is just W of the entrance.

A **general anchorage** has been designated around the entrance channel to Alamitos Bay. (See **33 CFR 110.214**, chapter 2, for limits and regulations.)

The fixed bridge across Marine Stadium, which forms the inner part of the bay, has a fixed span with a clearance of 32 feet. A fixed bridge with a clearance of 13 feet crosses the junction of the W waterway and Marine ...

(FE 00507; CL 343/00; CL 16/01;  
33 CFR 110.214; NOS 18749; CL 464/91) 21/10

Page 310—Paragraph 425, lines 3 to 6; read:

conspicuous throughout the area.

(LL/10; NOS 18725) 21/10

Page 428—Paragraph 125, lines 3 to 8; read:

Bay near the entrance. A **Federal project** provides for a 17-foot entrance channel extending S from the junction for about 0.6 mile to the Charleston Boat Basin, thence a 16-foot

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channel continues to a highway bascule bridge. (See Notice to Mariners and latest editions of chart for controlling depth information.) The channel from ...

(NOS 18587) 21/10

Page 558—Paragraph 306, lines 1 to 2; read:

The passage is partially obstructed by a shoal near the middle of the N end with depths of 9 to ...

(LL/10; NOS 18446) 21/10

**COAST PILOT 8      31 Ed 2009      Change No. 6  
LAST NM 13/10**

Page 13—Paragraphs 140 to 147; read:

**LORAN-C**

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(06/10 CG1; FR 01/07/10; NOS/10) 21/10

Page 330—Paragraph 55, lines 4 to 10; read:

S of all the islands near the entrance. At the narrows leading to the basin at the head of the bay, a 10-foot shoal extends 100 yards NE from the island on the SE. Maintain midchannel between the charted rocks and island. There is good anchorage off the point about 0.8 mile above the entrance on the N shore of the bay in 10 fathoms, mud bottom; also in the basin at the head of the bay in 2½ to 3¼ fathoms, mud bottom.

(CL 363/10; NOS 17326) 21/10

Page 330—Paragraph 56, line 8; read:

is a submerged rock with ¼-fathom over it and ...

(CL 1345/08; DD 12849) 21/10

Page 331—Paragraph 58, lines 9 to 10; read:

NW. Favor the SW shore of this opening, passing a rock covered ¾-fathom in the ...

(CL 363/10; CL 1345/08; DD 12849) 21/10

Page 331—Paragraph 60, line 5; read:

island that forms the W side of Cedar Pass. The bay formed by the bight in Lodge Island and the Rakof Islands, located

between First Narrows and Second Narrows, affords good protection and anchorage for vessels up to 300 feet in length, clay bottom. Large vessels must enter the bay by passing N of Biali Rock outside of the 20 fathom contour and heading ENE to the narrow, deep cut between the Rakoff Islands. This cut is about 200 yards wide, but carries 15 fathoms at midchannel with no dangers extending from the steep vertical walls into the cut. Anchorage in 19 fathoms may be found 400 yards NW of the islet in the middle of the bay.

(CL 363/10; NOS 17326) 21/10

Page 331—Paragraph 64, lines 3 to 4; read:

light-gray cliffs on its seaward side. Broken ground with isolated shoals and rocks awash extends up to 1 mile from Rachek Island with some deep channels available.

(CL 363/10; NOS 17326) 21/10

Page 331—Paragraph 65, line 3; read:

Fishermen are known to trawl S of this rock. A rock, awash at high water, is about 300 yards S of North Rock.

(CL 363/10; NOS 17326) 21/10

Page 331—Paragraph 67, lines 2 to 3; read:

Bay from West Crawfish Inlet. Kelp and rocks cover most of the eastern shore from Big Bay to President Bay. A shoal area of kelp and rocks extends 0.2 mile into Windy Passage W of two small unnamed islands at the entrance of President Bay. A rock covered 9¾ fathoms is in about 56°47'43"N., 135°20'24"W.

(CL 363/10; NOS 17326) 21/10

Page 331—Paragraph 68, line 6; read:

the head of the bay is accessible only by small boats with passage made to the NE of the southern island with local knowledge.

(CL 363/10) 21/10

Page 331—Paragraph 69, lines 4 to 6; read:

bay. A ledge that uncovers is off the S shore about 0.2 mile from the head of the bay. This ledge has a sand flat 100 yards wide. Good anchorage ...

(CL 363/10; NOS 17326) 21/10

Page 331—Paragraph 70, line 4; read:

mile off the stream at the SE end of the bay. Favor either shore once beyond the small island about 1 mile from the entrance to avoid a rock that covers ¼-fathom, 0.2 mile NE of the island.

(CL 363/10; NOS 17326) 21/10

Page 331—Paragraph 72, lines 4 to 6; read:

avoid this danger, favor the SE side of the passage. Vessels using this passage to reach the outside are encouraged to use

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caution due to the numerous offshore rocks at the southern  
end. Local knowledge is advised.  
(CL 363/10; NOS 17326) 21/10