

SECTION II
NAVIGATION PUBLICATIONS

NM 22/10

USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS

VOLUME IV Ed 2010 LAST NM 21/10

Page iv—Paragraph 1, line 4; read:
time or archived GPS, NDGPS, DGPS, and LNM
information at <http://www.navcen.uscg.gov>, as well as
subscribe to
(USCG) 22/10

Page iv—Paragraph 2, line 1; read:
The NAVCEN also disseminates GPS and DGPS safety
advisory broadcast messages through USCG broadcast
(USCG) 22/10

Page iv—Paragraph 2, line 4; read:
that could affect GPS and DGPS navigational accuracy.
(USCG) 22/10

Page xv—Line 43 to Page xvi—Line 38; strike out.
(USCG) 22/10

Page xvii—Line 30; read:
other GPS and DGPS related information.
(USCG) 22/10

Page xvii—Line 34; read:
cess real-time or archived GPS, NDGPS, DGPS,
(USCG) 22/10

Page xvii—Lines 50 to 51; read:
planned/unplanned system outages that could affect GPS
and DGPS navigational accuracy.
(USCG) 22/10

Page xix—Lines 95 to 99; strike out.
(USCG) 22/10

VOLUME VII Ed 2010 LAST NM 21/10

Page iv—Paragraph 1, line 4; read:
time or archived GPS, NDGPS, DGPS, and LNM
information at <http://www.navcen.uscg.gov>, as well as
subscribe to
(USCG) 22/10

Page iv—Paragraph 2, line 1; read:
The NAVCEN also disseminates GPS and DGPS safety
advisory broadcast messages through USCG broadcast
(USCG) 22/10

Page iv—Paragraph 2, line 4; read:
that could affect GPS and DGPS navigational accuracy.
(USCG) 22/10

Page xv—Line 45 to Page xvi—Line 41; strike out.
(USCG) 22/10

Page xvii—Line 33; read:
other GPS and DGPS related information.
(USCG) 22/10

Page xvii—Line 37; read:
cess real-time or archived GPS, NDGPS, DGPS,
(USCG) 22/10

Page xvii—Lines 53 to 54; read:
planned/unplanned system outages that could affect GPS
and DGPS navigational accuracy.
(USCG) 22/10

Page xix—Lines 95 to 99; strike out.
(USCG) 22/10

NGA LIST OF LIGHTS CORRECTIONS

PUB 110 Ed 2010 NEW EDITION
(NGA) 22/10

SAILING DIRECTIONS CORRECTIONS

PUB 125 10 Ed 2010 NEW EDITION
(NGA) 22/10

COAST PILOT CORRECTIONS

COAST PILOT 2 39 Ed 2010 Change No. 13
LAST NM 21/10

Page 222—Paragraph 60, lines 7 to 11; read:
A Federal project provides for channel depths of 13 feet.
(See Notice to Mariners and latest edition of charts for con-
trolling depths.) The northerly entrance from Great Harbor
into ...
(CL 1519/09; DD 16034; 05/10 CG1) 22/10

Page 246—Paragraph 17, line 2; read:
NB (41°23'00"N., 71°23'21"W.) is at the north end of ...
(16/10 CG1) 22/10

Page 249—Paragraph 67, line 5; read:
northward, has a clearance of 65 feet. In 2009, a replacement
fixed highway bridge with a design clearance of 63 feet was
under construction near the existing bridge. About 200 feet
north of ...
(CL 1403/09) 22/10

COAST PILOT 2 (Continued)

Page 267—Paragraph 10, line 2; read:
a least depth of 11 feet extending 1 mile northward ...
(CL 500/10; DD 17606) 22/10

Page 287—Paragraph 280, line 3; read:
mile above Stonington. In 2009, construction was underway
to replace both fixed spans. Overhead power cables at the ...
(CL 60/10) 22/10

Page 346—Paragraph 295, lines 5 to 6; read:
basin. In 2008, the channel had a reported controlling depth
of 4.2 feet with shoaling to 1.8 feet along the channel limits.
(CL 1644/09; BP 193649) 22/10

**COAST PILOT 6 40 Ed 2010 Change No. 2
LAST NM 17/10**

Page 14—Paragraphs 153 to 160; 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) 22/10

Page 337—Paragraph 60; read:

In March-April 2010, the controlling depths were 15 feet (18 feet at midchannel) in the entrance channel to Round Lake, thence 15 feet in the dredged channel from Round Lake to Lake Charlevoix.
(DDs 17520-521) 22/10

Page 357—Paragraph 326, lines 1 to 4; read:

In March 2010, the controlling depths were 20 feet between the breakwaters and through the outer basin and revetted channel to Lake Macatawa (except for shoaling to 14 feet in the left half of the channel off the outer end of the N breakwater and lesser depths to 18 feet along the channel edges); thence ...
(DD 17462) 22/10

Page 455—Paragraph 209, lines 6 to 10; read:
pierhead light. In April 2010, the controlling depth was 17 feet (19 feet at midchannel) in the entrance channel and between the piers to the head of the project. Shoaling in the harbor ...
(DD 17579) 22/10

**COAST PILOT 7 42 Ed 2010 Change No. 9
LAST NM 21/10**

Page 122—Paragraph 1772; read:

The draw of the Port of Coos Bay railroad bridge, mile 9.0 at North Bend, shall be maintained in the fully open position, except for the crossing of trains or maintenance.
(FR 3/31/10) 22/10

Page 123—Paragraph 1798; read:

The draw of the U.S. 101 highway bridge, mile 0.1, at Aberdeen shall open on signal if at least one-hour notice is given at all times by telephone to the Washington State Department of Transportation.
(FR 3/31/10) 22/10

Page 200—Paragraph 3621; insert after:

§165.1326 Regulated Navigation Areas; Port of Portland Terminal 4, Willamette River, Portland, OR

(a) *Regulated navigation areas.* Each of the following areas is a regulated navigation area:

(1) All waters of the Willamette River in the head of the Port of Portland's Terminal 4 Slip 3, encompassed by a line commencing at

45°36'01.861"N., 122°46'20.995"W.; thence to
45°36'01.455"N., 122°46'20.887"W.; thence to
45°36'00.993"N., 122°46'20.714"W.; thence to
45°36'00.725"N., 122°46'20.923"W.; thence to
45°36'00.731"N., 122°46'21.262"W.; thence to
45°36'00.712"N., 122°46'21.823"W.; thence to
45°36'01.230"N., 122°46'22.048"W.; thence to
45°36'01.651"N., 122°46'22.168"W.; thence to
45°36'01.684"N., 122°46'22.372"W.; thence to
45°36'01.873"N., 122°46'22.303"W.; thence to
45°36'02.065"N., 122°46'21.799"W.; thence to
45°36'01.989"N., 122°46'21.574"W.; thence to
45°36'01.675"N., 122°46'21.483"W.; thence to
45°36'01.795"N., 122°46'21.442"W.; thence to
45°36'01.861"N., 122°46'20.995"W.

(2) All waters of the Willamette River in Wheeler Bay between Slip 1 and Slip 3 in the Port of Portland's Terminal 4, encompassed by a line commencing at

45°36'10.634"N., 122°46'39.056"W.; thence to
45°36'10.269"N., 122°46'37.140"W.; thence to
45°36'10.027"N., 122°46'36.050"W.; thence to
45°36'09.722"N., 122°46'34.181"W.; thence to

COAST PILOT 7 (Continued)

45°36'09.425"N., 122°46'33.118"W.; thence to 45°36'08.960"N., 122°46'32.150"W.; thence to 45°36'08.653"N., 122°46'31.681"W.; thence to 45°36'08.191"N., 122°46'31.341"W.; thence to 45°36'07.886"N., 122°46'31.269"W.; thence to 45°36'07.517"N., 122°46'31.038"W.; thence to 45°36'07.235"N., 122°46'31.066"W.; thence to 45°36'07.040"N., 122°46'30.941"W.; thence to 45°36'06.697"N., 122°46'30.987"W.; thence to 45°36'06.509"N., 122°46'31.251"W.; thence to 45°36'06.201"N., 122°46'31.517"W.; thence to 45°36'06.081"N., 122°46'01.812"W.; thence to 45°36'06.550"N., 122°46'32.124"W.; thence to 45°36'06.970"N., 122°46'31.895"W.; thence to 45°36'07.172"N., 122°46'31.868"W.; thence to 45°36'07.883"N., 122°46'32.316"W.; thence to 45°36'08.370"N., 122°46'32.927"W.; thence to 45°36'08.775"N., 122°46'33.888"W.; thence to 45°36'09.121"N., 122°46'35.337"W.; thence to 45°36'09.230"N., 122°46'36.166"W.; thence to 45°36'09.442"N., 122°46'37.759"W.; thence to 45°36'09.865"N., 122°46'39.511"W.; thence to 45°36'10.421"N., 122°46'39.469"W.; thence to 45°36'10.634"N., 122°46'39.056"W.

(b) *Regulations.* All vessels are prohibited from anchoring, dragging, dredging, or trawling in the regulated navigation areas established in paragraph (a) of this section.

(FR 4/20/10)

22/10

Page 459—Paragraph 192; insert after:

Regulated navigation areas

Regulated navigation areas have been established in the waters of the Willamette River in the Port of Portland's Terminal 4. (See **165.1 through 165.3 and 165.1326**, chapter 2, for limits and regulations.)

(FR 4/20/10)

22/10

**COAST PILOT 8 31 Ed 2009 Change No. 7
LAST NM 21/10**

Page 218—Paragraph 266, lines 3 to 4; read:

anchorage in 12 to 21 fathoms, sand bottom, near its head. Entrance to the bay should be made from the SE staying close to midchannel with care taken to avoid the dangerous rock 0.25 mile NE of **Point Cosinas** at 55°21'58"N., 133°30'17"W. The anchorage is known to have winds up to 10 knots higher than surrounding areas, particularly if winds are out of the W or E; caution should be used when choosing to anchor in the bay. The midchannel is clear.

(CL 367/10)

22/10

Page 218—Paragraph 270, line 4; read:

0.4 mile in rounding it. **Point Arboleda Light** (55°19'14"N.,

133°28'21"W.) is shown from a spindle with a red diamond dayboard on the ...

(CL 367/10; LL/10)

22/10

Page 218—Paragraph 272, line 6; read:

anchorage in about 11 fathoms 0.5 mile from the head in the northern part of the bay.

(CL 367/10)

22/10

Page 218—Paragraph 274, lines 2 to 4; read:

1.5 miles NE of Port Dolores. The channels between the islands contain numerous partially submerged rocks and should be navigated only by small craft with local knowledge. A reef that uncovers 5 feet and marked by kelp is about 0.5 mile SW from this group. The passage between Cabras Island and Suemez Island is 0.35 mile wide at its narrowest with depths over 20 fathoms available. The 10 fathom shoal 0.35 mile SE of the main island is the controlling depth. A group of small islets and rocks is located 0.3 mile NE of Point Cangrejo.

(CL 367/10; NOS 17406)

22/10

Page 219—Paragraph 282, lines 3 to 4; read:

affords limited anchorage with a 4 fathom shoal in the center of the bay. Foul ground extends ...

(CL 367/10; CL 40/10; DD 16807)

22/10

Page 219—Paragraph 283, lines 6 to 12; read:

high and bare, having been logged. The islands have a few outlying rocks and the passages between them are mostly of good depth. The area to the S of **Canoe Point** between **Canas Island** and the larger island to the SE is foul with many rocks and broken ground. Passage to the head of Trocadero Bay should be made to the N of the group of islands E of Point St. Sebastian avoiding the small islet and dangerous rock 0.15 mile NW of the first large island. Near the head of Trocadero ...

(CL 367/10; NOS 17405)

22/10

Page 219—Paragraph 284, line 3; read:

Trocadero Bay. The passage between the islands on the SW side of the Ladrones, closest to the entrance to Trocadero Bay, is impassable with shallow, narrow openings and kelp. **Unlucky Island**, a small wooded island 0.1 mile long, is about 1 mile NE of Ladrones Island; 0.35 mile to the W of Unlucky Island is shoal ground with a least depth of 3 fathoms. **Doyle Bay** is a square bay about 0.7 mile wide with **Culebrina Island** at the mouth, N of Trocadero Bay, and provides anchorage in 30 fathoms. The best approach to Doyle Bay is from the SW passing to the N of the shoals off of Unlucky Island with care to avoid the ½-fathom rock 0.3 mile E of Culebrina Island. **Toti Island**, a small wooded island, is 0.5 ...

(CL 367/10; NOS 17405)

22/10

COAST PILOT 8 (Continued)

Page 219—Paragraph 285, lines 1 to 6; read:

Port St. Nicholas is N of Doyle Bay. **Coronados Islands**, a group of islands, are midway in the entrance, and rocks and reefs with two channels between, extend to the N. **Rancheria Island** is SSW of and close to **Point Miraballes**, the S point at the entrance to Port St. Nicholas. A passage into Port St. Nicholas runs between Rancheria Island and the Coronados Islands. Dangers are shown on the chart. About 2 miles N ...

(CL 367/10; NOS 17405) 22/10

Page 219—Paragraph 286, line 4; read:

ground extends 250 and 200 yards off the E and W ends, ...

(CL 367/10; NOS 17405) 22/10

Page 220—Paragraph 294, line 5; read:

low-water springs. An area with a least reported depth of 3½ fathoms ...

(CL 367/10) 22/10

Page 220—Paragraph 298, line 1; read:

Three rocky patches, covered by about 4 feet, are ...

(CL 376/10) 22/10

Page 330—Paragraph 47, line 6; read:

yards wide. A shoal area, with a depth of ¼ fathom in ...

(DD 17571; H 11679) 22/10

COAST PILOT 9 27 Ed 2009 Change No. 6
LAST NM 18/10

Page 13—Paragraphs 140 to 147; read:

LORAN-C

LORAN, 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) 22/10