

COAST PILOT 6 (Continued)

Page 284—Paragraphs 80 to 83; strike out.
(CNM 2/10) 23/10

Page 295—Paragraph 113; strike out.
(LL/10; NOS 14853) 23/10

Page 295—Paragraph 124; read:
A Federal project provides for a 20-foot dredged channel that leads from the mouth of Black River to about 0.4 mile above the Canadian National Railroad bridge, thence an 8-foot channel to the I-94 bridge, thence a 6-foot channel for about 2.1 miles upstream to the head of the project. (See Notice to Mariners and the latest edition of the chart for controlling depths.) A light marks the S side of the river mouth.
(CEM-Detroit/86; NOS 14853) 23/10

Page 319—Paragraph 275, lines 5 to 7; read:
from the NW. In November 2009, the controlling depth was 10 feet in the entrance channel (except 8 feet along the SW edge of the channel in about 45°35'35"N., 84°09'45"W.), thence depths of 7 to 10 feet were available in the basin. A mooring area ...
(DD 17077) 23/10

Page 338—Paragraph 78, line 6 to Paragraph 79; read:
mouth. The entrance is marked by two lighted buoys and a 159.5° lighted range. Lights are on the outer ends of the breakwaters and the channel inside the breakwaters is marked by buoys; all of the aids are privately maintained. The entrance channel has been privately dredged to a reported depth of 11 feet in January 2010.

A marina developed by the Michigan State Waterways Commission in the harbor can provide transient berths, gasoline, diesel fuel, water, electricity, pump-out facility, launching ramp, and hull/engine repairs can be made. The harbor master monitors VHF-FM channel 16.
(LL/10; DB 18464-small) 23/10

Page 415—Items 2 and note 1; read:
(See attached table)
(CL 108/10) 23/10

Page 453—Paragraph 176, lines 6 to 9; read:
upstream in the river for about 350 feet. In October-November 2009, the controlling depth was 10½ feet in the entrance and between the breakwaters to the basin, thence depths of 8 to 10 feet were available in the basin, thence 5 feet in the extension ...
(DD 17076) 23/10

Page 456—Paragraph 218, lines 2 to 8; read:
in Lake Superior between converging breakwaters and upstream in the river to a harbor basin. The outer ends of the breakwaters are marked by lights, and the E side of the chan-

nel inside the breakwaters is marked by a buoy. In May 2009, the controlling depth was 9 feet in the entrance and between the breakwaters to the mouth of the river, thence 6½ feet to the head of the project.
(DD 17075) 23/10

**COAST PILOT 7 42 Ed 2010 Change No. 10
LAST NM 22/10**

Page 13—Paragraphs 141 to 148; 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) 23/10

Page 453—Paragraph 121, lines 2 to 4; read:
the main ship channel. The bay is subject to frequent change with shifting shoals and channels. There are many islands which are covered with tule in the summer, but in the winter they are almost indiscernible. Protected anchorage for small craft can be found in the area between Mott Island and Lois Island in 12 to 17 feet. A submerged obstruction with a least depth of 5 feet is close to the middle of this area in about 46°11'24"N., 123°44'18"W. The **John Day Channel** extends ...
(CL 365/10; H 11927; DD 14750) 23/10

Page 453—Paragraph 122, lines 3 to 8; read:
Channel. Extensive mud flats are in the NE section of the bay and are subject to frequent change. Privately maintained buoys mark the preferred channel from Harrington Point to Rocky Point. A dangerous submerged rock is off Rocky Point in 46°17'15"N., 123°43'40"W. **Deep River** flows into the N part of the bay. The channel is marked and follows the shore from Grays Point around **Portuguese Point** and **Rocky Point**. This river is ...
(CL 365/10; DD 14750; NOS 18521) 23/10

Page 550—Paragraph 199, line 4; read:
(47°56'55"N., 122°18'22"W.), 33 feet above the water, is ...
(LL/10) 23/10

COAST PILOT 7 (Continued)

Page 550—Paragraph 200, line 5; read:

deep-draft vessels is 0.4 mile E of Mukilteo Light. A rail/
barge transfer facility (Mount Baker Terminal) at 47°57'
15"N., 122°17'19"W., is marked by two private lights.

(CL 298/10; LL/10)

23/10