

COAST PILOT 7 (Continued)

Page 565—Paragraph 408, line 4; read:

bay, as a rule, are too great for convenient anchorage. In 2010, a wreck covered 54 feet (47°17'36"N., 122°26'06"W.) and a submerged obstruction (47°17'33"N., 122°26'00"W.) were reported near the NW corner of the anchorage area.

(CL 515/10; 19/10 CG13; NOS 18453) 27/10

**COAST PILOT 9 27 Ed 2009 Change No. 8
LAST NM 26/10**

Page 214—Paragraph 1178; read:

In 2009, the area around the Herring Islands was surveyed; numerous rocks and shoals were found; caution is advised.

(CL 364/10) 27/10

Page 215—Paragraph 1183, lines 11 to 15; read:

Island and Hesketh Island is not recommended as it is rocky and shoals quickly from west to east. The channel is restricted by a shoal extending from the southernmost point of Yukon Island to the easternmost point of Hesketh Island with a least depth of 2½ fathoms midchannel. The passage between Yukon Island and Cohen Island is approximately 0.25 mile wide and offers 9 fathoms midchannel; a ledge extends 0.15 mile SW from Cohen Island. **Eldred Passage**, E of the islands, is deep near the middle, except at the N end where there is a bar on which the least depths found were 10½ to 12 fathoms. A rocky shoal extends 0.35 mile W from Anisom Point into Eldred Passage.

(CL 364/10) 27/10

Page 215—Paragraph 1184, lines 2 to 5; read:

vessels. Broken ground with two small islands and many isolated shoals and pinnacle rocks extends across the entrance. An overhead ...

(CL 364/10) 27/10

Page 215—Paragraph 1188, line 7; read:

NE side of the bay. It terminates at Moss Harbor, a small lagoon at the ...

(CL 364/10) 27/10

Page 215—Paragraph 1189, lines 4 to 8; read:

channel with a controlling depth of 1 fathom on the W side of the foul area runs to the head of the bay. Depths at the head of the bay are 6 to 12 fathoms.

(CL 364/10) 27/10

Page 218—Paragraph 1214, line 17; read:

stronger. Portside-to is recommended for vessels on the outer face, except for large vessels ...

(CL 347/10) 27/10

Page 259—Paragraph 315, lines 1 to 3; read:

Coast Guard Fuel Pier: 900 yards N of the southernmost tip of Nyman Peninsula; 570 feet long; 26 to 28 feet along-

side the N face and 30 to 32 feet alongside the S face; deck height, 18 feet; water, electricity, and ...

(CL 351/10) 27/10

Page 259—Paragraph 316; read:

Coast Guard Cargo Pier: 500 yards NNE of the Coast Guard Fuel Pier; 1,088-foot face; 28 feet alongside; deck height, 18 feet; 5 berths available for government vessels; water and electricity are available; receipt of military cargo. A small-craft floating dock is alongside the SE face of the pier between the pier and shore.

(CL 351/10) 27/10

Page 328—Paragraph 533, lines 2 to 3; read:

in 10 fathoms to the E of the spit of land extending from the S shore at the entrance to the bay. A shoal extends across the approach to the bay 0.3 mile to the E of the spit with a least depth of 4 fathoms before deepening to 10 fathoms between the shoal and the land spit. Care should be taken to avoid shoal ground extending out 0.2 mile from the N shore. The inner part of the bay can be entered only by small craft and attempted only with local knowledge.

(CL 352/10) 27/10

Page 328—Paragraph 546, line 3; read:

gently grassy slope to the E. Vessels can anchor in the bight E of Bluff Point in 10 to 15 fathoms with broken shell and stone bottom for good protection from the S.

(CL 352/10) 27/10

Page 329—Paragraph 553, line 7; read:

point of Outer Iliasik Island. Thick patches of kelp are found on the eastern side of Sarana Island, extending 0.75 mile along the reefs and shoal areas.

(CL 352/10) 27/10

COAST PILOT 9 27 Ed 2009 Change No. 9

Page 476—Paragraph 616, lines 9 to 14; read:

The Coast Guard maintains a lighted airstrip ...

(18/10 CG17) 27/10

Page 476—Paragraph 617, lines 5 to 6; read:

entrance to Port Clarence. Except for the light tower, there are no conspicuous landmarks to aid ...

(18/10 CG17) 27/10