

NAVIGATION PUBLICATIONS

COAST PILOT CORRECTIONS

**COAST PILOT 1 42 Ed 2012 Change No. 4
LAST NM 35/12**

Appendix A—Paragraph 136; read:

⁽¹³⁶⁾ NAVTEX coverage is reasonably continuous to 200 NM off the U.S. East, Gulf, and West Coasts; Puerto Rico; Southwest Alaska; Hawaii; and 100 NM off Guam. U.S. Coast Guard NAVTEX broadcast stations and message content follow:

(L 902-2011; L 1497-2012) 38/12

**COAST PILOT 2 41 Ed 2012 Change No. 13
LAST NM 36/12**

Chapter 5—Paragraph 222; read:

⁽²²²⁾ **Wareham River**, which empties into the northern end of Buzzards Bay, is the approach to the town of **Wareham** on the west bank. **Great Hill**, wooded, 124 feet high, and about 1.5 miles southward of **Long Beach Point**, is prominent when approaching the river. A brick stack and a standpipe in Wareham are conspicuous. The buoyed channel to the town is crooked and twisting; in 2009, the controlling depth was 3.7 feet from about Nobska Point to the upstream limit of the project. A rock covered 6 feet is in the entrance about 350 yards south-southwest of Dry Ledge in about 41°41'59.9"N., 70°41'41.6"W., and several rocks and shoal spots covered 9 to 14 feet are within 0.75 mile west to southwest of the ledge. A shoal makes off southeasterly from **Cromeset Point**, 0.6 mile southward of Long Beach Point. In 1981, it was reported that Long Beach Point covers at high water; caution is advised. The section near **Quahaug Bar**, north of Long Beach Point, is subject to shoaling. Depths shoal to 2 and 3 feet close to the buoyed channel. Small craft sometimes anchor just north of Long Beach Point. Highway and railroad bridges over the river above the wharves have 31-foot fixed spans with a clearance of 1 foot.

(L 1236-2012; DD 22037) 38/12

Chapter 7—Paragraph 292; read:

⁽²⁹²⁾ **Mystic Harbor**, about 6 miles westward of Watch Hill Point, is the approach to the towns of Noank and Mystic. A Federal project provides for a 15-foot channel from Morgan Point through Mystic Harbor and into Mystic River to the bascule bridge thence a 12-foot channel to Mystic Seaport Museum Wharf, about 0.6 mile above the bascule bridge. An anchorage basin with a project depth of 9 feet is on the east side of the river opposite Willow Point. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

(L 1160-2012; DD 22012) 38/12

Chapter 8—Paragraph 357; read:

⁽³⁵⁷⁾ **Mattituck Inlet**, 6.7 miles southwestward of Horton Point Light, is entered between two short jetties. The inlet is marked by a long break in the bluffs. The outer end of the west jetty is marked by a light. A gong buoy about 1 mile north of the jetty light marks the entrance of the inlet. The sides of the channel are sandy, and, although shoaling is liable to occur at the entrance, strangers can enter the inlet without great danger. A Federal project provides for depths of 7 feet in the channel from the entrance of Mattituck Creek to the turning basin at Mattituck. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The channel is marked by buoys and private markers. The overhead power cable about 1 mile above the entrance has a clearance of 78 feet.

(L 1255-2012; DD 22051) 38/12

**COAST PILOT 4 43 Ed 2011 Change No. 15
LAST NM 36/12**

Chapter 2—Paragraph 1069; read:

(4) S.R. 74 Bridge, mile 283.1, at Wrightsville Beach, NC, between 7 a.m. and 7 p.m., the draw need only open on the hour; except that from 7 a.m. to 9 a.m. on the second Saturday of July of every year, from 7 a.m. to 11 a.m. on the third and fourth Saturday of September of every year, and from 7 a.m. to 10:30 a.m. on the last Saturday of October of every year or the first or second Saturday of November of every year, the draw need not open for vessels due to annual races.

(FR 8/21/12) 38/12

Chapter 2—Paragraphs 1072 to 1081; read:

§117.822 Cape Fear River.

The draw of the Cape Fear Memorial Bridge, mile 26.8, at Wilmington need not open for the passage of vessels from 7 a.m. to 9 a.m. on the second Saturday of July of every year, and from 7 a.m. to 11 a.m. on the first or second Sunday of November of every year to accommodate annual races.

§117.823 Gallants Channel.

The draw of the US 70 bridge, mile 0.1, at Beaufort, shall open as follows:

(a) From 6 a.m. to 10 p.m., the draw need only open on the hour and on the half hour; except that Monday through Friday the bridge need not open between the hours of 6:30 a.m. and 8 a.m. and 4:30 p.m. to 6 p.m.

(b) From 10 p.m. to 6 a.m., the bridge shall open on signal.

§117.824 Neuse River.

a) The draw of the Atlantic and East Carolina

COAST PILOT 4 (Continued)

Railway bridge, mile 80.0, at Kinston, shall open on signal if at least 24 hours notice is given.
(FR 8/21/12; FR 6/21/12; FR 11/23/11) 38/12

Chapter 2—Paragraph 1087; read:

(4) From 7 a.m. to 9 a.m. on the second Saturday of July of every year, from 12 p.m. to 11:59 p.m. on the last Saturday of October or the first or second Saturday of November of every year, and from 7 a.m. to 11 a.m. on the first or second Sunday of November of every year, the draw need not open for vessels to accommodate annual races.
(FR 8/21/12) 38/12

Chapter 4—Paragraph 178; read:

Rollinson Channel, about 12 miles southwestward of Avon, is a dredged channel leading from deep water in Pamlico Sound to the basin at Hatteras; it also joins with Hatteras Inlet Channel which leads to Hatteras Inlet. In 2012, the controlling depth was 2 feet. The channel is well marked by lights. The lights were reported to be difficult to distinguish from the background lights on shore; caution is advised, and strangers should not attempt passage at night. A light, off the end of **Oliver Reef**, is about 1.5 miles southwestward of the Pamlico Sound entrance to Rollinson Channel.
(DD 22030) 38/12

**COAST PILOT 6 42 Ed 2012 Change No. 11
LAST NM 36/12**

Chapter 7—Paragraph 109; read:

⁽¹⁰⁹⁾ An anchorage designated by the Canadian Government is 1 mile above the north end of Fighting Island. The anchorage, 800 feet by 4,000 feet with depths of 31 to 37 feet, is marked by a lighted buoy at the southeast corner.
(LNM 05/09 CG9; LNM 48/08 CG9; NOS 14848) 38/12

Chapter 7—Paragraph 151; read:

⁽¹⁵¹⁾ Windsor Port Authority monitors VHF Channel 14. Canadian and United States railroads service the harbour. Transport truck lines operate between Windsor and all parts of Ontario as well as the States of Michigan, Ohio, Indiana and Illinois. Windsor Airport offers connections with other airports in Canada.
(CNM 4/12) 38/12

Chapter 8—Paragraph 81; read:

⁽⁸¹⁾ The Vessel Operation Restriction Regulations provide a **speed limit** of 8 km/hr (4.3 knots) on Thames River from Lake St. Clair to a position close downstream of Chatham, which is 16.7 miles upstream.
(CNM 4/12) 38/12

Chapter 8—Paragraph 98; read:

⁽⁹⁸⁾ The Vessel Operation Restriction Regulations pro-

vide a **speed limit** of 9 km/hr (4.9 knots) on Ruscom River from its mouth to a second railway bridge, 1.2 miles upstream.
(CNM /12) 38/12

Chapter 9—Paragraph 23; read:

⁽²³⁾ The Vessel Operation Restriction Regulations provide a **speed limit** of 8 km/h (4.3 knots) on Chenail Ecarté and Sydenham River as far as Dresden, which is 10 miles east of Wallaceburg. This speed limit reduces wake damage to dykes and low farmland.
(CNM 4/12) 38/12

Chapter 10—Paragraph 60; read:

⁽⁶⁰⁾ A dredged entrance channel leads north from deep water in Lake Huron, between two breakwaters, to a harbor basin. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the breakwaters are marked by lights.
(NOS 14862) 38/12

Chapter 10—Paragraph 86; read:

⁽⁸⁶⁾ A dredged entrance channel leads south from deep water in Lake Huron to a harbor basin protected by a breakwater on the west and northwest sides and a detached breakwater on the northeast side. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of both breakwaters are marked by lights.
(NOS 14863) 38/12

Chapter 10—Paragraph 109; read:

⁽¹⁰⁹⁾ A Federal project provides for a dredged entrance channel leading south from deep water in Wild Fowl Bay to join privately maintained channels. In 2011, the controlling depth was 5 feet in the Federal channel, thence 3 feet in the private channel to a launching ramp.
(DD 21572; DD 21573) 38/12

Chapter 10—Paragraph 288; read:

⁽²⁸⁸⁾ The harbor is entered through a dredged entrance channel extending southwest from deep water in the Straits of Mackinac South Channel to the mouth of Cheboygan River and thence upstream for about 1.6 miles. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The entrance channel is marked by lighted and unlighted buoys, a light, and a **212.5°** lighted range. A turning basin is on the southeast side of the channel just inside the mouth of the river.
(NOS 14881) 38/12

Chapter 11—Paragraph 169; read:

⁽¹⁶⁹⁾ **Arcadia Lake**, 10 miles south of Frankfort, is an L-shaped lake separated from Lake Michigan by a narrow strip of land. The lake is entered from deep water in Lake Michigan

COAST PILOT 6 (Continued)

through a dredged entrance channel between parallel piers and revetments to deep water inside the lake; the pier-heads are marked by lights. In 2012, the controlling depth was 7 feet in the entrance channel to the lake. The entrance channel is subject to extensive shoaling. Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap. The south part of the Arcadia Lake shoals off into heavy weeds and marsh at the east end. The village of **Arcadia, MI** is at the north end of the lake.

(DD 22149) 38/12

Chapter 11—Paragraph 399; read:

⁽³⁹⁹⁾ There are two large marinas on the east and west sides of the waterway, about 1 mile above the entrance.

(L 1082-2012) 38/12

Chapter 11—Paragraph 677; read:

⁽⁶⁷⁷⁾ A dredged entrance channel leads from deep water in Lake Michigan to an outer basin protected on the north by a breakwater and on the south by a breakwater and coal wharf. The outer ends of the breakwaters are marked by lights. From the northwest corner of the outer basin, a channel leads to a small-craft basin, a launching ramp and inner basin. The small-craft basin is protected by breakwaters, marked at the outer ends by lights. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

(NOS 14904) 38/12

Chapter 11—Paragraph 726; read:

⁽⁷²⁶⁾ The shore trends 5.7 miles northeast from Manitowoc to Two Rivers. A shoal with a least depth of 8 feet is 1 mile northeast of Manitowoc Breakwater Light. Otherwise, the 18-foot contour is within 0.5 mile of shore in this stretch. Net stakes extend about 1.5 miles from shore.

(NOS 14922) 38/12

Chapter 11—Paragraph 729; read:

⁽⁷²⁹⁾ A dredged entrance channel leads northwest from deep water in Lake Michigan between parallel piers to a harbor basin at the confluence of **East Twin River** and **West Twin River** and thence upstream in East Twin River for about 0.5 mile to the 22nd Street bridge. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the piers are marked by lights and a mariner radio activated sound signal is on the outer end of the northeast pier, initiated by keying the microphone five times on VHF-FM channel 83A. The entrance channel is subject to shoaling, especially during the winter and after severe storms.

(NOS 14903) 38/12

Chapter 11—Paragraph 934; read:

⁽⁹³⁴⁾ A dredged entrance channel leads from deep water

in Green Bay to the mouth of the river and thence upstream for 0.15 mile. The entrance channel is marked by private lighted buoys. In 2012, the controlling depth was 2 feet in the entrance channel to the head of the project.

(DD 21909) 38/12

Chapter 13—Paragraph 180; read:

⁽¹⁸⁰⁾ The canal is entered between parallel piers at its mouth in Bete Grise Bay. The outer ends of the piers are marked by lights. In 2012, the controlling depth was 5½ feet in the canal to deep water Lac La Belle.

(DD 21867) 38/12

Chapter 13—Paragraph 208; read:

⁽²⁰⁸⁾ A dredged entrance channel leads from deep water in Lake Superior between the parallel piers to the mouth of Ontonagon River, thence upstream for about 0.4 mile to the head of the project. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the piers are marked by lights; a seasonal sound signal is at the west pierhead light. Shoaling in the harbor occurs annually during the winter.

(NOS 14965) 38/12

**COAST PILOT 7 44 Ed 2012 Change No. 19
LAST NM 36/12**

Chapter 2—Paragraphs 1861 to 1875; read:

(10) *Cottonwood Island Anchorage*. The waters of the Columbia River bounded by a line connecting the following points:

46°05'56.88"N.,122°56'53.19"W.

46°05'14.06"N.,122°54'45.71"W.

46°04'57.12"N.,122°54'12.41"W.

46°04'37.55"N.,122°53'45.80"W.

46°04'13.72"N.,122°53'23.66"W.

46°03'54.94"N.,122°53'11.81"W.

46°03'34.96"N.,122°53'03.17"W.

46°03'11.61"N.,122°52'56.29"W.

46°03'10.94"N.,122°53'10.55"W.

46°03'32.06"N.,122°53'19.69"W.

46°03'50.84"N.,122°53'27.81"W.

46°04'08.10"N.,122°53'38.70"W.

46°04'29.41"N.,122°53'58.17"W.

46°04'49.89"N.,122°54'21.57"W.

46°05'06.95"N.,122°54'50.65"W.

46°05'49.77"N.,122°56'58.12"W.

(11) *Prescott Anchorage*. The waters of the Columbia River bounded by a line connecting the following points:

46°02'47.01"N.,122°52'53.90"W.

46°02'26.32"N.,122°52'51.89"W.

46°02'25.92"N.,122°53'00.38"W.

46°02'46.54"N.,122°53'03.87"W.

(FR 08/23/12) 38/12

COAST PILOT 7 (Continued)

Chapter 13—Paragraph 185; read:

Kenmore, at the N end of Lake Washington about 4.4 miles N of Sand Point, is the site of several marinas and a barge loading facility. A dredged channel, marked by lighted buoys, leads across the flats to a turning basin. In 2010, the controlling depth was 11 feet in the dredged channel. In 2004, a submerged wreck covered 16 feet was reported near the approach to the dredged channel in about 47°44'51"N., 122°15'58"W.

(DD 21775)

38/12

COAST PILOT 8 34 Ed 2012 Change No. 4
LAST NM 36/12

Chapter 6—Paragraphs 264 to 265; read:

Fortaleza Bay, on the W side of Bucareli Bay, about 4.5 miles N of Cape Bartolome, is a small open deepwater bight. **Lake Fortaleza**, with an elevation of about 12 feet, empties into the bay. A rocky shoal extends 0.1 mile NE of Pt Fortaleza, near the outfall of the lake. **Thimble Cove**, about 0.8 mile N of Fortaleza Bay, is a small exposed bight with bare rocks and rocks awash that extend nearly across the entrance from the S shore.

Port San Antonio, on the W side of Bucareli Bay, about 6.5 miles N of Cape Bartolome, has two arms at the head, one that extends in a NNE and the other in a SSW direction. The S side of the channel is clear, but a shoal with rocks that uncovers 7 feet is about 0.3 mile WSW from **Point San Roque** the N point at the entrance. Depths in the bay decrease from 35 fathoms at the entrance to about 8 fathoms at the head. Small craft can find anchorage in the N arm in 5 to 7 fathoms, and in the S arm in 10 fathoms, mud bottom. The N arm has a low shoreline with gravel beach.

(L 1539-2012)

38/12

Chapter 6—Paragraph 276; read:

Port Mayoral, the passage between St. Ignace Island and Baker Island, has depths of 6 to 12 fathoms up to **Canal Point**, with irregular bottom. North of Canal Point and S of Santa Rita Island, the passage is heavily congested with kelp. **Cristina Island**, small and wooded, and a cluster of high-water islets are W of midchannel at the entrance, with a deepwater passage (exceeding 20 fathoms) on either side. Foul ground extends 300 yards off the SW end of the island and for 550 yards off Canal Point. The N entrance is obstructed by the Santa Rita group of islands; between them and the St. Ignace Island shore is a narrow channel less than 50 yards wide with a least depth of 3¼ fathoms. The channel between Santa Rita and Baker Islands is passable at high water by rowboats and similar craft.

(L 1539-2012)

38/12

Chapter 6—Paragraph 350; read:

Rana Reef extends from a point about 500 yards N of **Point Gorda**, the NW point of St. Ignace Island, almost to **Arrecife Point**, the SE point of Lulu Island. The reef has several rocky heads; the two highest are about 8 feet high. There is a channel at each end of the reef, but the one to the S is reported to be better, staying offshore of the 10 fathom contours, giving the St. Ignace Island shore a berth of 200 to 400 yards.

(L 1539-2012)

38/12

Chapter 6—Paragraph 354; read:

Pine Island, on the NE end of Port Real Marine, is opposite Santa Rita Island. The rocky shoreline covers and uncovers, and is surrounded on all sides by kelp. The SE side has strong ebb and flow tidally-induced currents of 4 knots.

Coposo Island, in midchannel near the E end of the passage and about 0.5 mile N of Santa Rita Island, is small and wooded. It shows prominently from E and W directions. Waters foul with rocks and kelp extend 300 yards W and SW from the center of the island. A shoal, reported covered by at least 3 feet, is about 250 yards SW from the center of Coposo Island.

(L 1539-2012)

38/12

Chapter 6—Paragraphs 357 to 360; read:

Paloma Pass is between Pigeon Island and Lulu Island. This pass has least depths of 3½ fathoms in midchannel, but the channel is winding and lined with dangers. A rock covered 1¼ fathoms, centered in the pass, is at 55°25'59"N., 133°33'23"W., along with a submerged reef located immediately to the N; extreme caution is advised.

In entering from the Pacific, pass the S end of Cone Island at a distance of about 0.5 mile and avoid the foul ground that extends off the Baker Island shore. Pigeon Island may be rounded on the NE side through Paloma Pass or through the marked channel to the SW of the island. In Paloma Pass, shoal water extends for about 180 yards in an E direction from the N end of Pigeon Island. Halfway from either end of the pass, rocks awash extend for 250 yards from the Lulu Island shore. At this place the channel, about 40 yards wide, favors the Pigeon Island shore. Near the S end of the pass is a 1¼ fathom spot on the W side of the channel at 55°25'49"N., 133°33'16"W.

The pass to the SW of Pigeon Island, marked by daybeacons, is a more direct route, passing between two small islets, the W one of which is in about midchannel. The pass is about 40 yards wide and has a least depth of 2½ fathoms. To the W of the W islet is a narrow channel with a 1¼ fathom shoal at the N end.

Coposo Island may be passed about 200 yards to the N and about 300 yards to the S; the S passage is preferable. In approaching the island, favor the N shore of the S passage and pass between Sola Rock and the reported shoal covered 3

COAST PILOT 8 (Continued)

feet about 250 yards SW from the center of Coposo Island.
(L 1539-2012; NOS 17406) 38/12

Chapter 6—Paragraphs 365 to 366; read:

Arboles Islet, near Lulu Island shore about 1 mile NW of San Clemente Island, is a small but conspicuous crag, jutting powerfully from the seafloor while being scantily populated with trees. The islet is surrounded on all sides by kelp, and submerged rocks extend 400 yards to the NNW of the main islet.

Snail Point, the W extremity of **Caracol Island**, on the E shore of Portillo Channel, is 80 feet high and wooded. Prudent mariners should give Snail Point a berth of 350 yards on the W and S to avoid numerous submerged rocks and kelp.
(L 1539-2012) 38/12

Chapter 6—Paragraph 393; read:

Siketi Sound, between Cone Island and Baker Island, is the Pacific Ocean entrance to Port Real Marina. The S part of the entrance is obstructed for about 600 yards N of the **Gaviota Islets**; the rest of the sound is clear. At the NW end of the sound, a narrow channel leads to St. Nicholas Channel, passing close along the Lulu Island shore and avoiding extensive reefs that extend off the NE end of Cone Island.
(L 1539-2012) 38/12

Chapter 6—Paragraph 411; read:

Marabilla Island, 0.8 mile from the N entrance and about 180 yards off Lulu Island, is wooded. Rocks, reefs, and kelp extend off the S end for 0.4 mile and for a distance of 0.1 mile off the W and N shores. A 1¼-fathom shoal is 0.4 mile NW of the N end of Marabilla Island.
(L 1539-2012) 38/12

Chapter 10—Paragraph 256; read:

Freshwater Bay, about 4 miles N of Tenakee Inlet Entrance Light 1 (57°46.3'N., 134°56.1'W.), has its entrance on the W side of Chatham Strait between East Point and North Passage Point. It extends 11 miles NW, terminating in a sand flat with a large stream. **Heide Rock**, a bare rock about 8 feet high and about 0.5 mile from the N shore, is 3.5 miles inside North Passage Point. A rock awash is about 0.5 mile NW of the rock. **Redcliff Islands** are in the middle of the bay about 5.9 miles inside North Passage Point. A rock covered 13 feet is about 0.7 mile NNE of the E end of the easternmost island. A rock awash is about 0.5 mile NW of the westernmost island. The main bay has no anchorages, but small vessels may find temporary anchorage at the head of the bay or off the flats at mouths of streams, of which there are several.
(WN 16/2000; LNM 27/10 CG17) 38/12

**COAST PILOT 9 30 Ed 2012 Change No. 2
LAST NM 36/12**

Chapter 7—Paragraphs 91 to 92; read:

⁽⁹¹⁾ **Derbin Strait**, separating Tigalda and Avatanak Islands, is a little over 1 mile wide. A safe course through the strait is **326°** in midchannel, with Billings Head of Akun Island ahead. On the E side of the S entrance is Derbin Island; on the W side is a bare rock, 30 feet high and 400 yards off Avatanak Island.

⁽⁹²⁾ A 1¼ fathom sounding is off the W end of Tigalda Island in about 54°05'51"N., 165°13'53"W. A reef awash at half tide extends 330 yards W from the 165-foot pinnacle rock about midway on the E side of Derbin Strait. On the W side of the N entrance is a bare rock 2 feet high, 400 yards off the NE point of Avatanak Island.
(L 1616-2012) 38/12

Chapter 7—Paragraph 100; read:

⁽¹⁰⁰⁾ A detached shoal covered 3½ fathoms is near the middle of the S entrance, about 1 mile NE of the E end of Rootok Island. Another detached shoal covered 3¾ fathoms is near the middle of the N entrance, 0.5 mile W of the western tip of Avatanak Island.
(L 1619-2012) 38/12

Chapter 7—Paragraph 118; read:

⁽¹¹⁸⁾ **Cross Bay** is an indentation about 1 mile wide on the SE side of Akun Island and to the N of Tangik Island. Rocks, covered with kelp, extend about 450 yards off the middle point of the bay. The channel N of Tangik Island is clear, but the channel W of the island, with a depth of 3¾ fathoms, should be avoided.
(L 1615-2012; NOS 16531) 38/12