

## NAVIGATION PUBLICATIONS

## COAST PILOT CORRECTIONS

**COAST PILOT 2      43 Ed 2014      22 SEP 2013**  
**LAST NM 40/13**

Chapter 2—Paragraphs 1620 to 1627; read:

<sup>(1620)</sup>(e) The draw of the highway bridge, mile 152.7, between Troy and Green Island, operates as follows:

<sup>(1621)</sup>(1) From April 1 through December 15 the draw shall open on signal if at least a twenty four hour advance notice is given by calling the number posted at the bridge.

<sup>(1622)</sup>(2) From December 16 through March 31, the draw need not open for the passage of vessel traffic.

<sup>(1623)</sup><Deleted Paragraph>

<sup>(1624)</sup><Deleted Paragraph>

<sup>(1625)</sup><Deleted Paragraph>

<sup>(1626)</sup><Deleted Paragraph>

<sup>(1627)</sup><Deleted Paragraph>

(FR 9/13/2013) 41/13

**COAST PILOT 5      41 Ed 2013      22 SEP 2013**  
**LAST NM 37/13**

Chapter 2—Paragraph 1431; read:

<sup>(1431)</sup>(6) LA 657 (Larose) Vertical Lift Bridge, mile 38.7, at Larose.

(FR 9/16/2013) 41/13

Chapter 4—Paragraphs 25 to 26; read:

<sup>(25)</sup> **Smith Shoal** (chart 11439), about 4.5 miles N of the N entrance to Northwest Channel, is covered 10 feet and marked by **Smith Shoal Light** (24°43'06"N., 81°55'18"W.). The light also marks the N approach to the channel and is shown 54 feet above the water from a hexagonal, pyramidal skeleton tower on piles. A relatively flat-topped coral head, covered by a least depth of 12 feet, is about 3 miles WSW of the light.

<sup>(26)</sup> **Southwest Channel**, a convenient approach to Key West from SW, is marked by a lighted buoy at the entrance and by buoys to just past **Middle Ground** (24°29'N., 81°53'W.). A general course following the buoys leads to the outer anchorage and Main Ship Channel. Strangers should not attempt passage at night.

(NOS 11441; NOS 11439; LL 2013) 41/13

**COAST PILOT 7      45 Ed 2013      22 SEP 2013**  
**LAST NM 39/13**

Chapter 8—Paragraph 179; read:

<sup>(179)</sup> From a position 1.5 miles 260° from Blunts Reef Lighted Bell Buoy 40, steer 356½° for 5 miles, thence a 038½° course made good for 20 miles leads to Humboldt Bay Entrance Lighted Whistle Buoy HB. In thick weather, after passing False Cape Rock, all dangers will

be cleared by keeping in a depth of over 15 fathoms until up with the lighted whistle buoy, where anchorage should be made until a pilot is obtained.

(L 1702-2013) 41/13

Chapter 8—Paragraph 181; read:

<sup>(181)</sup> In clear weather the high land of Cape Mendocino and Punta Gorda S, and Trinidad Head N of the entrance, are good landmarks. In thick weather soundings should be taken frequently, and upon getting depths of 30 fathoms or less great caution must be exercised until sure of the vessel's position, when the course should be shaped for the lighted whistle buoy.

(L 1702-2013) 41/13

Chapter 8—Paragraph 191; read:

<sup>(191)</sup> From seaward Humboldt Bay can be identified by Humboldt Bay Entrance Lighted Whistle Buoy HB. Both north and south jetty tips are marked by lights. By day the tall stacks and the smoke from the pulp mill in the bay can usually be seen. North Spit has clumps of trees along the bay shore near the channel while South Spit is barren. The red bluff at **Buhne Point** on the east shore of the bay and a lighted radio tower about 1.0 mile E are conspicuous in entering the bay.

(L 1702-2013) 41/13

Chapter 14—Paragraph 304; read:

<sup>(304)</sup> **Maalaea** is a village on the NW shore of Maalaea Bay. A few buildings can be seen among the algaroba trees. The boat harbor at the village is about 500 yards long E to W, about 200 yards across, and is protected by breakwaters. Depths in the harbor are about 7 feet in the W basin and about 10 feet in the NE basin, mud bottom. In 2009, a reported depth of 8 feet was available in the entrance channel. The entrance channel is marked by a 338.4° lighted range and private buoys. Inside the harbor, a reef and shoal area extends into the center of the harbor. Care must be taken to avoid these areas when approaching the slips on the N side of the harbor. Gasoline, diesel fuel (by fuel truck) and a launching ramp are available; engine repairs can be made. The harbormaster can be contacted on VHF-FM channel 68 or by phone at 808-243-5818. The harbor office is at the head of the harbor. The harbor experiences considerable surge during all but calm weather.

(LNM 35/13 CG14) 41/13

**COAST PILOT 9      31 Ed 2013      22 SEP 2013**  
**LAST NM 40/13**

Chapter 4—Paragraph 390; read:

<sup>(390)</sup> **Cordova Small-Boat Harbor**, SE and inshore of the City Dock, is protected by two breakwaters. It has

**COAST PILOT 9 (Continued)**

about 852 berths and transient moorage is available; the harbormaster assigns berths. The harbormaster's office monitors VHF-FM channels 16 and 68. In 2010, the controlling depth in the entrance and access channel was 12 feet. The controlling depth in the berthing area was 7 feet. Water, electricity, gasoline, and diesel fuel are available in the basin. The basin is owned and operated by the city.

(LNM 26/13 CG17; NOS 16710) 41/13

Chapter 4—Paragraph 454; read:

<sup>(454)</sup> **Shoup Bay**, at the northwest end of Port Valdez, is fed by an inflow of water from **Shoup Glacier**. The entrance is crossed by a sand bar which has a depth of 1 fathom in a narrow channel at the center. The bay occasionally has floating ice, some of which escapes into Port Valdez when the wind and tide are favorable.

(NOS 16707) 41/13

Chapter 5—Paragraph 353; read:

<sup>(353)</sup> Vessels with a masthead height of 138 feet or more are in danger when entering or exiting Kodiak/St. Paul Harbor when the Kodiak Airport/Kodiak Coast Guard Air Station is using Runway 25 during low visibility landings/arrivals (see the Alert Area on charts 16595 and 16596.) Mariners are strongly urged to contact the Federal Aviation Administration Anchorage Air Route Traffic Control Center at 907-269-1103 to alert air traffic of their presence approximately 30 minutes before transiting the channels.

(LNM 35/13 CG17; NOS 16595; NOS 16596) 41/13

Chapter 6—Paragraph 405; read:

<sup>(405)</sup> An anchorage is reported in the bight on the E side of Bird Island, just inside **Point Welcome**, in 5 to 12 fathoms. The wreck of a schooner is at the head of the bight. Temporary anchorage, exposed to all but SE winds, may be had in the bight in the NW side of the island (54°49'30"N., 159°46'30"W.) in about 12 fathoms, sand bottom. A reef makes off the W point of the island in a NW direction; a rock covered 2¼-fathoms is at the outer end.

(L 1507-2013; NOS 16540) 41/13

Chapter 8—Paragraph 219; read:

<sup>(219)</sup> **Clarks Point**, 1.5 miles N of Ekuk, is low and has an extensive gravel beach. On the point are a large Alaska Packers Association cannery and the village of Clarks Point. The ridge, 169 feet high, terminates in a bluff at the shoreline 0.6 mile S of the point and is prominent from seaward. Several large water tanks near the shore end of the bluff are prominent landmarks. A wreck, awash at low water, is about 1 mile SW of the cannery and a submerged wreck is about 0.5 mile W of the visible wreck.

(LNM 31/13 CG17) 41/13