

SECTION II
NAVIGATION PUBLICATIONS

NM 33/15

COAST PILOT CORRECTIONS

COAST PILOT 2 44 Ed 2014 26 JUL 2015
LAST NM 32/15

Chapter 5—Paragraph 260; read:

⁽²⁶⁰⁾ Buttermilk Bay, at the northeast end of Buzzards Bay, has depths of about 1 to 7 feet. A dredged marked channel and Cohasset Narrows connect the bay with Cape Cod Canal. A railroad bridge crossing Cohasset Narrows has a bascule span with a clearance of 6 feet; the bridge is kept in the closed position. A highway bridge, just above the railroad bridge, is under construction (2014). In 1992, a rock was reported near the railroad bridge in 41°44'46"N., 70°37'22"W. A marina is on the east side of Cohasset Narrows just south of the railroad bridge and can provide transient berths, gasoline, diesel fuel, water, ice, marine supplies, pump-out and a launching ramp. Several small piers for shallow-draft boats are in Buttermilk Bay.

(NOS 13236; L 167-2014; LNM 03/14 CG1) 33/15

Chapter 6—Paragraph 255; read:

⁽²⁵⁵⁾ There are no bridges over Providence River between the mouth and the principal wharves. A fixed highway bridge with a clearance of 35 feet is close south of the Fox Point Hurricane Barrier. Point Street Bridge, about 0.3 mile above Fox Point, has a fixed span with a clearance of 7 feet. Two overhead power cables, with a least clearance of 60 feet, cross the river between the two bridges. Piers of a former fixed bridge cross the river channel about 300 yards north of Point Street Bridge.

(L 1788-2014) 33/15

Chapter 11—Paragraph 428; read:

⁽⁴²⁸⁾ The Goethals Bridge, 10 miles above Ward Point, is under construction (2014). The railroad bridge above Goethals Bridge has a vertical lift span with a clearance of 31 feet down and 135 feet up. The bridgetender at the railroad bridge monitors VHF-FM channel 13; call sign KXS-237. (See 33 CFR 117.1 through 117.59 and 117.702, chapter 2, for drawbridge regulations.)

(L 188-2014; LNM 03/14 CG1) 33/15

COAST PILOT 6 45 Ed 2015 26 JUL 2015
LAST NM 31/15

Chapter 4—Paragraph 144; read:

⁽¹⁴⁴⁾ In 2014, the controlling depths were 17 feet (5.2 meters) in the upper (west) entrance channel to the mouth of the Oswegatchie River, thence 17 feet (5.2 meters) in the city-front channel to the junction with the upper entrance channel, with lesser depths to 13 feet (4 meters) along the

edges, and 15 feet (4.6 meters) in the Oswegatchie River channel to the project limit below the third highway bridge. The lower (east) entrance channel has a project depth of 19 feet (5.8 meters) to East Entrance Lighted Buoy 4, however, the local port authority has deepened and widened the channel to their dock. General depths of 19 to 21 feet (5.8 to 6.4 meters) were available in the turning basin with lesser depths along the south edge.

(L 1173-2015; DD 26423)

33/15

Chapter 6—Paragraphs 119 to 119.02; read:

⁽¹¹⁹⁾ Cayuga Island, close to the north shore of Niagara River Channel about 5 miles below Tonawanda Island, is separated from the mainland by Little River, which outlets at either end of the island. Cayuga Creek flows into Little River at about midlength of the island. Little River and Cayuga Creek afford a well-protected harbor for small craft.

^(119.01) A dredged entrance channel leads from deep water in Niagara River through the lower entrance to Little River. In 2014, the controlling depth was 3½ feet. The upper entrance to Little River, marked by a private 344° range, had a reported controlling depth of 4 feet in 1980. Depths inside are about 4 to 7 feet.

^(119.02) A fixed highway bridge with a reported clearance of 10 feet crosses Little River just west of the mouth of Cayuga Creek. An overhead cable with a clearance of 55 feet crosses the river about 0.35 mile west of the bridge. A fixed highway bridge crossing Cayuga Creek just above the mouth has a clearance of 9 feet.

(L 834-2015)

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COAST PILOT 9 33 Ed 2015 NEW EDITION
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