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COAST PILOT CORRECTIONS

COAST PILOT 1 **45 Ed 2015** **01 NOV 2015**
LAST NM 46/15

Chapter 5—Paragraph 137; read:

⁽¹³⁷⁾ Moose Peak Light (44°28'28"N., 67°31'55"W.), 72 feet above the water, is shown from a 57-foot white tower on the southeastern extremity of Mistake Island. A mariner radio activated sound signal near the light is initiated by keying the microphone five times on VHF-FM channel 83A. (LNM 30/15 CG1; LL 2015) 47/15

Chapter 8—Paragraph 154; read:

⁽¹⁵⁴⁾ Ram Island, on the south side of Fisherman Island Passage, is a grassy island marked on the northwest side by Ram Island Light (43°48'14"N., 69°35'57"W.), 36 feet above the water, shown from a white tower. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A. The light has two white sectors which cover two approaches to Fisherman Island Passage; the eastern from 258° to 261°, and the southwestern from 030° to 046°. (LNM 30/15 CG1; LL 2015) 47/15

Chapter 9—Paragraph 175; read:

⁽¹⁷⁵⁾ Cape Neddick Light (43°09'55"N., 70°35'28"W.), 88 feet above the water, shown from a 41-foot white conical tower, is on the summit of the nubble. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A. (LNM 30/15 CG1; LL 2015) 47/15

Chapter 9—Paragraph 249; read:

⁽²⁴⁹⁾ Portsmouth Harbor (New Castle) Light (43°04'16"N, 70°42'31"W.), 52 feet above the water, is shown from a white conical tower attached to a house on Fort Point, the northeast end of New Castle Island. A

mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A. (LNM 52/14 CG1; LL 2015) 47/15

Chapter 9—Paragraphs 295 to 297; read:

⁽²⁹⁵⁾ The principal bridges in Portsmouth Harbor are the Memorial (U.S. Route 1) Highway Bridge, with a lift span and a clearances of 21 feet down and 150 feet up. The U.S. Route 1 Bypass, a combined highway and railroad bridge, 0.5 mile northwestward, has a lift span with clearances of 10 feet down and 135 feet up. The railroad bridge also has a retractable span near the north shore of the river with a clearance of 5 feet closed and 36 feet open. This span is kept open except for the passage of one train per day, Tuesday through Saturday, April to November. (See 117.1 through 117.59 and 117.531, chapter 2, for drawbridge regulations.) The Interstate 95 bridge, has a clearance of 134 feet and crosses the river about 900 yards above the U.S. Route 1 Bypass bridge. The bridgetender of the Memorial Highway bridge monitors VHF-FM channel 16 and works on channel 13; call sign KBK-472. The bridgetender of the U.S. Route 1 Bypass bridge monitors VHF-FM channel 16 and works on channel 13; call sign KAW-766. A regulated navigation area has been established around the U.S. Route 1 Bypass bridge. (See 165.1 through 165.13 and 165.T01-0554, chapter 2, for limits and regulations.)

⁽²⁹⁶⁾ <Deleted Paragraph>

⁽²⁹⁷⁾ <Deleted Paragraph>

(L 765-2015; NOS 13283) 47/15

Chapter 9—Paragraph 510; read:

⁽⁵¹⁰⁾ About 2 miles above Newburyport, a fixed highway bridge with a clearance of 28 feet crosses the south channel from Belleville to Deer Island. The swing bridge crossing the north channel from Deer Island to Salisbury Point has a clearance of 14 feet. (NOS 13282; L 2436-2014) 47/15

Chapter 9—Paragraph 513; read:

⁽⁵¹³⁾ At Groveland, about 11 miles above Newburyport, the Bates Bridge (Route 97/113) crosses the river to Riverside and has a bascule span with a clearance of 16 feet. (LNM 51/14 CG1; L 2358-2014) 47/15

Chapter 9—Paragraph 652; read:

⁽⁶⁵²⁾ Straitsmouth Island, low and grassy, is marked on its eastern end by Straitsmouth Light (42°39'44"N., 70°35'17"W.), 46 feet above the water and shown from a

COAST PILOT 1 (Continued)

white cylindrical tower, near the northeast end of the island. A mariner radio activated sound signal at the light is initiated by keying the microphone five times on VHF-FM channel 83A. The radio tower and buildings of a former Coast Guard station are conspicuous on Gap Head, the peninsula westward of Straitsmouth Island. A standpipe on the summit of a hill south of the harbor is also prominent. Passage should not be attempted between Straitsmouth Island and Gap Head at low water without local knowledge.

(LNM 30/15 CG1; LL 2015) 47/15

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Chapter 7—Paragraph 238; read:

⁽²³⁸⁾ There are two pilot boats, 47 feet long M/V “Pascagoula Pilot” and 38 feet long M/V “Round Island”. M/V “Pascagoula Pilot” has a black hull with a white house and the word PILOT on the forward part of the house. M/V “Round Island” has unpainted aluminum hull with PILOT in black lettering. The pilot station monitors VHF-FM channels 74 and 16 and the pilots work harbor traffic on VHF-FM channels 13 and 16 while transiting the channel. Vessels to be boarded should contact the pilot boat for vessel speed and boarding side and rig the pilot ladder about 3 feet above the water. Pilots can be arranged for by telephone (228-762-1151), VHF-FM channel 16 or through ships’ agents. A minimum of 2 hours advance notice is requested.

(IDMS 26641) 47/15

Chapter 9—Paragraph 162; read:

⁽¹⁶²⁾ Bayou Terrebonne crosses the Intracoastal Waterway at Houma and is joined by Bayou Petit Caillou 3 miles below Houma. At Bourg, 7 miles below Houma, a section of the Company Canal, known as Bourg Canal, furnishes a cutoff between the bayou and the Intracoastal Waterway. In 1986, the controlling depth in Bourg Canal was 3 feet. State Route 24 vertical lift bridge crosses Bourg Canal just N of its intersection with Bayou Terrebonne and has clearances of 50 feet up and 5 feet down. In 2015, the bridge is unable to lift to the published clearance of 50 feet and can provide a reduced clearance of 25 feet. (See 117.1 through 117.59 and 117.438, chapter 2, for drawbridge regulations.) Overhead power cables crossing the canal have a least clearance of 80 feet. Another section of Company Canal extends N from the Intracoastal waterway and connects with Bayou Lafourche at Lockport; in 1995, the controlling depth was 4½ feet.

(LNM 35/15 CG8; NOS 11355) 47/15

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Chapter 11—Paragraphs 456.01 to 457; read:

^(456.01) Insert new table titled **Structures across St. Joseph River to Paw Paw River.**

⁽⁴⁵⁷⁾ <Deleted Table>

(L 1485-2015)

47/15

Structures across St. Joseph River to Paw Paw River

Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**	Clear Height above Low Water Datum (feet)	Information
Main Channel					
CSX Railroad Bridge (swing)	42°06'44"N., 86°28'58"W.	0.67	91 (right) 100 (left)	12	Note 1
Blossomland/M-63 Bridge (bascule)	42°06'44"N., 86°28'41"W.	0.92	100	36	Note 2
Twin Cities Bicentennial Bridge (bascule)	42°06'42"N., 86°28'16"W.	1.30	100	19	Note 2
Overhead power cable	42°06'35"N., 86°28'03"W.	1.52		76	
Napier Avenue Bridge (fixed)	42°05'19"N., 86°28'30"W.	3.11	166	28	
Morrison Channel					
Overhead power cable	42°06'34"N., 86°28'29"W.	1.17		57	
Wayne Street Bridge (fixed)	42°06'34"N., 86°28'29"W.	1.19	90	36	
Overhead power cable	42°06'19"N., 86°28'26"W.	1.46		56	
Overhead power cable	42°06'05"N., 86°28'19"W.	1.76		57	
Overhead power cable	42°05'57"N., 86°28'18"W.	1.92		63	
Paw Paw River					
Overhead power cable	42°06'58"N., 86°28'07"W.	1.49		33	
Edgewater Drive Bridge (fixed)	42°06'58"N., 86°28'07"W.	1.49	136	9	Clearances are reported
Overhead power cable	42°06'58"N., 86°28'07"W.	1.49		31	
CSX Railroad Bridge (fixed)	42°07'00"N., 86°28'08"W.	1.51	45	6	
Overhead power cables	42°07'00"N., 86°28'07"W.	1.52		38	
Pedestrian bridge	42°07'10"N., 86°28'03"W.	1.76		N/A	Clearance data not available
Overhead power/telephone cables	42°07'22"N., 86°27'52"W.	2.02		27	
Klock Road Bridge (fixed)	42°07'24"N., 86°27'51"W.	2.05	53	9	
North Shore Road Bridge (fixed)	42°07'31"N., 86°27'19"W.	2.57	174	8	
Overhead telephone cables	42°07'32"N., 86°27'18"W.	2.58		N/A	Clearance data not available
Pedestrian bridge	42°07'30"N., 86°26'59"W.	3.07		N/A	Clearance data not available
Paw Paw Avenue Bridge (fixed)	42°07'31"N., 86°26'54"W.	3.15	45	11	
Overhead cables	42°07'31"N., 86°26'54"W.	3.15		20	Parallel to Paw Paw Avenue
Overhead cable	42°07'30"N., 86°26'53"W.	3.17		N/A	Parallel to railroad bridge
CSX Railroad Bridge (fixed)	42°07'30"N., 86°26'52"W.	3.18		8	
* Miles above North Pierhead Light					
** Clear width proceeding upstream					
Note 1 – See 33 CFR 117.1 through 117.49, chapter 2, for drawbridge regulations.					
Note 2 – See 33 CFR 117.1 through 117.59 and 117.651, chapter 2, for drawbridge regulations.					