

SECTION II
NAVIGATION PUBLICATIONS

NM 6/16

SAILING DIRECTIONS CORRECTIONS

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(NGA) 6/16

COAST PILOT CORRECTIONS

COAST PILOT 3 49 Ed 2016 NEW EDITION
(NOS) 6/16

COAST PILOT 5 43 Ed 2015 17 JAN 2016
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Chapter 6—Paragraph 202; read:

⁽²⁰²⁾ St. Andrew Bay Entrance Lighted Buoy SA (30°05'30"N., 85°46'26"W.) about 2.2 miles SW of the entrance to the dredged channel, marks the approach.
(LNM 47/15 CG8) 6/16

Chapter 6—Paragraph 396; read:

⁽³⁹⁶⁾ Perdido Pass, extending between Florida Point and Alabama Point, is easily distinguished from offshore by State Route 182 highway bridge across its entrance with two openings. The fixed span over Perdido Pass Channel has a clearance of 54 feet. The fixed span over Cotton Bayou Channel has a clearance of 41 feet. The dredged entrance channel leads from the Gulf through Perdido Pass to a fork at the highway bridge; thence into two channels, one leading N into Terry Cove and Johnson Cove and the other leading E into Bayou St. John. A crossover channel connects the east and the west channels N of the highway bridge. The entrance to the pass is protected by a jetty on the W and E side. Over half of the E jetty is submerged about 1 to 3 feet at low tide; extreme caution is advised. Numerous sunken wrecks are in the approach to the pass. The channels are well marked; a lighted buoy off the entrance marks the approach.
(LNM 47/15 CG8) 6/16

COAST PILOT 6 45 Ed 2015 17 JAN 2016
LAST NM 5/16

Chapter 3—Paragraphs 88 to 88.01; read:

⁽⁸⁸⁾ During the ice season, U.S. Coast Guard icebreakers, sometimes working in conjunction with Canadian Coast Guard icebreakers, conduct operations to maintain a broken track along the main vessel routes through the lakes, St. Marys River, and the Detroit-St. Clair River system and to assist vessels in transit as necessary.

^(88.01) Floating aids to navigation, except those designated in the Coast Guard Light List as winter markers, are withdrawn from service immediately prior to the formation of ice on the lakes. Automatic Identification System (AIS) equipped Aids to Navigation (ATON) are increasingly being utilized in the Great Lakes region. A synthetic or physical AIS ATON is a signal broadcasted from an AIS base station that coincides with an existing physical aid to navigation. A virtual AIS ATON is a signal broadcasted from an AIS base station that is electronically charted, but non-existent as a physical aid to navigation. Buoys and lighted buoys that are replaced by winter markers will be synthetic AIS ATON year round. Buoys and lighted buoys that are not replaced with a winter marker will be synthetic AIS ATON during their advertised season in the light list and virtual AIS ATON when not on station. These AIS Aids to Navigation will be depicted as such on the nautical chart. See Automatic Identification System (AIS) Aids to Navigation, chapter 1, for additional information.

(LNM 01/16 CG9) 6/16

COAST PILOT 7 48 Ed 2016 17 JAN 2016
LAST NM 5/16

Chapter 11—Paragraph 81; read:

⁽⁸¹⁾ Point Chehalis is low and sandy and is bare of trees for 1.5 miles S of its extremity. A jetty extends 2 miles seaward from the end of the point, the outer mile of it being submerged. A seasonal sound signal is mid-length of the visible part of the jetty. A Coast Guard lookout tower is prominent on the point.

(LL 2016; NOS 18502) 6/16

Chapter 13—Paragraph 331; read:

⁽³³¹⁾ A dredged entrance channel leads from deep water in Hood Canal into deep water in Port Gamble Bay. In 1986, the controlling depth was 23 feet. The channel is marked by lighted buoys and lights.

(LNM 49/15 CG13) 6/16