

PUB 145 (Continued)

Page 65—Line 22/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA) 4/01

Page 70—Lines 48 to 54/R; read:

To avoid a delay in obtaining a pilot, masters of vessels bound for Halifax must request a pilot from the Atlantic Pilotage Authority at least 12 hours before arrival at the pilot boarding station. The ETA must be confirmed or corrected 3 hours prior to arrival at the pilot station. Vessels departing or moving within the pilotage area must contact the Atlantic Pilotage Authority 5 hours before the departure. The

(BA NM 45/00, Section VI) 4/01

Page 70—Line 57/R; insert after:

In addition to the contact methods described in Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea, the Atlantic Pilotage Authority may also be contacted on VHF channel 23, call sign “Halifax Pilot Dispatch.”

(BA NM 45/00, Section VI) 4/01

Page 80—Line 10/L; read:

pilotage should contact the Atlantic Pilotage Authority 24 hours in advance,

(BA NM 45/00, Section VI) 4/01

Page 86—Line 42/R; read:

pilotage should send their ETA at the pilot boarding position to the Atlantic Pilotage Authority 24 hours in advance,

(BA NM 45/00, Section VI) 4/01

PUB 157 8 Ed 2000 LAST NM 3/01

Page 32—Line 28/L; read:

light with radio beacon and DGPS are shown 0.2 mile N of the S extremity of **Chumunjin**

(27(523)00 Inchon) 4/01

PUB 192 7 Ed 2000 LAST NM 46/00

Page 63—Line 23/R; read:

seen on the chart.

It is reported (2000) that a Precautionary Area has been established in the vicinity of Fishermans Gat.

(BA NM 40/00) 4/01

COAST PILOT CORRECTIONS**COAST PILOT 5 28 Ed 2000 Change No. 8
LAST NM 52/00**

Page 241—Paragraph 15, line 4; read:

Federal project depth is 47 feet over the bar. (See Notice to Mariners ...
(28/00 CG8) 4/01

Page 243—Paragraph 54, lines 3 to 4; read:

entrance is marked by lights and daybeacons. In May 2000, the controlling depth was 6.3 feet (6.7 feet at midchannel) from the ...
(CL 1101/00) 4/01

Page 296—Paragraph 126, lines 6 to 7; read:

Corps of Engineers. In January-May 2000, the controlling depth was 9.0 feet. The channel is well marked with aids.
(DDs 965-969, 1014-1021) 4/01

Page 307—Paragraph 325, lines 1 to 2; read:

In January 2000, the controlling depths were 8 feet through the jettied entrance from sea through the marked channel in Lower Mud Lake, thence 9 feet to just below the State Route 82 highway bridge; thence in 1997, 9 feet to ...
(DDs 970-973; 34/00 CG8) 4/01

Page 320—Paragraph 126, line 1; read:

Oiltanking South Dock (30°01.9'N., 94°02.0'W.): 60-foot ...
(CL 1483/00) 4/01

Page 320—Paragraph 127, line 1; read:

Oiltanking North Dock: 0.1 mile N of Oiltanking South Dock; ...
(CL 1483/00) 4/01

Page 341—Paragraph 20, line 3 to Paragraph 22, line 1; read:

depths are 47 feet from deep water in the Gulf to the jetty channel, thence 45 feet in the jetty channel to the upper turning basin, and 36 feet in the Brazos Harbor approach channel and turning basin, thence 45 feet in the upper turning basin, thence 25 feet to and in the Stauffer turning basin. (See Notice to Mariners and latest editions of charts for controlling depths.)

A vertical lift tide gate with a horizontal clearance of 75 ...
(CL 1596/00; 32/00 CG8; NOS 11322) 4/01

**COAST PILOT 6 30 Ed 2000 Change No. 22
LAST NM 52/00**

Page 133—Paragraph 140, lines 5 to 6; read:

entrance channel is marked by lighted buoys and a light. In May 2000, the channel had a controlling depth of 9.6 feet from ...
(BP 172427) 4/01

COAST PILOT 6 (Continued)

Page 160—Paragraph 214, line 6 to Paragraph 215; read:
are marked by buoys. In May 2000, the controlling depths
were 8 feet (14½ feet at midchannel) from deep water in the
lake to just inside the outer piers, thence 8 feet (9.3 feet at
midchannel) to the Municipal Pier.

Inside the harbor, there are breakwaters E and W of the N
end of the Municipal Pier. A dredged access channel
extends S along the E and W sides of the Municipal Pier and
along the S sides of the E and W breakwaters. The
breakwaters are marked by lights. In May 2000, the
controlling depths were 5½ feet in the access channel along
the E side of the Municipal Pier except for a depth to 3.7
feet near the S end of the channel, thence 5 feet in the
channel just S of the E breakwater except for a depths to 4.4
feet in the NE corner of the channel, thence 6 feet in the
access channel along the W side of the Municipal Pier and
4.6 feet in the channel S of the W breakwater except for
lesser depths along the S edge and NW corner of the
channel.

(BPs 172425-26, CL 1481/00) 4/01

Page 169—Paragraph 368; read:

Cleveland Harbor Main Entrance Light (41°30.5'N.,
81°43.1'W.), 23 feet above the water, is shown from a white
conical tower with attached building on the W side of the
main entrance to Cleveland Harbor. A fog signal is at the
light.

(LL/2000) 4/01

Page 180—Paragraph 522, lines 2 to 3; read:
82°40.5'W.), 30 feet above the water, is shown from a white
cylindrical tower with a green band on the outer end of the
jetty that ...

(LL/2000) 4/01

Page 183—Paragraph 585, line 2; read:
buoys, lights, and a **237.4** lighted range, leads SW for about
18 ...

(LL/2000; NOS 14847) 4/01

Page 191—Paragraph 698, line 1; read:

Hen Island Shoal, with a least depth of 19 feet, is 1.3 ...
(NOS 14830) 4/01

Page 191—Paragraph 699, line 4; read:
depth of 7 feet, is 0.8 mile NE of the island.

(NOS 14830) 4/01

Page 191—Paragraph 700, line 2; read:
is on a shallow bank with depths to 9 feet extending 0.4 mile
N ...

(NOS 14830) 4/01

Page 191—Paragraph 701, line 2; read:
depth of 3 feet and marked on the N side by a lighted buoy, is

1.6 ...
(NOS 14830) 4/01

Page 333—Paragraph 80, line 5; read:
Sugar Island marks Course 3 downbound, and a **323.3**
lighted ...

(LL/2000) 4/01

COAST PILOT 6 30 Ed 2000 Change No. 23

Page 65—Paragraphs 1187 to 1188; read:
No vessel greater than 40 feet in length may exceed 8
miles per hour between Lily Pond and Pilgrim Point.
(FR 9/5/00; CL 1387/00) 4/01

Page 130—Paragraph 93, lines 4 to 9; read:
leads about 0.5 mile to the town of **Selkirk**. The entrance
channel is marked by buoys and lights at the ends of the
breakwaters. In September 1999, the controlling depth was 6
feet in the dredged channel to the head of the project at Sel-
kirk.
(LL/2000; BP 172098) 4/01

Page 133—Paragraph 138; read:

Sodus Outer Light (43°16'36"N., 76°58'30"W.), 51 feet
above the water, is shown from a tower on the N end of the
W entrance pier.

(LL/2000) 4/01

Page 133—Paragraph 151, line 3 to Paragraph 152; read:
southerly in the bay. The breakwaters are marked by lights.
A boat launching ramp access channel is just inside the bay
on the W side of the main channel.

In May 2000, the controlling depths were 2.7 feet in the W
half and 1.1 feet in the E half of the channel to the boat
launching ramp access channel, thence 7.7 feet at midchan-
nel to the head of the project. The boat launching ramp
access channel has a depth 5.4 feet.

Bridges.—The Irondequoit Bay Outlet bridge crosses the
entrance channel just inside the two breakwaters and has a
retractable span with a clearance of 8 feet. The bridge
remains in the closed position from December 1 to April 1
and remains in the open position from April 1 to December
1. State Route 104 highway bridge crosses the bay 6.5 miles
S of the Irondequoit Bay Outlet bridge and has a fixed span
with a clearance of 44 feet.

(BP 172097; CL 1359/00; BP 17055;
CL 264/00; CL 1840/99) 4/01

Page 220—Paragraph 54, lines 2 to 7; read:
deep water in Lake Huron to a harbor basin and anchorage
area formed by two breakwaters. The harbor entrance is
marked by buoys and by lights on the outer ends of the
breakwaters. In June 2000, the controlling depths were 8.6
feet (9½ feet at midchannel) in the entrance channel, thence
depths of 7.2 to 8.0 feet in the anchorage area.

(DD 1054) 4/01

COAST PILOT 6 (Continued)

Page 227—Paragraph 177, lines 5 to 7; read:
gasoline, ice, and a launching ramp. In May 2000, it was reported that the approach to the marina was bare, due to the extremely low water level of Lake Huron.

(CL 1545/00) 4/01

Page 227—Paragraph 181, lines 2 to 3; read:
provides refuge for small craft. In May 2000, the reported centerline controlling depth in the canal was 3 feet. The entrance to the canal is ...

(CL 1545/00) 4/01

Page 227—Paragraph 188, lines 3 to 6; read:
for 3 miles. **Gravelly Shoal Light** (44°01'12"N., 83°32'18"W.), 75 feet above the water, is shown from a white square tower on a cylindrical base near the outer end of the shoal; a fog signal is at the light. This shoal is important because it ...

(CL 1545/00; LL/2000) 4/01

Page 227—Paragraph 190, line 6; read:
height of 9 feet, and in May 2000, had a reported depth of 23 feet ...

(CL 1545/00) 4/01

Page 227—Paragraph 190, line 10; read:
from only W winds. Small craft should keep clear of the wharf and from under the tramway ...

(CL 1545/00) 4/01

Page 227—Paragraph 191, lines 4 to 8; read:
wharf has a deck height of 9 feet, and in May 2000, had a reported depth of 22 feet alongside. There is open storage for 60,000 tons of gypsum. A privately dredged channel, marked by private buoys and a **293°30'** lighted range, leads from deep water in Saginaw Bay to a turning basin at the wharf. In May 2000, the reported controlling ...

(CL 1545/00) 4/01

Page 227—Paragraph 195, lines 2 to 3; read:
mouth of the **Tawas River**. A water tank in the city is prominent. In May 2000, the reported controlling depth across the bar at the ...

(CL 1545/00) 4/01

Page 227—Paragraph 195, lines 7 to 9; read:
lower part of the river.

(CL 1545/00) 4/01

COAST PILOT 6 30 Ed 2000 Change No. 24

Page 228—Paragraph 196, lines 9 to 11; read:
The breakwater extension is marked at the NE end by a light.

(CL 1545/00) 4/01

Page 228—Paragraph 199, lines 2 to 6; read:
provides transient berths, gasoline, water, ice, electricity, sewage pump-out, marine supplies, and a launching ramp. A 15-ton lift is available for hull and engine repairs. The entrance to the marina is marked by private daybeacons and a private **128°** lighted range. In May 2000, the reported controlling depths were 5 feet ...

(CL 1545/00) 4/01

Page 229—Paragraph 210; strike out.

(CL 1545/00) 4/01

Page 233—Paragraph 305, line 3; read:
Copies of the regulations may be obtained from the City Manager. The harbormaster monitors VHF-FM channels 9 and 16. A ...

(NOS 2000) 4/01

Page 234—Paragraph 311, lines 4 to 8; read:
bridge. The Cheboygan County Marina is on the W side of the river just inside the mouth. Transient dockage, gasoline, diesel fuel, water, electricity, sewage pump-out, and a launch ramp are available.

(CL 1352/00; NOS 14881) 4/01

Page 249—Paragraph 124, lines 8 to 10; read:
channel, marked by a light and lighted buoys, on the E side of Middle Shoal. **Grays Reef Light** (45°46'00"N., 85°09'12"W.), 82 feet above the water, is shown from a ...

(LL/2000) 4/01

Page 252—Paragraph 190, lines 5 to 6; read:
the N outer end light. In July 2000, the controlling depths in the entrance channel were 5½ feet (8.8 feet at midchannel). The channel is subject to shoaling ...

(DD 986) 4/01

Page 256—Paragraph 261, lines 1 to 2; read:
Muskegon South Breakwater Light (43°13'30"N., 86°20'48"W.), 70 feet above the water, is shown from a pyramidal ...

(LL/2000) 4/01

Page 268—Paragraph 380, lines 6 to 8; read:
approach to the harbor, just inside the breakwaters. In July 2000, the controlling depths were 5.6 feet (6.9 feet at mid-channel) in the entrance channel and to the mouth of Galien River.

(DD 1051) 4/01

Page 294—Paragraph 638, lines 1 to 3; read:
Waukegan Harbor Light (42°21'36"N., 87°48'48"W.), 36 feet above the water, is shown from a cylindrical tower with a green band on the outer end of the S pier; a fog signal is ...

(LL/2000) 4/01

COAST PILOT 6 (Continued)

Page 302—Table, item 25; read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span openings**			Clear height in feet above Low Water Datum	Remarks
				Right	Left	Center		
25	Muskego Ave. bridge	Highway	1.95			75	12	Bascule. Note 1.

(CL 1478/00)

4/01

Page 344—Paragraph 64, lines 4 to 7; read:
are marked by lights. In August 2000, the controlling depths
were 11.4 feet (12.0 feet at midchannel) in the entrance
channel and between the breakwaters to the basin, thence
depths of 11.0 to 12.0 feet in the basin.

(DD 1055)

4/01

Page 346—Paragraph 108, lines 5 to 6; read:
In May 2000, the controlling depth was 25.4 feet in the basin
with lesser depths along the N and E edges.

(DD 1132)

4/01

Page 346—Paragraph 121, lines 4 to 7; read:
marks the outer end of a submerged crib that extends from
shore on the W side of the basin. In May 2000, the control-
ling depths were 30 feet in the approach to the basin from
Lake Superior, thence 25½ to 28 feet in the basin.

(DD 1133; LL/2000)

4/01

SIGHT REDUCTION TABLES (AIR) CORRECTIONS

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