

NAVIGATION PUBLICATIONS

USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS

VOLUME I	Ed 2001	NEW EDITION
(USCG)		27/01

SAILING DIRECTIONS CORRECTIONS

PUB 146	7 Ed 2000	LAST NM 10/01
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Page 185—Lines 45-46/L; read:
Sea" apply.

Vessel Traffic Service Zone.—The Canadian Coast Guard has established a voluntary Vessel Traffic Service Zone in the Strait of Belle Isle. Vessels required to comply with the Vessel Traffic Service Zone Regulations (see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, North Sea, Baltic Sea, and the Mediterranean Sea for further information) are requested to participate in the system by calling "Belle Isle Traffic" on VHF channel 14 when initially in the vicinity of each Reporting Point. The boundary of the Vessel Traffic Service Zone and the locations of the Reporting Points can best be seen on the chart.

Fishing vessels are encouraged to maintain a listening watch or contact "Belle Isle Traffic" to obtain up-to-date information on vessels reported transiting the Belle Isle Vessel Traffic Service Zone.

Winds—Weather.—During the summer, dense fogs prevail

(BA NM 43/00) 27/01

PUB 182	4 Ed 1998	LAST NM 18/01
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Page 65—Line 55/R; insert after:

Pilotage.—Pilots are transferred by helicopter at the Hordaland-Fedje pilotage station. Pilotage rules and information are, as follows:

1. Pilot boarding places:
 - a. **Fedje Vest** (60°46.0'N., 4°27.9'E.).
 - b. **Holmengra Vest** (60°51.0'N., 4°25.9'E.).

2. Pilot services for vessels which exceed 30,000 grt and are classified to carry hazardous or polluting cargo as mentioned in Annex 2 of Regulation 1129/23 December 1994, on the Obligation to use a Pilot in Norwegian Waters, will be provided exclusively from the pilot boarding places mentioned in paragraph 1 above. The same applies when vessels carry no cargo. Fedje Traffic Control Center may decide that other vessels should also be serviced from the pilot boarding places mentioned in paragraph 1 above.

3. Vessels as mentioned in paragraph 2 above will be offered pilot transfer by helicopter. Such offer will be given to the vessel or the agent when the initial pilot booking is made. Vessels/agents that do not immediately accept pilot transfer by helicopter will have up to 12 hours prior to commencement of the pilotage assignment in which to make a decision.

4. Vessels that receive a helicopter shall comply with the rules set out in "Guide to Helicopter/Ship Operations," issued by the International Maritime Pilots' Association.

5. Vessels as mentioned in paragraph 2 above, which cannot or do not wish to have a pilot transferred by helicopter, will have a pilot transferred by pilot boat when this can be done safely. The pilot will be transferred to the new pilot boarding places mentioned in paragraph 1 above. It should be noted that to decline use of a helicopter in cases where it is not safe to use a pilot boat will result in waiting time.

6. Fedje Traffic Control Center shall not clear vessels mentioned in paragraph 2 above for entry until the pilot has embarked. Such vessels shall not be cleared for departure with a pilot on board until it is confirmed that the pilot can disembark as intended.

7. If helicopters are available, other vessels than those mentioned in paragraph 2 above may also be offered pilot transfer by helicopter provided the vessels in question satisfies the requirements of paragraph 4 above. The vessels will in the event be provided with a pilot at the new pilot boarding places.

8. The helicopter company will bill the agent for the particular vessel for all costs incurred in pilot transfer by helicopter.

9. The above measures will be implemented immediately and shall apply until further notice.

Vessels not encompassed by these measures will continue to be provided with a pilot by pilot boat at the pilot boarding places in Fedjeosen and off Holmengra. State pilots shall be booked in advance giving 24 hours notice to Fedje Traffic Control Center.

(Nor NM 8/00) 27/01

Page 71—Line 11/L; insert after:

Pilotage.—Pilotage is compulsory for Bergen. Pilots for Bergen are located in two positions:

1. Vessels approaching from the S (see paragraph 4.2) board the pilot at the W end of Korsfjorden, on the N side, in the vicinity of Viksoy and Store Flesa, or at the entrance to Korsfjorden, about 1 mile N of Store Marstein.

2. Vessels approaching from the N board the pilot at Fedjeosen (see paragraph 4.16), either off Hellisoy Light or off Homengra Light. When pilots are prevented from boarding due to bad weather at these locations, they will then do so E of Grisholmen, 0.25 mile N of Fedje.

See paragraph 4.26 and Pub. 180, Sailing Directions (Planning Guide) Arctic Ocean for additional information.

(Nor NM 8/01) 27/01

PUB 183	5 Ed 2001	NEW EDITION
(NIMA)		27/01

PUB 191	9 Ed 2000	LAST NM 23/01
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Page 107—Lines 45 to 49/R; read:

The shore is fronted by a rocky bank which dries and extends up to about 0.5 mile seaward.

PUB 191 (Continued)

Ridens de Belleville (49°59'N., 1°09'E.), a group of shoal patches, has a least depth of 7m and lies centered 3.5 miles NE of the entrance to Dieppe harbor.

Ridins de Neuville, a group of narrow sandbanks, lies centered 8 miles NE of the entrance to Dieppe harbor. These sandbanks have a least depth of 7.2m and extend up to about 1.8 miles offshore.

Ridens de Dieppe (50°06'N., 1°06'E.), a group of shoal patches, lies centered 10 miles N of the entrance to Dieppe harbor. This group has a least depth of 7.4m and is formed of sand and gravel.

Roches du Muron, a drying rocky bank, fronts the coast 2.5 miles SW of Le Treport and extends up to about 0.4 mile offshore.

Ridens de Treport (50°06'N., 1°18'E.), with a least depth of 5.1m, lies about 2.8 miles NW of the entrance to Le Treport.

Banc Franc-Marque, with a least depth of 3.6m, lies about 2 miles N of the entrance to Le Treport.

Penly Nuclear Power Station (49°59'N., 1°13'E.) stands near to the shore, 5.4 miles NE of Dieppe. It is fronted by a prohibited area, which extends up to 0.8 mile seaward and is marked by lighted buoys. A narrow winding channel leads between short breakwaters to the power station.

A prominent radio mast stands about 0.8 mile SE of the power station.

Caution.—Numerous wrecks lie along this stretch of the coast and may best be seen on the chart.

A former mined area, which is open to surface navigation, is still considered to be dangerous by the French authorities with regard to anchoring, trawling, or carrying out any seabed activities. It is bound by a line joining the following positions:

- a. 50°08.0'N, 1°06.5'E.
- b. 50°16.5'N, 1°13.5'E.
- c. 50°16.0'N, 1°20.0'E.
- d. 50°06.5'N, 1°14.0'E.

(BA NP 28; Fr SD C2.1) 27/01

Page 108—Lines 1 to 18/L; strike out.

(NIMA) 27/01

Page 108—Lines 21 to 56/L; read:

6.10 Le Treport, situated at the mouth of La Bresle, is a small port used by commercial vessels, fishing boats, and recreational craft. It consists of an Avant-port, which dries, and two wet basins.

Le Treport stands on the SW side of the harbor and the smaller town of Mers-les-Bains stands on the NE side.

Tides—Currents.—The tides rise 9.4m at springs and 7.5m at neaps. Strong onshore winds cause a heavy scend in the outer harbor.

Depths—Limitations.—The harbor entrance, 60m wide, is located between two breakwaters, which are bordered by drying banks of shingle and mud. The channel leading into the entrance dries 2m. Inside the breakwaters the channel narrows to a width of 30m.

Several quays border Avant-port and dry 4 to 5m, with a bottom of soft mud. Part of Quai Bellot, on the N side, is used by recreational craft.

Port du Peche et de Plaisance is entered from the SE end of Avant-port through a lock, 28m long and 9.5m wide. It is used by fishing vessels and recreational craft.

Port du Commerce is entered from the NE end of Avant-port through a dock gate, which is 19m wide and has a depth of 2m on the sill.

The port has facilities for bulk and general cargo vessels. Vessels up to 7,000 dwt, 115m in length, and 16m beam can be accommodated, with drafts limited to the height of tide minus 2m. Generally, vessels can enter with drafts up to 7m at springs and 4.4m at neaps.

Aspect.—A main light is shown from a prominent structure, 14m high, standing on the head of the W breakwater.

A conspicuous silo, 53m high, stands on the N side of Port du Commerce, 0.5 mile ESE of the harbor entrance. A large prominent church tower stands about 0.4 mile SSE of the harbor entrance and can be seen over the houses. A large church stands at the base of the cliffs near Mer-les-Bains, about 0.7 mile ENE of the harbor entrance, and a prominent television mast is situated 0.6 mile E of it.

A conspicuous statue of the Madonna stands near the coast, about 1 mile NE of the harbor entrance. A prominent pylon stands about 1.7 miles SE of the harbor entrance.

Pilotage.—Pilotage is compulsory for all vessels 45m or more in length. Vessels should contact the harbor by VHF 3 hours prior to HW and maintain a listening watch. Vessels should maintain a listening watch on VHF channels 16 and 12 when anchored in the Waiting Area. Generally, pilots board about 1.5 miles NW of the harbor entrance, 2 hours before HW.

Regulations.—A triangular area, within which anchoring and fishing are prohibited, extends up to 1 mile NW of the harbor entrance and may best be seen on the chart.

Anchorage.—A designated anchorage area (Waiting Area), with depths of 8 to 15m over sand and shells, lies centered 3 miles NW of the harbor entrance and can best be seen on the chart. This anchorage area, which is untenable with onshore winds, should only be used by vessels waiting to enter the port.

Caution.—An explosive dumping ground area, which may best be seen on the chart, lies centered about 2.8 miles NNE of the harbor entrance.

Several wrecks and obstructions lie in the approaches to the port and may best be seen on the chart.

Le Treport to Baie de Somme

6.11 Adult (50°06'N., 1°27'E.), a village, stands 4 miles NE of Le Treport. The coast between is formed by white or gray cliffs, 100m high, bisected by small valleys.

A main light is shown from a prominent tower, 28m high, standing in the village. A radio mast is situated close to the light tower.

Between Adult and the Baie de Somme the coast is low and bordered by sand dunes, with a wooded background.

PUB 191 (Continued)

Cayeux-sur-Mer (50°11'N., 1°30'E.), a village, stands about 5 miles NNE of Adult. The prominent spire of a church situated in the village can be seen above the houses.

A main light is shown from a conspicuous tower, 32m high, standing about 1 mile NE of the village.

A prominent structure is situated about 0.7 miles SW of the village. This structure consists of a series of pillars in the form of a truncated cone standing on a masonry base and surmounted by a black Saint-Andrew's cross.

Caution.—Numerous obstructions, which may best be seen on the chart, lie within an area extending up to 3.5 miles N and NW of Adult.

Baie de Somme

6.12 Baie de Somme (50°14'N., 1°34'E.), the estuary of the Riviere Somme, is entered between Pointe de Hourdel (50°13'N., 1°34'E.), located 2.5 miles NE of Cayeux-sur-Mer Light, and Pointe de Saint Quentin, 3 miles N. The bay faces W and is obstructed by drying sand banks.

Bancs de Somme extend up to about 1.5 miles seaward of the general line of the coast. These banks frequently vary in position and height. The outermost banks consist of very fine shifting sand and constitute a formidable danger to vessels grounding on them. In such cases the tidal currents wash away the sand from under the stem and the stern, causing the vessel to capsize or break up. With onshore winds a very rough sea occurs on these banks.

Quemer (50°17'N., 1°20'E.) and Bassurelle de la Somme (50°13'N., 1°20'E.), two banks of sand and shells, front the bay and extend up to 9.5 miles offshore. The sea breaks over these banks during bad weather.

Tides—Currents.—The tides at Cayeux-sur-Mer rise about 9.8m at springs 8m at neaps.

Outside the drying banks at the entrance to Baie de Somme, the tidal currents are mainly rotary, counterclockwise. They seem to attain their maximum rates as the drying banks are just covered or just about to be uncovered. In the vicinity of the AT-SO lighted buoy the ingoing current flows NNE and begins about 4 hours before HW at Dieppe. It attains a velocity of about 2.7 knots at springs. The outgoing current flows SSW and begins about 1 hour 30 minutes after HW at Dieppe. It attains a velocity of about 2.5 at springs.

Winds from W often raise the sea level by 0.5m and winds from E lower it the same extent.

Depths—Limitations.—A buoyed channel, which dries, leads E into the bay from the AT-SO lighted buoy. This channel changes frequently.

Aspect.—A main light is shown from a conspicuous tower, 18m high, standing on Pointe du Hourdel (50°13'N., 1°34'E.).

The AT -SO lighted buoy is moored about 3.8 miles WNW of Pointe du Hourdel.

Pilotage.—There is no pilot station in the bay, but unlicensed local pilots are available. The employment of such pilots is advised due to the frequent changes in the banks. Generally, pilots board near the AT-SO lighted buoy.

Caution.—If vessels are unable to reach one of the harbors within the Baie de Somme before HW, they should

proceed to a position seaward of the banks. Anchoring in the shelter of the banks is not advised because the shifting sands provide poor holding ground.

Local knowledge is required for entry into Baie de Somme.

6.13 Le Hourdel (50°13'N., 1°34'E.), a small harbor, lies between the S side of Pointe de Hourdel and a detached breakwater, 300m long. The basin dries and is used by recreational craft and fishing boats.

Saint-Valery-sur-Somme (50°11'N., 1°39'E.) (World Port Index No. 35790), a small harbor, is situated on the S shore of the bay, 2.5 miles ESE of Pointe du Hourdel. It is used by small commercial vessels and recreational craft.

The entrance channel leading to the harbor dries 5.8m and is marked by buoys and beacons. The fairway stays dry until the ingoing tide reaches it, about 2 hours before HW.

The harbor is about 1,700m long and 60m wide. It is bordered on the E side by a breakwater and on the W side by an embankment and a quay. The bottom alongside the quay consists of mud and dries 5m. The tides rise about 10.1m at springs and 8.1m at neaps. Small vessels up to 50m in length and 3.6m draft can be handled at HWS.

(BA NP 28; Fr SD C2.1) 27/01

Page 108—Lines 1 to 56/R; strike out.
(NIMA) 27/01

Page 109—Lines 1 to 56/L; strike out.
(NIMA) 27/01

Page 109—Lines 1 to 4/R; strike out.
(NIMA) 27/01

Page 109—Lines 11 to 19/R; read:
8m beam, and 3.4m draft. Vessels navigating this canal should request the opening of bridges by sounding a prolonged blast on the whistle.

Abbeville, located 7 miles SE of the lock, extends for about 0.3 mile along the N side of the canal. There is a new berth that does not have a height restriction, but vessels using the old berths are limited by a fixed railway bridge to a vertical clearance of 6.4m.

Le Crotoy (50°13'N., 1°38'E.), a small harbor, is used by fishing boats and recreational craft. It is formed by a creek protected on the W side by a promontory on which stands the town. A quay, on the S side of the harbor, dries 6m. A narrow buoyed channel leads to the harbor.

(Fr SD C2.1) 27/01

Page 109—Lines 21 to 56/R; read:

6.14 The coast between Pointe de Saint Quentin and Pointe du Touquet, 15.5 miles N, is low, sandy, and bordered by dunes. This stretch of coast is indented by the estuary of the Authie Riviere, which is encumbered by drying banks.

The estuary lies between Pointe de Routhiauville, located 6 miles N of Pointe de Saint Quentin, and Pointe du Haut-

PUB 191 (Continued)

Banc, 2 miles N. The drying banks shift frequently and are dangerous. A narrow drying channel leads through the banks to the river and is used by local fishing boats.

A conspicuous water tower, 30m high, stands about 1 mile SSE of Pointe de Routhiauville.

A main light (Berck-Plage) is shown from a prominent tower, 44m high, standing on Pointe du Haut-Banc.

Several large hospital buildings and a church stand along the shore close N of the light and are conspicuous from seaward.

Pointe de Touquet (50°32'N., 1°35'E.) is located 8.7 miles N of Pointe du Haut-Banc. A main light is shown from a prominent orange tower, 56m high, standing about 1 mile S of the point.

The resort town of Le Touquet-Paris-Plage stands along the shore, W of the light tower. It is fronted by a conspicuous pyramidal glass structure, 27m high, and a several large buildings.

The estuary of Canche Riviere lies between Pointe de Touquet and Pointe de Lornel, about 1.5 miles N, and is encumbered by drying banks. These banks extend up to about 1 mile seaward of the entrance and the sea breaks heavily over them during bad weather.

A light is shown from a red pylon, 11m high, standing on the NE bank of the estuary, about 0.8 mile NNE of Pointe de Touquet.

Etaples (50°31'N., 1°38'E.), a small harbor, lies at the head of the estuary, on the N bank. It is used by local fishing boats and recreational craft. An approach channel, which is buoyed and dries 5m, leads to the harbor. Its inner part lies between two training walls, which are covered at HW and marked by beacons. The channel changes frequently and local knowledge is required.

Caution.—Several offshore banks front this stretch of coast. They are described, along with the navigation aids, in paragraph 6.2.

Shellfish beds are located on the drying banks obstructing the estuary of the Authie Riviere.

(BA NP 28; Fr SD C2.1) 27/01

Page 110—Lines 1 to 57/L; strike out.

(NIMA) 27/01

Page 110—Lines 2 to 43/R; read:

6.15 The stretch of coast extending 6 miles N from Pointe de Lornel is bordered by dunes and backed inland by some conspicuous hills. The coast then turns cliffy for about 2 miles to Cap d'Alprech.

Mont Saint-Frieux, rising 2.8 miles NNE of Pointe de Lornel, consists of two prominent summits, 153m and 143m high, with several lesser elevations. The surveillance radar for Griz-Nez CROSS stands on this hill.

Saint Etienne-au-Mont, surmounted by a chapel with a prominent belfry, stands 2 miles inland about 2.5 miles SE of Cap d'Alprech.

The village of Equihen Plage, situated 1.5 miles SSE of Cap d'Alprech, can be distinguished from seaward by the straight rows of houses standing on the slope of a small hill.

Cap d'Alprech (50°42'N., 1°34'E.) terminates in a brown cliff and is bordered by drying rocks. A main light is shown from a prominent white tower, 17m high with spiral outer stairs, standing on the cape. A radiobeacon is situated at the light. A conspicuous radio mast stands about 0.3 mile ENE of the light.

The prominent ruins of Fort de l'Heurt, a blockhouse, stand on a patch of drying rocks at the edge of the drying coastal bank, 1 mile N of Cap d'Alprech.

Fort du Mont de Couple is situated close to the coast, 0.8 mile NNE of Cap d'Alprech. A former hovercraft terminal is situated close N of this fort.

(BA NP 28; Fr SD C2.1) 27/01

PUB 193 8 Ed 2000 LAST NM 26/01

Page 102—Lines 22 to 48/R; read:

Depths—Limitations.—Marstrand contains a small commercial harbor, a fishing harbor, and a disused shipyard. The main berth is 150m long and has depths of 3 to 4m alongside. Several small piers are also available. A berth, 153m long, is situated at the disused shipyard and has depths of 4 to 4.8m alongside. The fishing harbor contains several piers, with depths of 4m alongside. A marina is situated on the W side of the entrance to the commercial harbor.

Pilotage.—A main pilot station is situated at Marstrand and provides pilotage to Uddevalla, Skarhamn, Lysekil, Malo Strommar, Stromstad, Stenungsund, Wallhamn, and Marstrand.

Pilotage arrangements are carried out through VTS Marstrand. All vessels should send a request for pilotage and an ETA 5 hours in advance of arrival (see Traffic Control).

Pilots board vessels, as follows:

1. In the Marstrand area within the archipelago W of Marstrand or in the vicinity of Hatteberget Light (57°52'N., 11°28'E.).

2. In the Lysekil area in position 58°13.3'N, 11°08.7'E (3 miles SW of Brofjordens angoring lighted buoy) for VLCCs and vessels requiring escort towing, within the archipelago S of Lysekil, or in position 58°15.3'N, 11°11.2'E (1.2 miles WNW of Brofjordens angoring lighted buoy) for other vessels.

3. In the Stromstad area in positions 58°53.4'N, 10°52.5'E (W of Nord-Koster); 58°44.0'N, 10°59.7'E (S of Ramskar Light); 58°54.4'N, 11°03.8'E (in Koster Fjorden); or 58°58.2'N, 11°03.S'E (in the vicinity of Nord-Hallsö).

Pilotage for the Marstrand area is compulsory, as follows:

1. All Category 1 vessels.
2. Category 2 vessels of 80m length or 15m beam and over.
3. Category 3 vessels of 90m length or 16m beam and over.

In the inland route between Marstrand and Goteborg, pilotage is compulsory, as follows:

1. All Category 1 vessels with a maximum draft of 4.5m.
2. Category 2 and 3 vessels of 70m length, or 14m beam, or 4.5m draft.

PUB 193 (Continued)

In the inland route between Uddevalla and Lysekil/Brofjoren (Malo Strammar), pilotage is compulsory, as follows:

1. Category 1 vessels of maximum 77m length or 5m draft.
2. Category 2 vessels of 70m length, or 14m beam, or 4.5m draft and over (maximum length 77m or draft 5m).
3. Category 3 vessels of 70m length, or 14m beam, or 4.5m draft and over (maximum length 85m or draft 5m).

In certain channels between Brofjordens angoring and Brofjorden, pilotage is compulsory, as follows:

1. All category 1 vessels.
2. Category 2 vessels of 90m length or 16m beam and over.
3. Category 3 vessels of 100m length or 17m beam and over.

Traffic Control.—A Vessel Traffic Service (VTS) system operates in the Marstrand/Lysekil area. It is mandatory for all vessels over 300 grt and vessels over 50m in length, including combined tows.

Marstrand VTS can be contacted on VHF channel 10 or 11. Pilotage should be requested through the VTS Traffic Center.

The Marstrand VTS area is bound by a line joining the following positions:

1. Vajern (58°23'N., 11°15'E.).
2. Sejebaden (58°21'N., 11°09'E.).
3. Pilot boarding place for VLCCs at Brofjorden (58°13'N., 11°09'E.).
4. Hatteberget Light (58°52'N., 11°27'E.).
5. Salo Light (58°49'N., 11°37'E.).
6. S. Kalven Light (58°47'N., 11°44'E.).

Inbound vessels entering the area must report to the VTS Center and state their name, call sign, position, proposed route, and destination. They must also keep a continuous watch on VHF channel 11 and report when passing the following points:

1. Hatteberget (58°51.5'N., 11°28.2'E.).
2. Mitholmarna (58°58.0'N., 11°43.3'E.).
3. Halsefjord (58°06.9'N., 11°49.0'E.).
4. Strandanas (58°12.4'N., 11°51.2'E.).
5. Bredbaden (57°57.6'N., 11°27.8'E.).
6. Salofjord (58°48.1'N., 11°38.3'E.).
7. Havstensfjord (58°18.4'N., 11°45.0'E.).
8. Koljofjord (58°13.9'N., 11°34.6'E.).
9. Islandsberg (58°11.7'N., 11°24.0'E.).

Vessels must report to the VTS Center on arrival at or when departing from a berth or an anchorage. They must also report any change of route, grounding, or collision.

Vessels must report on VHF to the Malo Strommar and Bohus Malmon ferries prior to reaching their locations. They should also remain at least 200m from such vessels.

The VTS Center provides information on traffic in the area and other navigational details including ice conditions.

(BA NP 56; BA NP 286) 27/01

COAST PILOT CORRECTIONS**COAST PILOT 2 30 Ed 1998 Change No. 34
LAST NM 26/01**

Page 159—Paragraph 195, lines 3 to 9; read:
feet. Just above India Point several bridges cross the river within 0.9 mile. The name of the bridge, type, and clearance follows: India Street Bridge, swing span (draw open); Washington Bridge South, bascule span maintained in closed position, 40 feet; Washington Bridge North, fixed span, 42 feet; Tunnel Bridge, bascule span, 17 feet; and New Red Bridge, fixed span, 42 feet. Just below ...

(NOS 13225; CL 1146/67; CL 699/75) 27/01

Page 168—Paragraph 82, line 4; read:
Race Rock. Mariners should use caution when transiting just SSW of Race Rock as this area has been reported to have much lesser depths than 25 feet. Another ridge, oriented north-south and with a least ...

(CL 1442/99) 27/01

Page 187—Paragraph 112, line 1; read:
Charts 12375, 12377, 12378, 12372.-Connecticut River rises in ...

(NOS 12377; NOS 12378; DOLE/01) 27/01

Page 189—Paragraph 157, line 1; read:
Charts 12377, 12378.-Eustasia Island, 8.5 miles above Saybrook ...

(NOS 12377; NOS 12378; DOLE/01) 27/01

Page 190—Paragraph 185, lines 1 to 6; read:
Wethersfield Cove, on the west side of the river 14 miles above Portland, is entered through a narrow dredged channel that leads to a dredged anchorage basin about 0.3 mile above the entrance. In 1986, the controlling depth was 4.9 feet (5.1 feet at midchannel); thence in 1983, 6 feet was available in the basin. The channel is marked by daybeacons. The Interstate 91 highway ...

(BP 121307; NOS 12378; CL 56/87; LL/01) 27/01

Page 220—Paragraph 223, line 1; read:
An obstruction, covered 17 feet, has been reported in ...

(NOS 12366) 27/01

Page 224—Paragraph 257, lines 5 to 6; read:
Ledge Lighted Buoy 2 close southwestward. Numerous rocks ...

(NOS 12366; LL/01) 27/01

Page 228—Paragraph 367, line 7; read:
offshore northward of Mott Point. An obstruction covered 16 feet ...

(NOS 12366) 27/01

COAST PILOT 2 (Continued)

Page 234—Paragraph 429, lines 6 to 10; read:
 being filled in above 172nd Street. In 1994, the controlling
 depth was 8.3 feet to Randall Avenue, thence 4.7 feet (6.4
 feet at midchannel) to Westchester Avenue Bridge; thence in
 1991, 4.9 feet to East 172nd Street. The channel is marked by
 ...
 (CL 1537/94; NOS 12339) 27/01

basin, thence 34.3 feet in the turning basin.
 (BPs 163046-47) 27/01

Page 257—Paragraph 197, line 4; read:
Bay Ridge Flats is a shoal area with depths of 8 to 20 feet
 east of ...
 (NOS 12334) 27/01

Page 234—Paragraph 441, lines 4 to 8; read:
 on the west side of Bowery Bay. In 1997, the controlling
 depth was 32.8 feet in the entrance channel to the turning

Page 257—Paragraph 197, line 7; read:
 Anchorage Channel, is much shoaler with depths up to 9
 feet.
 (NOS 12334) 27/01

RADIO NAVIGATIONAL AIDS CORRECTIONS**PUB 117****Ed 2001****LAST NM 26/01**

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
ILES DE LA SOCIETE				
3943 3-4695	Mahina (FJA).	2620 kHz, J3E.	0403, 1803, 1833.	Local navigational warnings.
		8803 kHz, J3E.	0030, 0230, 1845, 2100.	Local navigational warnings.
		2620 kHz, J3E, Ch. 26, 27, F3E.	0403, 0700, 1803, 1833, 2200.	Weather in French.
		8803 kHz, J3E.	0030, 0230, 1845.	Weather in French.
		8803 kHz, J3E, Ch. 26, 27, F3E.	0640, 2100.	Weather in French.
		*	*	*
				27/01