

PUB 160 (Continued)

Page 36—Line 39/R; read:
transmitter operates on 8364kHz and 243MHz for up to 72
hours.

(Brz NM 8/99, Section VI) 51/99

PUB 161 7 Ed 1998 LAST NM 39/99

Page 31—Line 41/R; insert after.

Hei Ling Chau Typhoon Shelter (22°14'N., 114°02'E.),
located W of Hei Ling Chau, entrance is marked by lights
and beacons. The E boundary is marked by dolphins.
Vessels are advised to stay to the W of the boundary
dolphins and not to use them for mooring. Fifteen mooring
dolphins are located inside the shelter area.

(Hong Kong NM 121/99) 51/99

Page 69—Line 55/R; read.
marked by a racon and light, is a low sandy point rising to a
height of

(Cna NM 21(251)99) 51/99

PUB 192 6 Ed 1994 LAST NM 48/99

Page 122—Lines 53 to 57/L; strike out.

(BA NM 36/99) 51/99

Page 129—Lines 32 to 36/L; strike out.

(BA NM 36/99) 51/99

PUB 194 7 Ed 1996 LAST NM 50/99

Page 121—Lines 46 to 50/R; strike out.

(35(3234)99 Taunton) 51/99

PUB 195 6 Ed 1999 LAST NM 46/99

Page 28—Line 40/R; insert after:

It is reported (1999) that a deep-water channel has been
established in the approach. This channel is marked by buoys
and dredged to a depth of 10.7m. It branches NNE for about
0.7 mile from the NW side of the Safety Fairway at a
position about 1 mile SW of Banka Khallikivi. The channel
then leads ENE for about 0.6 mile and SE for 0.3 mile,
passing SW of Mys Ostryy. It then leads about 0.2 mile E
and joins the main fairway close outside the entrance.

(20(1760)99 Taunton) 51/99

Page 67—Lines 54 to 56/L; read:

leading to the anchorage is 13m and the maximum draft in
the channel leading to the N berth is 6.3m. The S berth is no
longer used.

(24(710)99 Norrkoping) 51/99

COAST PILOT CORRECTIONS**COAST PILOT 5 27 Ed 1997 Change No. 33
LAST NM 47/99**

Page 70—Paragraph 1299, lines 5 to 6; read:
defined in 46 U.S.C. 2101 on any structure on or in the navi-

gable waters of the ...
(33 CFR 160.109)

51/99

Page 70—Paragraph 1307, lines 2 to 3; read:
prohibit any vessel, subject to the provisions of chapter 37 of
Title 46, U.S. Code, from operating in the navigable ...
(33 CFR 160.113) 51/99

Page 150—Paragraph 292, line 2; read:
harbor is about 1.7 feet, but the variations in the water sur-
face due to ...
(TT/99) 51/99

Page 171—Paragraph 296, lines 6 to 8; read:
Port Richey, about 1.2 miles above the mouth. In July 1999,
the controlling depth was 5 feet to the basin with depths of
5½ to 7 feet in the basin. Depths of about 4 feet can be car-
ried across the ...
(CL 1722/99; BPs 169576-82) 51/99

Page 190—Paragraph 283, lines 8 to 14; read:
crossing the bayou 0.5 mile above the mouth, has a fixed
span with a clearance of 65 feet. An overhead power cable
with a clearance ...
(CL 1681/99) 51/99

Page 297—Paragraph 72, line 2; read:
96°19.1'W.), 57 feet above the water, is shown from a skele-
ton ...
(LL/99) 51/99

Page 299—Paragraph 88, lines 3 to 4; read:
pleasure boats and oil-drilling equipment. In 1982, it was
reported that there were depths of 3 to 6 feet inside the bay.
It was ...
(NOS 11317) 51/99

Page 300—Paragraph 96, lines 3 to 5; read:
private facilities on the W side of the point. In 1996, the
reported controlling depth was 38 feet for about 0.8 mile
above the intersection with Matagorda Ship Channel, thence
in 1992, the controlling depth was 26 feet for about ...
(CL 1717/96; NOS 11317) 51/99

**COAST PILOT 6 29 Ed 1999 Change No. 10
LAST NM 47/99**

Page 176—Paragraph 457, lines 1 to 7; read:

In February 1998, the controlling depths were 26 feet (27
feet at midchannel) from deep water in the lake to the lake-
ward end of the converging breakwaters; thence 24 feet (27
feet at midchannel) to the Lorain Yacht Basin; thence 15 feet
(23 feet at midchannel) to just below the upstream Federal
project limit with 17 feet in the lower basin except for lesser
depths to 10 feet along the edges and 8 to 14 feet in the upper
turning basins. The depths in the E and ...
(BPs 164548-49) 51/99

COAST PILOT 6 (Continued)

Page 199—Paragraph 167, lines 11 to 12; read:

Channel. In June 1998, the controlling depth was 28 feet, except for lesser depths along the edges and shoaling to 20 feet that extends about 100 feet into the channel on the E edge in the vicinity of Peche Island Light.

(BPs 166848-53) 51/99

Page 222—Paragraph 115, lines 4 to 6; read:

below the CSX railroad bridge. In April 1998, the midchannel controlling depth was 2 feet in the entrance channel to the head of the project.

(BPs 166058-63; 1/99 CG9) 51/99

Page 227—Paragraph 204, lines 5 to 6; read:

In September 1998, the controlling depths in the entrance channel were 4 ½ feet (6 ½ feet at midchannel) to the inner basin; thence 2 ½ ...

(BP 167258) 51/99

Page 235—Paragraph 342, lines 6 to 8; read:

signal is at the outer end of the railroad pier. In July 1998, the controlling depth was 9 feet.

(BP 167260) 51/99

Page 269—Paragraph 388, lines 1 to 9; read:

In June 1996, the controlling depths were 9 feet (12 feet at midchannel) between the E and W breakwaters to the first turning basin; thence in 1993, 9 feet in the basin, thence 3 ½ feet to the second turning basin; thence in 1994, 7 feet to the E street bridge. In 1991, the second turning basin had a controlling depth of 2 ½ feet in the N part decreasing to about ½ foot towards the S part. In April 1999, the small-craft basin had controlling depths of 12 feet in the ...

(BPs 166262-66; NOS 14926; 1/99 CG9) 51/99

Page 308—Paragraph 815, lines 3 to 11; read:

Manitowoc Harbor to the mouth of the Manitowoc River, and thence upstream for about 1.7 miles to a point about 200 feet below the Chicago & North Western Railway bridge. The outer ends of the breakwaters and the N side of the river mouth are marked by lights. In May-June 1998, the controlling depths were 15 feet (20 feet at midchannel) between the breakwaters and through Manitowoc Harbor to the mouth of the river except for shoaling to 13 feet in the NW corner of the harbor, thence 14 feet (20 feet at midchannel) through the river to the first Soo Line Railroad bridge, thence 17 feet (19 feet at midchannel) to a point about 700 feet below the second Soo Line Railroad bridge, thence 7 ½ feet to the head of the project.

(BPs 166066-69; NOS 14922; 1/99 CG9) 51/99

Page 308—Paragraph 816, lines 5 to 7; read:

marked by a light and a daybeacon. In May-June 1998, the controlling depth was 10 feet at midchannel in the entrance and through the breakwater with 8 to 10 feet in the channel E of the piers except for shoaling to 4 feet at the N end of the channel.

(BP 166066; BP166069; NOS 14922; 1/99 CG9) 51/99

Page 351—Paragraph 227, lines 4 to 6; read:

lights. In June 1998, the controlling depth was 3 ½ feet (6 ½ feet at midchannel) to the inner basin; thence depths of 7 to 8 feet were in the basin with lesser depths along the side; and thence a controlling ...

(BP 167418) 51/99