

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 2      42 Ed 2013      25 AUG 2013  
LAST NM 36/13  
37/13

Chapter 2—Paragraph 2020; read:

<sup>(2020)</sup>(f) Certain dangerous cargo on board or in its tow, as defined in §160.204 of this subchapter. (FR 8/21/2013) 37/13

Chapter 3—Paragraph 69; read:

<sup>(69)</sup> Vessels not equipped with INMARSAT C or Telex should submit reports to the U.S. Coast Guard's Communication Area Master Station Atlantic (CAMSLANT) via HF voice frequencies on 4125 kHz, 6215 kHz, 8291 kHz, 12290 kHz, and 16420 kHz or by calling 1-800-742-8519x0. Vessels equipped only with VHF-FM voice communications should submit reports to the nearest U.S. Coast Guard Sector. (LNM 28/13 CG1) 37/13

Chapter 4—Paragraph 215; read:

<sup>(215)</sup> A lighted bell buoy about 900 yards off the breakwater light marks the approach, and the channel is marked by a **161.9°** lighted range and buoys. (LNM 20/13 CG1) 37/13

Chapter 5—Paragraph 181; read:

<sup>(181)</sup> **Cape Cod Canal Breakwater Light 6** (41°46'47"N., 70°29'23"W.), 43 feet above the water, is shown from a red cylindrical tower on the end of the north breakwater at the east entrance to Cape Cod Canal from Cape Cod Bay. A mariner radio activated sound signal is at the light, initiated by keying the microphone five times on VHF-FM channel 83A. The most prominent landmark when approaching from Cape Cod Bay is the tall lighted stack of the powerplant about 1.1 miles west-southwestward of Cape Cod Canal Breakwater Light 6. The high-level highway bridge across the canal at Sagamore, 2.5 miles west of the breakwater light, is also prominent. The breakwaters at the east entrance to the canal should not be confused with the smaller jetties at Sandwich Harbor, 1 mile to the southeastward, nor should the two white church spires back of Sandwich Harbor be mistaken for the range structure marking the entrance to the canal. (LNM 32/13 CG1) 37/13

Chapter 6—Paragraph 76; read:

<sup>(76)</sup> **Hull Cove**, about 1 mile northeastward of Beavertail Light, is rocky and exposed to southerly winds. **Castle Hill**, the westernmost point of Rhode Island, is marked by Castle Hill Light; a mariner radio activated sound signal is at the light, initiated by keying the microphone five times on VHF-FM channel 83A. **Castle Hill**

**Coast Guard Station** is close east of the light. **Butter Ball Rock**, about 0.2 mile south of the light and marked by a bell buoy, uncovers 1 foot. (LNM 27/13 CG1) 37/13

Chapter 9—Paragraph 455; read:

<sup>(455)</sup> <Deleted Paragraph> (LNM 26/13 CG1) 37/13

Chapter 11—Paragraph 330; read:

<sup>(330)</sup> **Outerbridge Crossing Bridge**, 1.7 miles above **Ward Point**, has a fixed span with a clearance of 143 feet across Arthur Kill between Perth Amboy and **Tottenville**. A private sound signal is at the bridge. A marina at Tottenville provides berths, electricity, water, storage facilities, and a 15-ton mobile hoist for do-it-yourself repairs. In 1981, a reported depth of about 5 feet could be carried to the facility. (LNM 27/13 CG1) 37/13

Appendix A—Paragraphs 142 to 143; read:

<sup>(142)</sup> **Urgent broadcasts** are preceded by the urgent signal PAN-PAN. Both the urgent signal and message are transmitted on VHF-FM channel 16.

<sup>(143)</sup> **Safety broadcasts** are preceded by the signal SECURITY. After the preliminary safety signal is broadcast on VHF-FM channel 16, broadcast stations will shift to VHF-FM channel 22A. (LNM 28/13 CG1)