

owned and operated by Port of Everett.

Port of Everett, Hewitt Avenue Terminal, Pier No. 3 (47°58'53"N., 122°13'16"W.): depth alongside, 40 feet; deck height, 19 feet; berthing space, 120 feet (face), 800 feet (S side), 900 feet (N side); 15 acres of open storage, 55,000-ton covered storage dome, one mobile pneumatic unloader (rate of 600 tons per hour), 35-ton diesel crawler crane; receipt and shipment of conventional general cargo; shipment of lumber and logs; receipt of alumina; owned and operated by Port of Everett.

(PS 37/98) 44/04

Page 578—Paragraph 163, line 7; read:

during the winter months. A marker with flashing white lights and the words “DANGER”, “SHOAL” has been placed in the area of shoaling at the mouth of river in 19°43'24"N., 155°04'15"W. Mariners are advised to use caution ...

(36/04 CG14) 44/04

Page 606—Paragraph 545, lines 5 to 8; read:

the harbor are 8 to 20 feet. The approach to the channel is marked by lighted buoys and the channel is marked by private buoys, daybeacons, and a **013°30'** lighted range.

(LL/04; NOS 19369) 44/04

COAST PILOT 7 36 Ed 2004 Change No. 23

Page 214—Paragraph 3733; read:

§334.938 Federal Correctional Institution, Terminal Island, San Pedro Bay, California; restricted area.

(a) *The area.* The waters of San Pedro Bay on the east side of Reservation Point extending 150 feet (50 yards), from the Federal Correctional Institution fence along the shore to the following stations:

Station	Latitude	Longitude
1	33°43'45.5"N	118°16'02.0"W
2	33°43'37.0"N	118°15'58.0"W
3	33°43'27.5"N	118°15'54.5"W

The stations will be marked by three special purpose buoys (white with an orange diamond in the center).

(b) *The regulations.* No person or vessel of any kind shall enter, navigate, anchor or moor within the restricted area without first obtaining the permission of the Warden, Federal Correctional Institution, Terminal Island. The regulations in this section shall be enforced by the U.S. Coast Guard, the Warden of the Federal Correctional Institution, Terminal Island, and such agencies and he/she may designate.

(33 CFR 334.938) 44/04

Page 234—Paragraph 21, lines 3 to 4; read:

navigable waters of the United States and within the 12-mile boundary of the U.S. territorial sea. (See ...

(CL 1398/04) 44/04

Page 234—Paragraph 22, line 3; read:

approaches to San Francisco; the system is mandatory.

(CL 1398/04) 44/04

Page 259—Paragraph 179, lines 7 to 9; read:

and regulations.) The Navy has implemented a protection barrier at the Naval Weapons Station in the bay. This barrier consists of alternating orange and white spherical buoys connected by wire rope. All boating traffic is required to stay within the small craft channel at all times.

In May 2003, the controlling depths were 36 feet at mid-channel, 34 feet in the left outside quarter, and 30 feet in the right outside quarter to the turning basin, thence 33 feet in the basin. The channel ...

(CL 1001/04; BPs 181031-32) 44/04

Page 265—Paragraphs 289 to 290; read:

A **naval restricted area** is in the West Basin off the S shore of Terminal Island inside the jetty of the Naval Base Mole and a **restricted area** is off the E side of Reservation Point. (See **334.1 through 334.6** and **334.938** and **334.990**, chapter 2, for limits and regulations.)

A **regulated navigation area** has been established in the waters S of the Los Angeles-Long Beach breakwater encompassing the approaches to both Los Angeles and Long Beach harbors. (See **165.1 through 165.13** and **165.1109**, chapter 2, for limits and regulations.)

(NOS 18751; NOS 18749; 33 CFR 334.938) 44/04

Page 317—Paragraph 47, lines 2 to 5; read:

Service (VTS) is to coordinate the safe, secure, and efficient transit of vessels in San Francisco Bay including its approaches and tributaries in an effort to prevent accidents with the possible associated loss of life, damage to property and the environment VTS also fully ...

(CL 1398/04) 44/04

Page 318—Paragraph 54, lines 1 to 7; read:

For detailed information about the VTS, go to the Coast Guard’s VTS website at www.uscg.mil/d11/vtssf. The site contains links to the Users Manual, Communications Guide, Regulated Navigation Areas, and other information particularly useful to commercial and recreational mariners. Vessels ...

(CL 1398/04) 44/04

Page 318—Paragraph 55, lines 3 to 6; read:

Central Bay, Lower Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, and San Joaquin River. (See **165.1 through 165.13** and **165.1181** and **165.1182**, chapter 2, for limits and regulations.)

(CL 1398/04; 33 CFR 165.1181; 33 CFR 165.1182) 44/04

Page 354—Paragraph 498; read:

Coast Guard Station Vallejo, about 2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare

Island causeway lift bridge, is on the E side of the strait.
(CL 1378/04) 44/04

Page 423—Paragraph 54, lines 9 to 13; strike out.
(CL 1399/04) 44/04

Page 423—Paragraph 56; strike out.
(CL 1399/04) 44/04

Page 424—Paragraph 70, lines 2 to 3; read:
Pilots for the river entrance, from the open sea in at least 30 fathoms of water to the easternmost wharf at Astoria, and by the Columbia River Pilots from the westernmost wharf at Astoria to the head of navigation on the Columbia or Willamette Rivers and their tributaries. The Columbia River Pilots ...
(CL 1399/04) 44/04

COAST PILOT 7 36 Ed 2004 Change No. 24
Page 424—Paragraph 71, lines 5 to 7; read:
advance by telephone or fax to the pilot office in Astoria, or by wire to BARPILOT ASTO: TWX 9104668014; ...
(CL 1399/04) 44/04

Page 424—Paragraph 71, lines 12 to 16; read:
causes, Columbia River Bar Pilots are to be notified no later than 4 hours before the original ETA expires. Failure to communicate in a timely manner directly to the Columbia River Bar Pilots may result in delay. Marine exchange, vessel agents and Columbia River Pilots ...
(CL 1399/04) 44/04

Page 424—Paragraph 71, lines 23 to 25; read:
placed to the Columbia River Bar Pilots office in Astoria, OR.
When ordering a Columbia River Bar Pilot, the following ...
(CL 1399/04) 44/04

Page 424—Paragraph 76, line 2 to Paragraph 77, line 2; read:
Pilots is accomplished by helicopter or boat. All vessels are required to contact Columbia River Bar Pilots via VHF channel 9, 13, or 16 as far in advance as possible of arrival time. The call sign for the Bar Pilot office is KOK-360. Vessels will be asked to confirm arrival time and are advised to call in again when 15 miles from the CR buoy via VHF channels 9 or 13. At that time vessels will be advised of pilot boarding instructions. The primary method of pilot boarding is by helicopter. The Bar Pilots also maintain one of 2 pilot boats on standby at all times. Vessels should not approach the CR buoy until advised by a pilot. While awaiting a pilot boarding by helicopter or pilot boat, vessels should stay within a marshalling area approximately 5 miles west of the CR buoy. Pilots boarding by helicopter will generally board within 4 to 10 miles northwest to southwest of the CR buoy. Boarding by pilot boat generally takes place in the vicinity of the CR buoy.

Helicopter Transfer Procedures

General:

Operations will be in accordance with ICAO regulations and with the International Chamber of Shipping's Guide to Helicopter/Ship Operations rules. The pilot helicopter SEAHAWK is 42.7 feet long with a rotor span of 36 feet and has a blue and white body with the word PILOT prominently displayed on the side. Vessel configuration, sea state and wind force will determine if a hoist or landing will be conducted. To provide ...
(CL 1399/04) 44/04

Page 424—Paragraph 78 to Paragraph 81, line 4; read:

Communication:

1. The arriving vessel shall call in to Columbia River Bar Pilots on VHF channels 9 or 13 with course and speed information.
2. Pilot helicopter "SEAHAWK" will then be dispatched to the vessel with the Marine Pilot.
3. The arriving vessel must remain on VHF channel 9 for helicopter operations until the marine pilot is safely transferred and the helicopter has departed the area.

Masters, prior to helicopter arrival must confirm the following:

(CL 1399/04) 44/04

Page 425—Paragraphs 95 to 103; read:

Pilot Boat Transfer Procedures:

If the arriving vessel is advised that the pilot boat be utilized for pilot transfer, one of two boats will be used, as follows:

The pilot boat CHINOOK is 72 feet long and has a yellow hull and yellow super structure with the word PILOT prominently displayed on the side of the house. The pilot boat COLUMBIA is 82 feet long and has a white hull and a white and orange superstructure with the word PILOT prominently displayed on the side of the house.

When CHINOOK is used, speed of the vessel should be 12 to 14 knots and the pilot ladder should be rigged 2 meters above the waterline. When the COLUMBIA is used, speed of the vessel should be 10 knots and the pilot ladder should be rigged 3 meters above the waterline. With either boat, the ladder should be rigged on the side indicated by the pilot boat, as close to midship as possible, with no manropes, and clear of all discharges and obstructions. The ladder must be rigged in accordance with SOLAS requirements, and must be well lighted at night. Manropes are required on outbound vessels.

When transferring pilots off Astoria, pilot boat ARROW 2 is used. It is 53 feet in length with a dark green hull and white superstructure. The word PILOT is prominently displayed on a signboard forward of the house. When using the ARROW 2, the pilot ladder should be rigged midship, 1 meter above the waterline, in accordance with SOLAS requirements. Maximum speed of the vessel should be 9 knots.

Inbound vessels with drafts of 36 feet or greater are requested to arrive at Astoria 2 hours prior to Astoria high tide in order to take advantage of tidal conditions. Outbound vessels with drafts of up to 36 feet but less than 38 feet can generally sail at any time, but occasionally sailing times must be delayed to avoid transiting the river during extremely low tides. Outbound vessels with drafts of 38 feet or greater must have sailing times set to take advantage of optimum tidal conditions.

Masters of vessels arriving at the Columbia River during a bar closure are advised to stand offshore at least 10 miles west of the Columbia River Approach Buoy "CR" and await instructions from the Columbia River Bar Pilots. Using the open roadstead in the vicinity of the Columbia River entrance as an anchorage is dangerous in any weather, and IS NOT recommended by the Columbia River Bar Pilots.

A fixed amber light is maintained by the Columbia River Bar Pilots atop the pilot office at Astoria. When this light is exhibited it will inform outward bound vessels that desire a Bar Pilot that the bar is not passable and that the vessel should remain in port.

(CL 1399/04)

44/04

Page 657—Paragraphs 153 to 154; read:

Vallejo (38°06'38"N., 122°16'12"W.) 2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare Island causeway lift bridge.

(CL 1378/04)

44/04

COAST PILOT 7 36 Ed 2004 Change No. 25

Page 643—Paragraphs 2 to 6; read:

National Wildlife Refuges, American Samoa

The National Wildlife Refuges of Rose Atoll (American Samoa), Howland Island, Baker Island, Jarvis Island, and Palmyra Atoll are administered by the U.S. Fish and Wildlife Service, Department of the Interior. The refuge boundaries extend outward to the 3-mile limit, except Palmyra Atoll with an outward boundary of 12 miles. Entry into the refuge without a permit is prohibited, except in an emergency. An entry permit is obtained from Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex (see appendix, under Department of Interior (indexed as such), for address).

Chart 83484

The **Samoa Islands** (Navigator Islands) (13°25'S. to 14°30'S.; 168°00'W. to 173°00'W.) consists of two groups of islands, which are commonly referred to as **American Samoa** and **Western Samoa**. The islands comprising American Samoa are **Tutuila Island**, **Aunuu Island**, **Ofu Island**, **Olosega Island**, **Ta'u Island**, and **Rose Atoll**. Western Samoa comprises the islands of **Upolu Island** and **Savai'i Island**.

The Samoa Islands have been populated for 3,000 years, but known to the western world for little more than two centuries. American Samoa, the only U.S. territory S of the equator, consists of five rugged, highly eroded volcanic islands, and two coral atolls. The land area of the territory is

76 square miles. The islands have population of approximately 60,000, with most people living on the main island of Tutuila. Tuna fishing and canning are the major industries.

COLREGS Demarcation Lines

The lines established for U.S. Pacific Island Possessions are described in 80.1495, chapter 2.

Weather, Samoa Islands

The prevailing winds, or so-called trade winds, come from a direction more nearly E, blowing between ESE and NNE. They are fairly constant through the dry season, but during the wet season they are fitful, and are frequently broken by periods of calm. The islands lie within the typhoon area of the W Pacific. Typhoons occur from January to March, and occasionally up to the middle of April. The year divides itself distinctly, but not sharply into a dry season (May to November) and a wet season (November to April.) The wettest month, January, has a range of 5 to 65 inches of precipitation. The annual rainfall has also varied this much. The climate varies little from year to year, because of the great area of water surrounding the group. December is the hottest month, with an average excess of only about 2° over the mean temperature for July, the coldest month.

Caution

Caution should be exercised in the vicinity of American Samoa, as several Fish Aggregating Devices have been moored at off-lying, deep-water locations around Tutuila, and other positions around the group. The devices may drift off position, and/or concentrations of fishing vessels may be found in their vicinity. The devices are comprised of aluminum catamaran floats painted orange and white. Each device carries a white daymark, fitted with the letter designation of the device, and a flashing white light. The devices offer good radar returns.

Rose Atoll (14°33'S., 168°09'W.), the farthest E of the Samoa Islands, is nearly square in shape; its sides are about 1.5 miles in length. Sand Island, inside the reef on the N extremity, is merely a sand spot. A large clump of trees, 65 feet high, stands on Rose Atoll. There is a boat channel into the lagoon, close W of the N extremity of the reef. Rose Atoll is a U.S. National Wildlife Refuge. (See National Wildlife Refuges, this chapter.)

Tide-Currents

Tidal currents off Rose Atoll are reported to set NE and SW, with the SW or ebb current being the stronger.

The **Manua Islands** (14°13'S., 169°33'W.) consists of three islands, Ofu, Olosega, and Ta'u, which extend over an area of about 17 miles in an ESE-WNW direction. The islands are about 60 miles E of Tutuila. Ofu and Olosega are joined by a bridge. These islands are sparsely populated. The villages on the islands have only a few hundred people. There is a national park on Ofu and Ta'u.

Ta'u Island (14°15'S., 169°28'W.) is the farthest of the three islands which comprise the Manua Islands. The island is about 5.8 miles long E-W, is dome-shaped, and rises to a height of 3,170 feet. It is covered with vegetation. **Maafee Islet** is located close offshore, about 0.3 mile S of the W

extremity of the island.

Ta'u Harbor (14°14.5'S., 169°30.6'W.), on the W shore, should only be entered by flat bottom boats; caution is advised. Currents and waves can push a vessel into the rock wall and reef groin. The channel is shallow due to sand accumulations. The harbor master reported a depth of 4 to 5 feet at low tide. The dock is poorly maintained and should be avoided. Permission to enter the harbor along with directions must be obtained from the harbor master in Pago Pago Harbor.

Faleasao Harbor (14°13.02'S., 169°30.10'W.) is located at the NW point of Ta'u Island. Severe storms have damaged the jetty and mariners are advised to avoid the jetty while transiting the channel. Numerous coral heads and a shallow bottom present a danger to navigation. The harbor master reported a depth of 8 feet or less at low tide. Permission to enter the harbor along with directions must be obtained from the harbor master in Pago Pago Harbor.

Anchorage

Faleasau (Faleasao), on the NW side of the island, affords sheltered anchorage, in 14.5 fathoms, during the trade winds, but a vessel should be prepared to weigh anchor with any change. Anchorage may be obtained, in 13 fathoms, coral, 0.4 mile W of **Fitiuta Point**, the NE extremity of the island.

Caution

An area with a least depth of 22 fathoms, is about 1.3 miles W from the NW extremity of Ta'u Island. This area has experienced submarine volcanic action.

Tides-Currents

The tidal currents at the Faleasau anchorage flow SW on the ebb at 1 to 2 knots, and the flood flows NW at 1 to 2 knots.

Olosega Island (14°11'S., 169°37'W.), 6 miles NW of Ta'u Island, rises nearly perpendicular on its W side to a height of 2,095 feet. The coral reef surrounding the island consists of two regular shelves, one beyond the other. There is fair anchorage, except during the trade winds, in 18 fathoms, coral, S of the W extremity of Olosega Island, and in 14.5 fathoms, sand, NE of the W extremity of the island.

Ofu Island (14°11'S., 169°39'W.) is separated from Olosega Island by Asaga Strait, which is about 0.2 mile wide. Ofu Island is nearly 3 miles long in an E-W direction, and about 1.5 miles at its widest point. The island rises to 1,621 feet on its SE part. Two islets lie off the W side of the island. The coastal reef extends about 0.2 mile from Ofu Island to these islets. Lights are on the NW end of the island.

Ofu Harbor (14°09.8'S., 169°40.9'W.) is on the NW point of Ofu Island. Severe storms have filled in the harbor with sediment. The storms have also damaged the seawalls and mariners are advised to stay clear. Approach to dock is shallow with a reported depth of 10 feet by the harbor master. Offloading and loading of cargo is not advised during high tide. Permission to enter the harbor along with directions must be obtained from the harbor master in Pago Pago Harbor.

Tutuila Island (14°19'S., 170°42'W.) is about 17 miles long in an ENE-WSW direction, 5 miles wide, and rises to a

height of 2,142 feet. A wooded mountain ridge extends nearly the entire length of the island and is extremely rugged, especially in the E. The N coast is bold and precipitous. The 100-fathom curve lies from 0.1 to 2.3 miles off the S coast, about 4.3 miles off the W extremity, and from 1.3 to 2.5 miles off the N coast. There are several shoal areas, especially off the S coast, which are best seen on the chart. The S coast of the island extends from **Cape Matatula**, the E extremity of the island, in a WSW direction about 14 miles to **Steps Point**, the S extremity, and then about 5.8 miles NW to **Cape Taputapu**, the W extremity. From **Cape Matatula** to **Matuli Point**, 1.5 miles S, the coast is fronted by a reef which extends about 0.1 mile offshore.

Tides-Currents

Currents near the coast set SSW, particularly with NE winds; velocities of 4 knots have been observed. Between Tutuila Island and Upolo Island (Western Samoa), a NW current with a velocity of less than 0.5 knot has been found to exist. A current setting SW from Cape Taputapu is said to produce overfalls.

Aunuu Island (14°17'S., 170°33'W.) is 0.7 mile SSE of Matuli Point. The island has two peaks, and there is a village at its W end. Lights are on the NE side and off the NW corner.

Aunuu Harbor is located on the west side of Aunuu Island. Aunuu Harbor is a feeder port for the island. Small boats from **Auasi Harbor** on Tutuila Island frequently transit between the islands. Mariners should be aware that the light off the NW corner of the island, near the harbor, marks the entrance and is on the S jetty, not the N jetty. Permission to enter the harbor along with directions must be obtained from the harbor master in Pago Pago Harbor.

Caution

A cable area extends across the channel between Aunuu and Tutuila Islands and is best seen on the chart; vessels should avoid anchoring in the vicinity. **Nafanua Bank**, with a least charted depth of 3 fathoms, extends 1.5 miles in a SW direction from Aunuu Island. A rock, covered 1 fathom, is about 0.4 mile SSE of **Cape Fogausa**. A rock, covered 3 fathoms, is about 1.2 miles SW of Cape Fogausa between **Fagaitua Bay** and **Narragansett Passage**. The chart should be consulted for other depths.

Breakers Point (14°17.4'S., 170°39.8'W.), 3.5 miles WSW of Cape Fogausa, is the E entrance point to Pago Pago Harbor and is marked by a light. In 1989, discolored water was reported in the S approach to the harbor in about 14°22.2'S., 170°40.7'W. **Taema Bank**, with a least depth of 4 fathoms, lies about 1.6 miles SSE of the entrance to Pago Pago Harbor. The bank is about 2.3 miles long in an ENE-WSW direction and is marked on the W end by a lighted buoy. Narragansett Passage is between Taema Bank and Nafanua Bank to the E. There are several banks in the vicinity of the passage whose positions may best be seen on the chart. The passage is not recommended due to the age of survey.

Pago Pago Harbor (14°17'S., 170°40'W.), a natural harbor located on the S shore of Tutuila Island, is entered between Breakers Point and **Niuloa Point**. **Pago Pago**, on

the NW side of the harbor is the largest village on the island and is the capital of American Samoa; it is the only port of entry for American Samoa. The village of **Utulei** is close SE of the government administration buildings, and the village of **Fagatogo** is close W of the same buildings.

Prominent Features

Easily identified landmarks include Aunuu Island; Steps Point, the S extremity of the island marked by a light; the sharp peak of **Matafao**, 2,142 feet high, 1.3 miles S of Pago Pago; the flat, dome shape of **North Pioa Mountain**, 1,718 feet high, on the E side of the harbor; and **Fatu Rock**, 102 feet high, 0.2 mile S of Niuloa Point. **Tauga Rock**, about 1 mile E of Breakers Point, is 89 feet high and prominent.

Routes

Vessels approaching from the E should pass about 2 miles E and 1.5 miles SE of Aunuu Island, thence a course of **256°** should be steered until **Breakers Point Light** (14°17'36"S., 170°39'48"W.) bears about **025°**, thence alter course to the N to pass W of Taema Bank. When clear of the bank, steer a NE course to intersect the entrance range, thence steer **342°** and enter the harbor the range. This range line passes E of **Whale Rock** and W of **Toasa Rock**. Vessels and deep-draft vessels approaching from the W or S should keep outside the 100-fathom line until reaching 14°21'S., 170°41.5'W., thence steer 025° to clear the W end of Taema Bank, then proceed as directed above. Mariners should stay way clear of Taema Bank. Locals have noted breakers over Taema Bank during rough weather.

Anchorage

There is good anchorage in the inner harbor, in 6 to 25 fathoms, mud and sand. The best anchorage for large vessels is at midchannel off the Main Dock. Vessels of 1,000 gross tons or more should not anchor in less than 15 fathoms, as the harbor becomes narrow and there is no room to swing.

Dangers

The shores of the harbor are fringed by reefs, which on the W and E sides of the entrance extend up to 0.3 mile offshore. In most parts the reefs are steep-to and their edges are marked by surf. The depths in the harbor are from 17 to 37 fathoms. A 10-fathom spot is outside the 20-fathom line, about 0.2 mile of Breakers Point. A dangerous submerged wreck is about 0.1 mile E of the spot. **Whale Rock**, covered 2 fathoms and marked by a lighted buoy on the E side and **Toasa Rock** covered 2 feet and marked by a buoy on the SW side, are the two principal dangers in the harbor.

Tides

The mean tidal range is 2.3 feet, while the spring range is 3 feet.

Pilotage

Pilotage is not compulsory, but is advisable; a pilot is available day or night. Pilotage fees are charged whether or not a pilot is used. It is recommended that large vessels request a pilot if docking in inclement weather. A radio

request for a pilot should be made 24 hours prior to the ETA. The pilot prefers to embark close to the dock, but in good weather will embark off **Fatu Rock**. Entrance at night is not encouraged; however, if previous arrangements are made and weather permits, a pilot embark during hours of darkness. Port officials board incoming ships alongside the dock.

Harbormaster

Pago Pago Control and the harbormaster may be contacted on VHF-FM channel 16. Pago Pago Harbor Control also monitors 2182 kHz. Required notifications to the Officer in Charge, Marine Inspection and/or the Captain of the Port, Honolulu, may be made in American Samoa to:

U.S. Coast Guard Liaison Office, American Samoa
P.O. Box 249
Pago Pago, American Samoa

Wharves

Station Wharf (Main Wharf), on the S side of the inner harbor, has depths of 5 to 6 fathoms alongside, however, in 1987, a vessel reported a least depth of 5 fathoms alongside. A deep draft container wharf, 787 feet long, is situated between Station Wharf and the oil dock. The oil dock has depths of 5 fathoms alongside. In 1992, Station Wharf and the oil dock were reported to be in poor condition. The customs pier has a depth of 1 fathoms at the SW end and 3 fathoms at the NE end. The facilities on the N shore of the inner harbor are reserved for the fishing fleet serving the canneries.

From Pago Pago Harbor, the shore trends SW 6.8 miles to **Steps Point** (14°22.4'S., 170°45.6'W.) Midway along this stretch of shore, near the airport, a reef extends about 0.3 mile offshore; the sea breaks continuously on this reef.

The area W of Steps Point, including **Fagatele Bay**, was designated **Fagatele Bay National Marine Sanctuary** in 1986. Within the sanctuary lies a Paleo-tropical coral reef with close to 200 species of coral and several hundred species of fish. Due to the "no disturbance of the bottom" and "no take of invertebrates" prohibitions throughout the sanctuary, anchoring is discouraged. No discharges are permitted within the sanctuary boundary; boaters are asked to restrict any discharges near the mouth of the bay. Scuba divers should display a "diver down" flag when in the water. (See **15 CFR 922.1 through 922.50** and **Subpart J**, chapter 2, for limits and regulations.)

The shore from Steps Point to **Papualoa Point**, about 2 miles NW, is formed partly by perpendicular rocks and partly by blocks of lava, which extend some distance seaward and upon which the sea breaks. **Leone Bay** is entered between Papualoa Point and **Fagaone Point**, and is open to the SSW. There is anchorage W of the village of **Leone**, in 15 to 20 fathoms, but it is dangerous when winds are from the S or SSW.

Cape Taputapu (14°19'S., 170°51'W.), the W extremity of Tutuila, lies 1.5 miles WNW of Fagaone Point. It is a mass of high, steep rocks, fronted by some rocky islets. **Taputapu Island** lies on the reef close SW of Cape Taputapu. The following banks, with the indicated least depths, lie in the approach to Cape Taputapu:

- a. 14 fathoms – 3.3 miles SE.

- b. 11 fathoms – 2.3 miles SSE.
- c. 15 fathoms – 3.8 miles SW.
- d. 18 fathoms – 3.5 miles W.

The N coast of Tutuila is described from E to W. From Cape Matatula to **Pola Island**, 6.5 miles W, the coast is indented by numerous bays. The coast then trends WSW 11 miles to Cape Taputapu. This coast is also indented with bays. **Aoa Bay** (14°15'S., 170°35.4'W.), affords anchorage, in 16 fathoms, midway between the entrance points. **Masefau Bay**, entered W of **Tiapea Point**, 1.5 miles W of Aoa Bay, affords anchorage, in 17 fathoms. The surrounding reefs and **Nuusetoga Island**, off the W entrance point, narrow the anchorage. **Afono Bay**, 1.5 miles W of Nuusetoga Island, is reported to provide good anchorage, in 14 fathoms, coral, except in N winds.

Pola Island (14°14'S., 170°40.2'W.), 1.5 miles NW of Afona Bay, is located off the N extremity of Tutuila Island. **Cockscomb Point**, the N extremity of Pola Island is formed by a ridge of rocks, which are high, indented, and steep. An area with a least depth of 13 fathoms is just over 1 mile ENE of Cockscomb Point and an area with a least depth of 15 fathoms is about 1.5 miles W of the point. **Fagasa Bay** is about 4 miles SW of Cockscomb Point. Anchorage, protected from the trades, can be had in 13 fathoms between the E and W points of the bay. Between Fagasa Bay and **Aoloau Bay**, 3 miles WSW, there are two small bays backed by mountains. Aoloau Bay affords good anchorage, in 14 fathoms in mid-bay, but vessels should be prepared to leave on short notice when the winds shift to the N. Aoloau Bay is small and surrounded by high mountains. A 12-fathom area is 1.5 miles NNE of Aoloau Bay. Similar depths are charted to a distance of 4.8 miles W of the 12-fathom depth. **Poloa Bay** (14°19'S., 170°50.6'W.), 4 miles SW of Aoloau Bay, affords good anchorage during E winds, in 16 fathoms, midway between the entrance points. Vessels should be prepared to leave on short notice when the wind shifts to the W. In this bay there is a 1 to 4 knot current that runs in a SW direction. Cape Taputapu is located close SW of Poloa Bay.

Chart 83116

Howland Island (0°48'N., 176°38'W.), **Baker Island** (0°12'N., 176°28'W.), and **Jarvis Island** (0°23'S., 160°01'W.) are National Wildlife Refuges (see National Wildlife Refuges, this chapter).

(CL 1401/04; CL 1423/04; LL/04; NOS 83484) 44/04

COAST PILOT 7 36 Ed 2004 Change No. 26

Page 257—Paragraph 145; read:

In March 2004, the controlling depths were 15.7 feet in the entrance (except for lesser depths along the S breakwater), thence 9.5 feet in the right half and 0.3 feet in the left half of the channel that leads WNW to the W basin; the channel to the E basin had a depth of 10.1 feet. The harbor is well protected from all sides.

(BP 183714) 44/04

Page 275—Paragraph 445, lines 5 to 14; read:
and the detached breakwater. In February-March 2004, a

depth of 13.7 feet was available in both openings, giving the ends of the jetties a wide berth due to shoaling; the chart is the best guide, thence 12.5 feet in the entrance channel into the harbor just past Basins B and H, thence 10.0 feet to Basin E at the head of the harbor. The N and S ends of the detached ...

(BPs 183709-10) 44/04

Page 394—Paragraph 6, lines 18 to 23; read:
the E jetty.

In June 2004, the controlling depths were 10 feet in the entrance channel to the turning basin, thence 7 to 13 feet was available in the basin, thence 5 feet in the entrance to the SE basin; the barge slip had depths of 3 to 7 feet. An overhead power cable crossing the river ...

(BP 183864) 44/04

Page 397—Paragraph 60, lines 1 to 2; read:

In July 2004, depths along the E side of the wharf were 9 to 12 feet with lesser depths at the N end towards shore. Gasoline, diesel fuel, and water ...

(BP 184293) 44/04

Page 410—Paragraph 218, lines 8 to 10; read:

ramp at the head of the boat basin. In March 2004, the controlling depth was 8 feet (except for shoaling from 7 to 2 feet in the right outside quarter of the channel along the W breakwater.) Gasoline, ...

(BP 183700) 44/04

Page 411—Paragraph 231, lines 3 to 4; read:

feet; thence in March 2004, depths of 5 to 8 feet were available in the basin (except for lesser depths in the NE and SE corners.) In 1994, shoaling to 4 ...

(BP 183687) 44/04

Page 413—Paragraph 266, lines 2 to 10; read:

jetties. The N jetty extends about 650 yards offshore. An entrance channel crosses the bar and leads eastward between the jetties, thence the channel turns SE, about 0.9 mile above the seaward end of the N jetty, and continues to about 0.3 mile past Kincheloe Point, thence the channel turns eastward and leads to a turning basin just W of Miami Cove. An access channel leads N from the turning basin to a mooring basin at the town of Garibaldi.

In July 2004, the controlling depths were 18 feet in the entrance channel to the point where the channel turns SE, thence in July 2002-July 2004, 15 feet to Garibaldi Light 19, thence 9 feet along the N ...

(BP 183981; NOS 18558) 44/04