

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 40 Ed 2008 Change No. 11
LAST NM 25/08

Page 629—Paragraphs 872 to 881; read:

The Hawai'ian Archipelago and surrounding waters between Nihoa Island and Kure Atoll have been designated as the **Northwestern Hawai'ian Islands (Papahānaumokuākea) Marine National Monument** by Presidential Proclamation 8031 of June 15, 2006. Within this Monument are three areas to be noted: A **Particularly Sensitive Sea Area (PSSA)**, **Areas to be Avoided**, and a **Ship Reporting Area**. These areas are described in detail below.

The **Northwestern Hawai'ian Islands (Papahānaumokuākea) Marine National Monument** encompasses an area of the marine waters and submerged lands of the Northwestern Hawai'ian Islands. The seaward boundary of the reserve is 50 miles from the approximate geographical center of Nihoa Island, Necker Island, French Frigate Shoals, Gardner Pinnacles, Maro Reef, Laysan Island, Lisianski Island, Pearl and Hermes Reef, Midway Atoll, and Kure Atoll and includes all areas of the Hawai'ian Islands National Wildlife Refuge and Midway Atoll National Wildlife Refuge. (See **50 CFR 404.1 through 404.12**, chapter 2, for limits and regulations.)

The **Particularly Sensitive Sea Area (PSSA)** is an IMO-designated zone sharing the same boundary as the Monument. The area encompasses a 1,200-mile stretch of coral islands, seamounts, banks, and shoals. It is home to more than 7,000 marine species and contains 4,500 square miles of coral reefs. Ship traffic has been identified as one of the primary anthropogenic threats to the vulnerable and valuable natural and cultural resources of the area. PSSA designation augments domestic protective measures by alerting mariners to exercise extreme caution when navigating through the area.

The International Maritime Organization (IMO) has adopted certain **Areas to be Avoided** in the region of the **Northwestern Hawai'ian Islands (Papahānaumokuākea) Marine National Monument**. Given the magnitude of obstacles that make navigation in these areas hazardous and in order to increase: maritime safety, protection of the environment, preservation of cultural resources and areas of cultural importance significant to Native Hawai'ians, and facilitate the ability to respond to developing maritime emergencies in the Monument, all ships solely in transit should avoid the following areas contained within a circle having a radius of 50 nautical miles centered upon the following geographical positions:

- (1) 28°25.18'N, 178°19.75'W (Kure Atoll)
- (2) 28°14.20'N, 177°22.10'W (Midway Atoll)

- (3) 27°50.62'N, 175°50.53'W (Pearl and Hermes Atoll)
 - (4) 26°03.82'N, 173°58.00'W (Lisianski Island)
 - (5) 25°46.18'N, 171°43.95'W (Laysan Island)
 - (6) 25° 25.45' N 170° 35.32' W (Maro Reef)
 - (7) 25°19.50'N, 170°00.88'W (Between Maro Reef and Raita Bank)
 - (8) 25°00.00'N, 167°59.92'W (Gardner Pinnacles)
 - (9) 23°45.52'N, 166°14.62'W (French Frigate Shoals)
 - (10) 23°34.60'N, 164°42.02'W (Necker Island)
 - (11) 23°03.38'N, 161°55.32'W (Nihoa Island)
- and the areas encompassed by the following geographical positions:

Area 1

- (1) 26°53.22'N., 173°49.64'W.
- (2) 26°35.58'N., 171°35.60'W.
- (3) 24°57.63'N., 171°57.07'W.
- (4) 25°14.42'N., 174°06.36'W.

Area 2

- (1) 25°38.90'N., 167°25.31'W.
- (2) 24°24.80'N., 165°40.89'W.
- (3) 23°05.84'N., 166°47.81'W.
- (4) 24°14.27'N., 168°22.13'W.

A mandatory **Ship Reporting System (CORAL SHIP-REP)** has been established in the **Northwestern Hawai'ian Islands (Papahānaumokuākea) Marine National Monument Particularly Sensitive Sea Area** for the following vessels entering or departing any U.S. port or place and in transit through the reporting area:

- (1) All vessels 300 gross tons or greater
- (2) All vessels experiencing an emergency in the Reporting Area

Vessels other than those described above, including sovereign immune vessels, are encouraged to participate. The current notification requirements described in **50 CFR §404.4(b)** for U.S. flagged vessels passing through the Monument remain in effect.

The reporting area boundary adopted by the IMO generally extends 10 miles out and entirely around the Monument boundary and includes three transit corridors through the Monument PSSA. Vessels using these corridors are asked to report only twice, once when entering the reporting area and once when leaving. These transit corridors are between the designated Areas to be Avoided around:

- (1) Pearl & Hermes Atoll and Lisianski Island

- (2) Maro Reef and Gardner Pinnacles
- (3) Necker Island and Nihoa Island

The reporting area does not include the Areas to be Avoided within the Monument. A vessel that passes through an Area to be Avoided shall notify the shore-based authority when:

- (1) entering the reporting area
- (2) leaving the reporting area to enter an Area to be Avoided
- (3) exiting the Area to be Avoided to enter the reporting area on the other side of the Area
- (4) leaving the reporting area.

The potential burden of reporting four times is justified by the navigation hazards that exist within the Areas to be Avoided.

Vessels crossing the reporting area boundary should report immediately (via INMARSAT-C) to the following address: **nwhi.notifications@noaa.gov**. (Vessels not equipped with INMARSAT-C should report via alternate satellite communications, or prior to, during, or after transiting through the reporting area to the above address.) The entry/exit notifications should be sent in the prescribed format and data syntax shown. Use of batch message routing services which may delay receipt of a report should not be used. Failure to follow the exact format (e.g. extra information, extraneous characters, or double spacing) may cause the automated computer system to reject your report.

Northwestern Hawaiian Islands (Papahānaumokuākea) Marine National Monument Particularly Sensitive Sea Area (PSSA) Ship Reporting Area Entry Notification Format			
Tele- graphy	Function	Information Required	Example Field Text
Name	System identifier	CORAL SHIPREP //	CORAL SHIPREP//
A	Ship	Vessel name / call sign / flag / IMO number / Federal documentation or State registration number if applicable //	A/OCEAN VOYAGER/C5FU8/BAHAMAS/IMO 9359165//
B	Date, time (UTC), and month of entry	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits) in coordinated universal time, suffixed by the letter Z (indicating time in UTC), and three letters indicating month //	B/271107Z DEC//
C	Position	A 4-digit group giving latitude in degrees and minutes, suffixed with the letter N (indicating north), followed by a single / , and a five digit group giving longitude in degrees and minutes, suffixed with the letter W (indicating west) // [Report in the World Geodetic System 1984 Datum (WGS-84)]	C/2728N/17356W//
E	True course	3-digit number indicating true course //	E/180//
F	Speed in knots and tenths	3-digit group indicating knots decimal tenths //	F/20.5//
I	Destination and estimated time of arrival	Name of port city / country / estimated arrival date and time group expressed as in (B) //	I/SEATTLE/USA/311230Z DEC//

L	Intended route through the reporting area	Route information should be reported as a direct rhumbline (RL) course through the reporting area and intended speed (expressed as in E and F) or a series of way points (WP). Each waypoint entry should be reported as latitude and longitude, expressed as in (C), and intended speed between waypoints (as in F) // (Note: As many "L" lines as needed may be used to describe the vessel's intended route.)	L/RL/215/20.5// -OR- L/WP/2734N/17352W/20.5// L/WP/2641N/17413W/20.5// L/WP/2605N/17530W/20.5//
O	Vessel draft in meters	Maximum present static draft reported in meters decimal centimeters //	O/11.50//
P	Categories of Hazardous Cargoes*	Classification Code (e.g. IMDG, IBC, IGC, INF) / and all corresponding Categories of Hazardous Cargoes (delimited by commas) // Note: If necessary, use a separate "P" line for each type of Classification Code.	P/IMDG/1.4G,2.1,2.2,2.3,3,4.1,6.1,8,9//
Q	Defects or deficiencies* *	Brief details of defects, damage, deficiencies or limitations that restrict maneuverability or impair normal navigation // (If none, enter the number zero.)	Q/Include details as required//
R	Pollution incident or goods lost overboard**	Description of pollution incident or goods lost overboard within the Monument, the Reporting Area, or the U.S. Exclusive Economic Zone // (If none, enter the number zero.)	R/0//
T	Contact information of ship's agent or owner	Name / address / and phone number of ship's agent or owner //	T/JOHN DOE/GENERIC SHIPPING COMPANY INC, 6101 ACME ROAD, ROOM 123, CITY, STATE, COUNTRY 12345/123-123-1234//
U	Ship size (length overall and gross tonnage) and type	Length overall reported in meters decimal centimeters / number of gross tons / type of ship (e.g. bulk carrier, chemical tanker, oil tanker, gas tanker, container, general cargo, fishing vessel, research, passenger, OBO, RORO) //	U/294.14/54592/CONTAINER SHIP//
W	Persons	Total number of persons on board //	W/15//

* Categories of hazardous cargoes means goods classified in the International Maritime Dangerous Goods (IMDG) Code; substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code); oils as defined in MARPOL Annex I; noxious liquid substances as defined in MARPOL Annex II; harmful substances as defined in MARPOL Annex III; and radioactive materials specified in the Code for the Safe Carriage of the Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on Board Ships (INF Code).

** In accordance with the provisions of the MARPOL Convention, ships must report information relating to defects, damage, deficiencies or other limitations as well as, if necessary, information relating to pollution incidents or loss of cargo. Safety related reports must be provided to CORAL SHIPREP without delay should a ship suffer damage, failure or breakdown affecting the safety of the ship (Item Q), or if a ship makes a marked deviation from a route, course or speed previously advised (Item L). Pollution or cargo lost overboard must be reported without delay (Item R).

Northwestern Hawaiian Islands (Papahānaumokuākea) Marine National Monument Particularly Sensitive Sea Area (PSSA) Ship Reporting Area Exit Notification Format			
Tele- graphy	Function	Information Required	Example Field Text
Name	System identifier	CORAL SHIPREP//	CORAL SHIPREP//
A	Ship	Vessel name / call sign / flag / IMO number / Federal documentation or State registration number if applicable //	A/OCEAN VOYAGER/C5FU8/BAHAMAS/IMO 9359165//
B	Date, time (UTC), and month of exit	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits), suffixed by the letter Z indicating time in UTC, and three letters indicating month//	B/271657Z DEC//
C	Position	A 4-digit group giving latitude in degrees and minutes, suffixed with the letter N (indicating north), followed by a single / , and a five digit group giving longitude in degrees and minutes, suffixed with the letter W (indicating west) // [Report in the World Geodetic System 1984 Datum (WGS-84)]	C/2605N/17530W//
R	Pollution incident or goods lost overboard	Description of pollution incident or goods lost overboard within the Monument, the Reporting Area, or the U.S. Exclusive Economic Zone // (If none, enter the number zero.)	R/0//

(CL 287/08; CL 288/08; CL 1038/06; NOS 540)

32/08

Page 629—Paragraph 881; insert after:
New graphic from back of this Subsection.
(CL 287/08; CL 288/08; CL 1038/08; NOS 540) 32/08

COAST PILOT 7 40 Ed 2008 Change No. 12

Page 272—Paragraph 135, line 4; read:
regulations.)

In September 2005, the U.S. Marine Corps reported testing of the Expeditionary Fighting Vehicle (EFV) 24 hours a day off of Camp Pendleton, from the Oceanside Harbor entrance to San Mateo Point and up to 25 miles off shore. There may be as many as four EFVs testing at the same time with several additional vessels supporting testing in the vicinity of the EFVs. All vessels will have lighting in accordance with regulations. There may be times when spotlights and/or strobe lights will be visible in the test area. All support vessels in the test team will be monitoring radar and VHF-FM channel 81A; the Water Safety Officer will also monitor VHF-FM channel 81A. For additional information contact the Operations Officer at 760-763-4428.
(19/08 CG11; 39/05 CG11) 32/08

COAST PILOT 7 40 Ed 2008 Change No. 13

Page 410—Paragraph 7, lines 1 to 7; read:

In July 2007, the controlling depth was 10 feet in the entrance channel to the turning basin, thence depths of 9 to 12 feet were available in the basin; the entrance to the SE basin had a controlling depth of 10 feet (with lesser depths to 3 feet along the W edge) and the barge slip had a depth of 6 feet. An overhead ...
(BP 191755) 32/08

Page 429—Paragraph 264, line 1; read:

In August 2005-August 2007, the controlling ...
(BP 191754) 32/08

Page 441—Paragraph 95, line 4 to Paragraph 96, line 5; read:

The pilot boat COLUMBIA is also 72 feet long and has an orange hull and orange superstructure with the word PILOT prominently displayed on the side of the house. When either the CHINOOK or COLUMBIA are used, speed of the vessel should be 12 to 14 knots and the pilot ladder should be rigged 2 meters above the waterline.
(CL 570/08) 32/08

Page 477—Paragraph 153; strike out.

(16/08 CG13) 32/08

Page 504—Paragraph 268, line 3 to Paragraph 269; read:

is wooded. Small pleasure craft anchor in the bights of the N and S shores. A State marine park in the bight of the N shore

Page 435—Paragraph 4, line 2; read:

and statute miles to nautical miles are in Appendix B.
(NOS/08) 32/08

Page 437—Paragraph 43, lines 9 to 11; read:

SE to the 27-foot channel. Controlling depths throughout the river channels ...
(NOS 18526) 32/08

Page 613—Paragraph 642, lines 3 to 5; read:

harbor. In June 2007, the controlling depth was 38 feet in the entrance channel to the basin, thence 36 to 38 feet in ...
(DD 10795; DD 10796) 32/08

has a small seasonal pier, campground, and mooring facilities; limited water is available. A buoy marks the N side of a rocky area on the N side of Jones Island near the entrance of the N bight. **Spring Passage** separates Jones Island from the SW part of Orcas Island; in general, the passage is free of danger.

(13/08 CG13; NOS 18434) 32/08

Page 556—Paragraph 412, line 8; read:

basin has from 3 to 5 fathoms. An obstructions with a least depth of 8 feet was reported in the harbor in about 47°20'14"N., 122°35'06"W. The surrounding land, ...
(CL 558/08; NOS 18445) 32/08

Page 606—Paragraphs 548 to 549; read:

At times when stormy S or SW (kona) winds create high swells, the channel becomes extremely hazardous. There is usually a strong rip current crossing the channel at this time.
(DD 11192) 32/08

Page 655—Paragraph 161, lines 4 to 11; read:

ruins (2005). An entrance channel, marked by lighted and unlighted buoys, is entered about ½ mile S of the head of the breakwater and leads NE and NW to a basin off the town of Tinian. In May 2007, the controlling depths were 28 feet (8.5 meters) in the entrance channel with lesser depths to 26 feet (7.9 meters) along the edges of the channel, thence 24 feet (7.3 meters) in the basin. A smokestack is about ...
(FE 00535; NOS 81071; LL/07) 32/08

COAST PILOT 7 **40 Ed 2008** **Change No. 14**
Page 416—Paragraph 103; read:

Caution

Due to the rapid and severe onset of weather from the North Pacific Ocean, anchorage in the ocean outside of Coos Bay is reported not safe and is dangerous during the winter months. Like all unprotected areas along the Oregon coast, large swells and heavy winds characterize the area during the winter. These conditions can suddenly and unexpectedly besiege the unwary with catastrophic results. The prevailing direction of both sea and wind will drive disabled or improperly handled vessels onto the shore.
(DD 10000) 32/08

Page 532—Paragraph 126 to Paragraph 127, line 6; read:

Elliott Bay Marina isolated just W of Smith Cove (Pier 91) below Magnolia Bluff. A 2,700-foot breakwater, marked by private lights at each end, protects the basin on its S side. The basin has entrances on the E and W ends. In 2007, the reported approach depth was 25 feet with depths of 15 feet in the basin. The concrete floats can accommodate 1,200 craft up to 200 feet long, including 25 transient berths; larger vessel moorage is at the E pier. Electricity (30A, 50A & 100A), gasoline, diesel fuel, water, laundry, showers, groceries, restaurants, marine supplies, fishing supplies and a pump-out station are available. A yacht chartering firm is on site. VHF-FM channel 78A is monitored and a heliport ...
(DB 16615) 32/08

Page 602—Paragraph 485, lines 5 to 10; read:

is open to the S. In June 2007, the basin had depths of 20 to 23 feet with lesser depths to 17 feet at the NE end. The approach to the basin is marked by lighted and unlighted buoys and a **034°** lighted range.
(DD 10799) 32/08

Page 602—Paragraph 487, lines 1 to 4; read:

A boat ramp and mooring area for small craft are just off the N end of the wharf. A channel, marked by private buoys,

COAST PILOT 7 **40 Ed 2008** **Change No. 15**
Page 195—Paragraph 3550, line 3; read:
1232 and 50 U.S.C. 192.

§165.1411 Security zone; waters surrounding U.S. Forces vessel SBX-1, HI.

(a) *Location.* The following area, in U.S. navigable waters within the Honolulu Captain of the Port Zone (see 33 CFR 3.70-10), from the surface of the water to the ocean

leads to a small-boat harbor off the SE side ...
(LL/07; NOS 19353) 32/08

Page 620—Paragraph 739; read:

A Federal project provides for an entrance channel which leads between the outer end of the breakwater and Kukii Point, thence turns SW before entering the harbor basin. The Federal project depths are 40 feet in the entrance channel and 35 feet in the harbor basin. The entrance channel is marked by lights, buoys, and a lighted range.
(NOS 19383; CEM-Pacific Ocean/74) 32/08

Page 621—Paragraphs 752 to 753; read:

The State of Hawaii, Nawiliwili Piers 1 and 2 (21°57'15"N., 159°21'18"W.): 1,285 feet of berthing space with a depth of 35 feet alongside and deck height of 8.8 feet; receipt and shipment of conventional and containerized general cargo; receipt of petroleum products, cements, and bulk fertilizer; shipment of bulk raw sugar and molasses; owned and operated by the State of Hawaii.

The State of Hawaii, Nawiliwili Pier 3 (21°57'07"N., 159°21'31"W.): 627 feet of berthing space with a depth of 35 feet alongside and a deck height of 8 feet; receipt and shipment of conventional and containerized general cargo and automobiles; receipt of liquefied petroleum gas, lumber, and dry bulk fertilizer; owned and operated by the State of Hawaii.
(PS 50/99) 32/08

Page 621—Paragraph 756, line 4; read:

Private lights mark the channel inside the harbor.
(LL/07) 32/08

Page 622—Paragraph 774; read:

A Federal project provides for an entrance channel which leads N past the outer end of the breakwater to a harbor basin in Hanapepe Bay with a project depth of 35 feet in the entrance channel and basin. The harbor basin is marked by lighted and unlighted buoys on the N and W sides.
(NOS 19382; CEM-Pacific Ocean/45) 32/08

floor, is a security zone: All waters extending 500 yards in all directions from U.S. Forces vessel SBX-1. The security zone moves with the SBX-1 while it is in transit and becomes fixed when the SBX-1 is anchored, position-keeping, or moored.

(b) *Regulations.* The general regulations governing security zones contained in 33 CFR 165.33 apply. Entry into, transit through, or anchoring within this zone while it is activat-

ed, and thus subject to enforcement, is prohibited unless authorized by the Captain of the Port or a designated representative thereof.

(c) *Suspension of enforcement.* The Coast Guard will suspend enforcement of the security zone described in this section whenever the SBX-1 is within the Honolulu Defensive Sea Area (see 6 FR 6675).

(d) *Information notice.* The Captain of the Port of Honolulu will cause notice of the enforcement of the security zone described in this section to be made by broadcast notice to mariners. The SBX-1 is easy to recognize because it contains a large white object shaped like an egg supported by a platform that is larger than a football field. The platform in turn is supported by six pillars similar to those on large oil-drilling platforms.

(e) *Authority to enforce.* Any Coast Guard commissioned, warrant, or petty officer, and any other Captain of the Port representative permitted by law, may enforce the security zone described in this section.

(f) *Waiver.* The Captain of the Port may waive any of the requirements of this rule for any person, vessel, or class of vessel upon finding that application of the security zone is unnecessary or impractical for the purpose of maritime security.

(g) *Penalties.* Vessels or persons violating this rule are subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192.

(FR 3/12/08)

32/08

Example Entry Report

CORAL SHIPREP//
A/SEA ROVER/WFSU/USA/IMO 8674208/DOC 602011//
B/010915Z JUN//
C/2636N/17600W//
E/050//
F/20.0//
I/LOS ANGELES/USA/081215Z JUN//
L/RL/050/20.0//
O/10.90//
P/IMDG/3,4.1,6.1,8,9//
Q/0//
R/0//
T/JOHN DOE/CONTAINER SHIPPERS INC, 500 PORT ROAD, ROOM 123, LOS ANGELES, CA, USA 90050/213-123-1234//
U/199.90/27227/CONTAINER SHIP//
W/15//

Example Exit Report

CORAL SHIPREP//
A/SEA ROVER/WFSU/USA/IMO 8674208/DOC 602011//
B/011515Z JUN//
C/2747N/17416W//
R/0//

