

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 8 34 Ed 2012 Change No. 9 LAST NM 8/13

Chapter 2—Paragraphs 150 to 151; read:

⁽¹⁵⁰⁾ (b) This part does not apply to a vessel exempted under 46 U.S.C. 2109 or 46 U.S.C. 3702.

§157.02 Incorporation by reference: Where can I get a copy of the publications mentioned in this part?

⁽¹⁵¹⁾ (a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. To enforce any edition other than that specified in this section, the Coast Guard must publish notice of change in the **Federal Register** and the material must be available to the public. All approved material is available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030 or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html. Also, it is available for inspection at the Coast Guard, Systems Engineering Division (CG-5213), Office of Design and Engineering Standards, U.S. Coast Guard, 2100 2nd St. SW., Stop 7126, Washington, DC 20593-7126, telephone 202-372-1379, and is available from the sources indicated in this section.

(FR 01/16/2009)

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Chapter 2—Paragraphs 153 to 156.02; read:

⁽¹⁵³⁾ (b) International Maritime Organization (IMO)—4 Albert Embankment, London SE1 7SR, United Kingdom.

^(153.01)(1) IMCO Assembly Resolution A.393(X), adopted on 14 November 1977, Recommendation on International Performance and Test Specifications For Oily Water Separating Equipment and Oil Content Meters (“A.393(x)”), incorporation by reference approved for §157.12.

^(153.02)(2) IMO Assembly Resolution A.496(XII), Adopted on 19 November 1981, Agenda Item 11, Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.496(XII)”), incorporation by reference approved for §157.12.

^(153.03)(3) IMO Assembly Resolution A.586(14), Adopted on 20 November 1985, Agenda item 12, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“A.586(14)”), incorporation by reference approved for §157.12.

^(153.04)(4) IMO Marine Environment Protection Committee Resolution MEPC.13 (19), adopted on 9 December 1983, Guidelines for Plan Approval and Installation Survey of Oil Discharge Monitoring and Control Systems for Oil Tankers and Environmental Testing of Control Sections Thereof (“MEPC.13(19)”), incorporation by reference approved for §157.12.

^(153.05)(5) IMO Marine Environment Protection Committee Resolution MEPC.108(49), Adopted on 18 July 2003, Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (“MEPC.108(49)”), incorporation by reference approved for §157.12.

^(153.06)(6) IMO Assembly Resolution A.601(15), Provision and Display of Manoeuvring Information on Board Ships, Annex sections 1.1, 2.3, 3.1, and 3.2 with appendices, adopted on 19 November 1987 (“A.601(15)”), incorporation by reference approved for §157.450.

⁽¹⁵⁴⁾ (7) IMO Assembly Resolution A.744(18), Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, Annex B sections 1.1.3-1.1.4, 1.2-1.3, 2.1, 2.3-2.6, 3-8, and Annexes 1-10 with appendices, adopted 4 November 1993 (“A.744(18)”), incorporation by reference approved for §157.430.

⁽¹⁵⁵⁾ (8) IMO Assembly Resolution A.751(18), Interim Standards for Ship Manoeuvrability, Annex sections 1.2, 2.3-2.4, 3-4.2, and 5, adopted 4 November 1993 with Explanatory Notes in MSC/Circ. 644 dated 6 June 1994 (“A.751(18)”), incorporation by reference approved for §157.445.

⁽¹⁵⁶⁾ (c) Oil Companies International Marine Forum (OCIMF) 27 Queen Anne's Gate, London, SW1H 9BU, England].

^(156.01)(1) International Safety Guide for Oil Tankers and Terminals, Fourth Edition, Chapters 6, 7, and 10, 1996, incorporation by reference approved for §157.435.

^(156.02)(2) [Reserved]

(FR 1/16/2009)

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COAST PILOT 8 34 Ed 2012 Change No. 10

Chapter 10—Paragraph 104; read:

⁽¹⁰⁴⁾ **Port Conclusion** has its entrance W of Point Conclusion. The soundings are deep and somewhat irregular, but the port and approaches have been found clear of dangers. On the SE shore of the port, 0.3 mile SSW of Point Conclusion, is a cove about 0.2 mile long with a sandy beach at its head. About 0.9 mile farther SW, on the same shore, is **Ship Cove** where Vancouver (English navigator and discoverer) moored his vessels. The cove affords protected anchorage for small craft in 1¼ to 2¼ fathoms with caution of the charted rocks. **John Bay**, on the W side opposite Point Conclusion, is a deep bight of no importance.

(H 12372; DD 21978)

11/13

Chapter 10—Paragraph 111; read:

⁽¹¹¹⁾ **Toledo Harbor** is a small, horseshoe-shaped bay with depths of 3 to 7½ fathoms, mud bottom, which is 12.7 miles N of Cape Ommaney and about 0.9 mile S of Port Walter Light. It is used considerably by small local fishing craft. It has an entrance about 75 yards wide with a mid-

channel depth of 2½ fathoms. A submerged rock extends from the N side of the entrance.

(H 12371; DD 22395)

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Chapter 10—Paragraph 114; read:

⁽¹¹⁴⁾ The narrow channel, connecting the inner and outer harbors, has a width of about 30 yards with a depth of 1¼ fathoms and is subject to shoaling. Vessels should enter the port between half and high tide only and preferably on a rising tide. They should pass along the SE side of the channel and make a slow turn to enter the inner harbor. Too sharp a turn may throw the stern into shoal water.

(H 12371; DD 22395)

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Chapter 10—Paragraph 118; read:

⁽¹¹⁸⁾ **Big Port Walter**, a basin with depths 22 to 54 fathoms, is entered through a narrow passage 0.4 mile long leading from the anchorage W of the wooded islet. The passage is almost straight, with a depth of 26 fathoms in midchannel at its narrowest part. The maximum current in the entrance is estimated to be 2 knots. A large stream enters in the N part, and two streams empty in the SW part of the bay. One of the latter is a cascade from a lake about 800 feet high. The shores are steep-to, and there are apparently no dangers. The basin is too deep for good anchorage and freezes in winter. With an accumulation of snow, the ice becomes 8 to 10 feet thick during severe winters and lasts almost until spring.

(H 12371; DD 22395)

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