

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 45 Ed 2013 26 MAY 2013
LAST NM 20/13

Chapter 10—Paragraph 181; insert after:
New table titled **Structures Across the Willamette River (statute miles 0 through 15)** from back of this Subsection.
(L 746-2013) 27/13

COAST PILOT 7 45 Ed 2013 02 JUN 2013
Chapter 10—Paragraph 297; read:

⁽²⁹⁷⁾ The city wharf is over 1,000 feet long and has two warehouses; depths alongside are about 20 feet. A dock marked by private aids is close W of the wharf. There are also private facilities for handling petroleum products, bulk grain and fresh fruit.
(L 2184-2013; NOS 18532) 27/13

Chapter 15—Paragraph 31; read:
⁽³¹⁾ A dredged entrance channel leads E between a revetted mole on the N and a breakwater on the S to a mooring basin. In 2012, the controlling depth was 9 feet in the entrance channel, thence depths of 7 to 8 feet were in the basin.
(DD 22794) 27/13

Chapter 2—Paragraph 2493; read:
⁽²⁴⁹³⁾ (b) The draw of the Murray Morgan Bridge, also known as the South 11th Street Bridge, across Thea Foss Waterway, previously known as City Waterway, mile 0.6, at Tacoma, shall open on signal if at least two hours notice is given. However, to obtain a bridge opening between 10 p.m. and 8 a.m. notification must be made to the City of Tacoma by 8 p.m. In emergencies, openings shall be made as soon as possible upon notification to the City of Tacoma.
(FR 5/24/2013) 27/13

Chapter 2—Paragraphs 4829 to 4932; strike out.
(L 25-2013) 27/13

Chapter 4—Paragraph 193; read:
⁽¹⁹³⁾ **Traffic Separation Schemes for Los Angeles/Long Beach** are between the Gulf of Santa Catalina and San Pedro Channel and along the coast between Point Arguello and Point Vicente. (See charts 18022, 18740, 18720, 18746, 18721.) This Traffic Separation Scheme is recommended for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled waters, but are not intended in any way to supersede or to alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes.

es. Mariners should use extreme caution when crossing traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme (See 33 CFR 167.1 through 167.15 and, chapter 2, for regulations.) Portions of the charted Traffic Separation Scheme have been amended by the International Maritime Organization (IMO), and have not been updated in the Code of Federal Regulations. (See IMOCOLREG.2/Circ.64.)
(L 966-2013) 27/13

Chapter 7—Paragraphs 66 to 68; read:
⁽⁶⁶⁾ **Traffic Separation Scheme San Francisco** has been established off the entrance of San Francisco Bay (See chart 18645.) This Traffic Separation Scheme is recommended for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled waters, but are not intended in any way to supersede or to alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. Rule 10 of the collision regulations apply to this Traffic Separation Scheme. (See 33 CFR 167.1 through 167.15, chapter 2, for regulations.) Portions of the charted Traffic Separation Scheme have been amended by the International Maritime Organization (IMO), and have not been updated in the Code of Federal Regulations. (See IMO COLREG.2/Circ.64.)

⁽⁶⁷⁾ [Deleted.]
⁽⁶⁸⁾ When not calling at San Francisco mariners are urged to sail direct between Point Arguello and Point Arena so as to pass the San Francisco Bay area to the W of the Farallon Islands and clear of the San Francisco Traffic Separation Scheme. In this manner through coastwise traffic will avoid crossing the directed traffic areas and/or precautionary area.
(L 966-2013; L 25-2013) 27/13

Chapter 7—Paragraphs 69 to 81; strike out.
(L 966-2013; L 25-2013) 27/13

Chapter 7—Paragraph 82; read:
⁽⁸²⁾ An additional **Traffic Separation Scheme** has been established through the Main Ship Channel and Golden Gate into San Francisco Bay. The scheme consists of one-way **traffic lanes** separated by a **separation line** and, after entry into San Francisco Bay, includes a **precautionary area**, a **regulated navigation area**, and **recreation areas**. For purposes of INTERNATIONAL NAVIGATION Rule 10, this scheme has been adopted by IMO seaward of the demarcation line. (See Traffic Separation Schemes, chapter 1, for additional information).
(L 966-2013; L 25-2013) 27/13

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Chapter 5—Paragraph 78; read:

⁽⁷⁸⁾ An aerolight, 981 feet above the water, is near the center of San Nicholas Island. A light is on the E side of the island.

(LNM 21/13 CG11) 27/13

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Chapter 7—Paragraph 504; read:

⁽⁵⁰⁴⁾ **Lake Tahoe** (39°06'N., 120°00'W.), California-Nevada, is a recreation area almost surrounded by Tahoe, Toiyabe, and Eldorado National Forests. **Restricted areas** established by Federal regulations are given in **162.210 and 162.215**, chapter 2. Lake Tahoe is to be navigated by leaving all white buoys with orange bands to starboard when transiting in a counterclockwise direction; safe water will always be found toward the center of the lake from these buoys. Information about facilities may be obtained from one of the local offices of the Forest Service, U.S. Department of Agriculture.

(L 1069-2013; LL 2013) 27/13

Chapter 8—Paragraph 154.01; read:

^(154.01) **Cape Mendocino Light** (40°26'23"N., 124°24'22"W.), 515 feet above the water, is shown from a post on the W slope of the cape.

(CG11 23/13) 27/13

Structures Across the Willamette River (statute miles 0 through 15)

Name•Description•Type	Location	Clear Width of Draw or Span Opening (feet)	Clear Height above Low Water Datum (feet)	Information
Overhead power cables (three)	45°36'54"N., 122°47'20"W.		230	
St. Johns Bridge (highway, fixed)	45°35'07"N., 122°45'51"W.	1068	205	
Burlington Northern Railroad Lift Bridge	45°34'37"N., 122°44'50"W.	499	54 (down), 200 (up)	Bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-9050.
Fremont Bridge (highway, fixed)	45°32'17"N., 122°41'00"W.	928	163	
Broadway Bridge (highway, bascule)	45°31'55"N., 122°40'27"W.	251	90	Bridgetender monitors VHF-FM channels 16 and 13 and answers on channel 13; call sign KLU-724. (Note 1)
Steel Bridge (highway/railroad, vertical lift)	45°31'39"N., 122°40'09"W.	205	26 (down), 161 (up) 71 (up, lower deck only)	Bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQU-534. (Note 1)
Burnside Bridge (bascule)	45°31'23"N., 122°40'03"W.	205	64	Bridgetender monitors VHF-FM channels 16 and 13 and works on channel 13; call sign KTD-520. (Note 1)
Morrison Bridge (bascule)	45°31'05"N., 122°40'12"W.	209 (185 open)	69	(Note 1)
Hawthorne Bridge (vertical lift)	45°30'47"N., 122°40'15"W.	200	49 (down), 159 (up)	Bridgetender monitors VHF-FM channels 16 and 13 and works on channel 13; call sign KTD-521. (Note 1)
Marquam Bridge (fixed)	45°30'29"N., 122°40'08"W.	350	(see information)	Clearances: 120 feet for central 220 feet 102 feet for central 350 feet
Trimet Bridge (fixed)	45°30'17"N., 122°40'10"W.			Under construction
Ross Island Bridge (fixed)	45°30'04"N., 122°39'51"W.	490	(see information)	Clearances: 120 feet for central 100 feet 90 feet for central 330 feet
Overhead power cables	45°29'50"N., 122°39'50"W.		(see information)	Clearances: 123 feet (main channel) 83 feet (east channel)
Overhead power cables	45°29'25"N., 122°39'27"W.		75	Cable crosses east channel

Note 1 – See 33 CFR 117.1 through 117.59 and 117.897, chapter 2, for drawbridge regulations.