



**COAST PILOT 2 (Continued)**

bridge and must clear the bridge interlocks before the bridge may be opened.  
(FR 9/28/09) 46/09

**COAST PILOT 4      41 Ed 2009      Change No. 5  
LAST NM 44/09**

Page 102—Paragraphs 1355 to 1360; strike out.  
(FR 10/15/09) 46/09

Page 102—Paragraph 1361, line 1; read:  
(b) The draw of the Norfolk and Western railroad ...  
(FR 10/15/09) 46/09

Page 102—Paragraph 1362, line 1; read:  
(c) The draw of the Gilmerton (US 13/460) bridge, ...  
(FR 10/15/09) 46/09

Page 102—Paragraph 1368, line 1; read:  
(d) The draw of the Norfolk Southern #7 Railroad ...  
(FR 10/15/09) 46/09

Page 102—Paragraph 1377, line 1; read:  
(e) The draw of the I-64 bridge across the South ...  
(FR 10/15/09) 46/09

Page 102—Paragraph 1378, line 1; read:  
(f) The draw of the Dominion Boulevard (US 17) ...  
(FR 10/15/09) 46/09

Page 103—Paragraph 1384, line 1; read:  
(g) The draw of the S168 bridge, mile 12 at Chesapeake ...  
(FR 10/15/09) 46/09

Page 103—Paragraph 1385, line 1; read:  
(h) The draw of the Albemarle & Chesapeake Railroad ...  
(FR 10/15/09) 46/09

Page 103—Paragraph 1386, line 1; read:  
(i) The draw of the Centerville Turnpike (SR 170) ...  
(FR 10/15/09) 46/09

Page 403—Paragraph 144; insert after:  
In December 2008, a fixed bridge was under construction at **Mile 366.4** with a design clearance of 65 feet.  
(CL 1444/09; 50/08 CG7) 46/09

**COAST PILOT 5      37 Ed 2009      Change No. 18  
LAST NM 43/09**

Page 198—Paragraph 3633; insert after:  
**§334.782 SUPSHIP Bath Maine Detachment Mobile at AUSTAL, USA, Mobile, AL; restricted area.**

(a) *The area.* The restricted area would encompass all navigable waters of the United States, as defined at 33 CFR part 329, contiguous to the area identified as AUSTAL, USA and the mean high water level within a rectangular shaped area on the east side of the Mobile River beginning at 30°41'36.46"N., 88°02'02.70"W.; thence westerly to 30°41'35.85"N., 88°02'05.12"W.; thence southerly to 30°41'26.67"N., 88°02'03.62"W.; thence easterly to 30°41'26.98"N., 88°02'01.81" W.; thence northerly along the easterly shoreline to the point of origin.

(b) *The regulations.* (1) All persons, swimmers, vessels and other craft, except those vessels under the supervision or contract to local military or Naval authority, vessels of the United States Coast Guard, and local or state law enforcement vessels, are prohibited from entering the restricted area without permission from the Supervisor of Shipbuilding, Conversion and Repair, USN, Bath, Maine or his/her authorized representative.

(2) The restricted area is in effect twenty four hours per day and seven days a week (24/7).

(3) Should warranted access into the restricted navigation area be needed, all entities are to contact the Supervisor of Shipbuilding, Conversion and Repair, USN, Bath, Maine, or his/her authorized representative on Marine Communication Channel 16.

(c) *Enforcement.* The regulation in this section shall be enforced by the Supervisor of Shipbuilding, Conversion and Repair, USN, Bath, Maine, and/or such agencies or persons as he/she may designate.  
(FR 9/22/09) 46/09

**COAST PILOT 7      41 Ed 2009      Change No. 32  
LAST NM 44/09**

Page 345—Paragraph 172, line 4; read:  
oriented SW to NE with a least depth of 34 feet extends ...  
(DD 15853) 46/09

Page 349—Paragraph 244, line 8; read:  
docks on the Oakland side.

**Ferries**

High-speed commuter ferries frequently operate in central/south San Francisco Bay and San Pablo Bay. Concentrations of these ferries are highest around the San Francisco Ferry Building (37°47'45"N., 122°23'35"W.) where most central bay routes terminate. Mariners are cautioned when transiting these waters that ferries may maneuver quickly when approaching and departing the dock. Departing ferries from the Ferry Building often back away from the dock. Charted ferry routes can be seen on applicable charts of the area; however, mariners are cautioned that these ferries may

## COAST PILOT 7 (Continued)

deviate from their routes due to inclement weather, traffic conditions, navigational hazards, or other emergency conditions.

In San Francisco Bay charted ferry routes run N and S in North Channel (E of Angel Island) and in the Precautionary Area just E of Alcatraz Island. They generally run E and W in the waters between Alcatraz Island and Angel Island. The routes cross each other in the Precautionary Area (37°49'30"N., 122°24'10"W.) and about 1.2 miles S of the Richmond-San Rafael Bridge. In these areas all vessels should maintain a close watch for ferries. In San Pablo Bay, ferry routes run in both directions just S of Pinole Shoal Channel between the Richmond-San Rafael Bridge and Mare Island; one route runs E of East Brothers Island. Many ferries also operate between San Francisco's north shore, Alcatraz and Sausalito/Tiburon. These ferries do not run along charted ferry routes. They too may back away when departing San Francisco docks and may maneuver rapidly when approaching San Francisco.

The **San Francisco Harbor Safety Committee**, in conjunction with the Coast Guard, has established a **Ferry Traffic Routing Protocol** for: the area surrounding the Ferry Building terminal along the waterfront of San Francisco, the waters of central San Francisco Bay, and the waters of San Pablo Bay. The protocol is intended to increase safety in the area by reducing traffic conflicts and, while not compulsory, the guidelines set forth in the protocol are strongly recommended. The Harbor Safety Committee also recommends that recreational and fishing vessels keep a close lookout when near ferry routes, and avoid ferry routes whenever possible. For additional information, see the San Francisco Vessel Traffic Service website <http://www.uscg.mil/d11/vtssf> and San Francisco Marine Exchange website <http://www.sfmex.org>.

(CL 82/09; CL 1374/06; CL 1409/09; NOS 18650) 46/09

Page 361—Paragraph 369, line 5; read:  
midchannel) to the turning basin; thence in September 2009,  
11 to 14 feet ...  
(DD 15757) 46/09

Page 361—Paragraph 369, lines 8 to 9; read:  
0.5 mile above the turning basin. The entrance channel and  
turning basin are marked by lights.  
(LL/09; NOS 18653) 46/09

## COAST PILOT 7      41 Ed 2009      Change No. 33

Page 275—Paragraph 146; strike out.  
(NOS 18746) 46/09

Page 295—Paragraph 431, lines 3 to 6; read:  
is just N of the entrance basin. In March 2009, the con-  
trolling depth was 15 feet in the entrance channel to the en-  
trance basin with lesser depths along the entire length of the  
SE edge, thence depths of 15 to 20 feet were available in the  
entrance basin; thence in July 2008, depths of 8 to 9 feet  
were available in the inner basin.  
(DD 15473; DD 12141) 46/09

Page 321—Paragraph 121, line 7; read:  
the stranger. **Point Sur Light** (36°18'22"N., 121°54'05"W.),  
...  
(20/09 CG11; LL/09) 46/09

Page 327—Paragraph 193, line 1; read:  
**Santa Cruz Light** (36°57'05"N., 122°01'36"W.), 60 feet  
...  
(20/09 CG11; LL/09) 46/09

Page 364—Paragraph 388, line 6; read:  
When not in use, the drawspans of the railroad bridges at  
Black Point and Haystack Landing are maintained in the  
open to navigation position. (See **117.1 through 117.59 and**  
**117.187**, chapter 2, ...  
(15/09 CG11) 46/09

Page 365—Paragraph 400, line 4; read:  
down and 97 feet up. When not in use, the drawspan is main-  
tained in the open to navigation position. (See **117.1**  
**through 117.59** and ...  
(15/09 CG11) 46/09

Page 487—Paragraph 93, lines 5 to 10; read:  
perpendicular cliff composed of sand and gravel. A rocky  
bank, covered with kelp, extends about 2 miles W of the is-  
land over depths of 3 to 6 fathoms. A rock that bares at low-  
est tides is about 0.3 mile W of Smith Island. Strong currents  
set in an around the shoal ...  
(H 11371; NOS 18465) 46/09

Page 598—Paragraph 518, line 9; read:  
buoys and a **034.7°** lighted range.  
(23/09 CG14; LL/09) 46/09

Page 634—Paragraph 987, lines 4 to 6; read:  
midway between Johnston and Sand Islands. In 1964, ...  
(21/09 CG14) 46/09

Page 635—Paragraph 988, lines 4 to 5; read:  
extending 1.5 miles S and SE from 16°42'44"N.,  
169°31'01"W, and ...  
(21/09 CG14; NOS 83637) 46/09

**COAST PILOT 7      41 Ed 2009      Change No. 34**

Page 279—Paragraph 210; read:

**Los Angeles Light** (33°42'31"N., 118°15'06"W.), 73 feet above the water, is shown from a white cylindrical tower with black stripes on a concrete block on the outer end of the San Pedro breakwater; a fog signal is at the light.  
(LL/09) 46/09

Page 293—Paragraph 392; read:

**Caution**

The U.S. Navy advises that continuous hazardous operations may take place on the Pacific Missile Test Range, Point Mugu, California, Monday through Sunday. The test area extends for 180 miles in a SW direction from Point Mugu and is up to 210 miles wide. The specific danger portions of the firing area are broadcast by the Navy, Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz and on VHM-FM channel 16. For information regarding the current hazardous operations status, contact PLEAD CONTROL on VHF-FM channels 11 or 16 or at 805-989-8841/8843, from 0600-1800; or at 805-816-0792 after 1800. All vessels transiting through the Sea Test Range are requested to submit a notification to PLEAD CONTROL indicating the vessels name, destination and estimated time of entry into and departure from the test range. Notifications should be faxed to 805-989-0102.  
(DD 13444; CL 1518/09) 46/09

Page 414—Paragraph 92, lines 2 to 4; read:

covered 9 feet and usually breaks. It is the outermost rock of a covered ledge extending NW from the shore. A lighted buoy is 0.2 mile N of the rock. E of Baltimore Rock, ...  
(22/09 CG13; CL 1247/07; 46/07 CG13) 46/09

Page 475—Paragraph 173, lines 11 to 12; read:

weather.  
(21/09 CG13) 46/09

Page 523—Paragraph 69, lines 3 to 4; read:

1½-fathom shoal, marked by a light, extends S from Kinney Point.  
(37/09 CG13) 46/09

Page 524—Paragraph 75, line 5; read:

marked by lights and a **261.3°** lighted range, ...  
(37/09 CG13) 46/09

Page 524—Paragraph 77, line 7; read:

rocks is also marked by a light. Tala Point is a bluff, wooded, ...  
(37/09 CG13) 46/09

Page 525—Paragraph 88, line 11; read:

A channel, marked by lights at the entrance, leads to a private ...  
(18/09 CG13) 46/09

Page 536—Paragraph 201, line 6; read:

the island. A light is on the N side of the shoal area.  
(38/09 CG13) 46/09

Page 538—Paragraph 229, line 4; read:

marked by a light.  
(38/09 CG13) 46/09

Page 539—Paragraph 230, line 6; read:

entrance. A light marks the edge of the shoal water W of ...  
(38/09 CG13) 46/09

Page 550—Paragraph 406, lines 7 to 8; read:

Waterway is marked by private lighted buoy on the SW side. Project ...  
(36/09 CG13) 46/09

Page 555—Paragraph 441, line 2; read:

mile NW from the NW part of McNeil Island. Lights on ...  
(38/09 CG13) 46/09

Page 557—Paragraph 487, line 4; read:

Bay; the channel is marked by lights.  
(17/09 CG13) 46/09

**COAST PILOT 7      41 Ed 2009      Change No. 35**

Page 545—Paragraph 321, line 2; read:

Passage, is marked by a light and fog signal. A **naval restricted area** is on the S side of the point, surrounding the pier projecting S from the shoreline. (See §334.1244, chapter 2, for limits and regulations.) A **general** ...  
(33 CFR 334; FR 12/23/08) 46/09

Page 547—Paragraph 342, line 5; read:

Pier 5 and Pier 6 are equipped with radar reflectors. A floating security barrier, marked by lighted buoys, surrounds the waterfront of the naval shipyard.  
(15/03 CG13; FE 00541; NOS 18452) 46/09

Page 581—Paragraph 273, lines 3 to 7; read:

feet by 800 feet. The State-owned T-pier is in poor condition and has been condemned. A surfaced ramp for launching small boats is adjacent to the T-pier, however, its orientation leaves it open to swells from the N which can make launching extremely difficult. Small boats can also be launched from the sand beach at the S end of the bay.  
(CL 1416/09; NOS 19341) 46/09

## COAST PILOT 7 (Continued)

Page 582—Paragraph 281, line 3; read:

side of deep **Kipahulu Valley**.

(CL 1416/09)

46/09

Page 583—Paragraph 301, line 6; read:

seen along the E side of the bay and three stacks are prominent in about 20°48'02"N., 156°29'37"W.

(CL 1416/09; NOS 19350)

46/09

Page 583—Paragraph 306, lines 7 to 17; read:

bottom. In 2009, a reported depth of 8 feet was available in the entrance channel. The entrance channel is marked by a **339°** lighted range and private buoys. Inside the harbor, a reef and shoal area, marked by buoys and daybeacons, extends into the center of the harbor. Care must be taken to avoid these areas when approaching the slips on the N side of the harbor. Vessels going to the public moorings in the W end of the harbor should pass between the daybeacons and the breakwater. Gasoline, diesel fuel (by fuel truck) and a launching ramp are available; engine repairs can be made. The harbormaster can be contacted on VHF-FM channel 68 or by phone at 808-243-5818. The harbor office is ...

(CL 1416/09; LL/09)

46/09

Page 584—Paragraph 307, line 2; read:

waters of Maalaea Village and can be contacted at (808) 986-0023.

(CL 1416/09)

46/09

Page 584—Paragraph 312, line 8; read:

very prominent and a spire is visible on Puunoa Point. A reef, over which the sea generally ...

(CL 1416/09)

46/09

Page 584—Paragraph 314, lines 6 to 7; read:

be 8 feet in the channel. In August 2009, reported depths in the basin were 6 to 8 feet. Vessels entering or leaving the boat

...

(CL 1416/09)

46/09

Page 584—Paragraphs 315 to 316; read:

Gasoline and diesel fuel are available at Lahaina, but must be obtained through the harbormaster (VHF-FM channel 68 or 808-662-4060). Some small-craft supplies may be obtained at Lahaina and a 1-ton hoist is available on the small-boat wharf.

Good anchorage can be had off Lahaina. Calm water will generally be found even though strong trade winds are blowing elsewhere, however, the anchorage is exposed in kona weather. In approaching the anchorage, vessels should keep about one mile offshore until the light bears **056°**, then

head in on this course and anchor in depths of 9 to 15 fathoms. Anchorage can be had anywhere in the bight N of Mala wharf, 0.6 mile offshore in depths of about 12 fathoms, sandy bottom. Offshore mooring buoys for up to 72 hours are available by permit only.

Lahaina has become a destination for both foreign and domestic cruise ships. From fall to spring, passenger and crew counts in excess of 300 can be expected. Ships anchor out and ferry passengers into the harbor by small boat. When ships are present, a 300 yard security zone exists around the ship. For foreign vessels, a customs station is set up at the harbor. The Harbor Master acts as a VTS for the duration of the cruise ship port call. All traffic must check in and out of the harbor on VHF-FM channel 68.

(CL 1416/09)

46/09

Page 584—Paragraph 321, lines 4 to 5; read:

gradually to the sandy beach. Several hotels line the shore N and S of the point.

(CL 1416/09)

46/09

Page 585—Paragraph 322, lines 3 to 6; read:

of Maui and is known locally as Black Point. The point is a dark, rocky promontory, 85 feet high, which appears detached from a distance; there are no offshore dangers. A hotel is on the point.

(CL 1416/09)

46/09

Page 585—Paragraph 331, lines 1 to 3; read:

**Nakalele Point** is three miles ENE of Lipoa Point. Close off Nakalele Point are several bare, black rocks; blowholes can be seen along the SE face of the point. **Nakalele Point Light** ...

(CL 1416/09)

46/09

Page 586—Paragraph 344, line 6; read:

shallow. There is a buildup of silt and marine debris (old tires) that creates a shallow area in the SE corner of the commercial harbor in about 20°53'44"N., 156°27'56"W.

(CL 1416/09)

46/09

Page 587—Paragraph 348; read:

A 3,400 hp tug and a 4,400 hp assist tug are available at the port.

(CL 1416/09)

46/09

**COAST PILOT 7**

**41 Ed 2009**

**Change No. 36**

Page 588—Paragraph 369, lines 4 to 5; read:

mile inland.

(CL 1416/09)

46/09

**COAST PILOT 7 (Continued)**

Page 590—Paragraph 409, line 9; read:

the boat slips. When entering the harbor, local conditions dictate staying well to the right side of the entrance channel. The prevailing winds blow from the E and there are numerous coral heads near the left edge of the channel, just off the end of the breakwater. In 1981, a rock covered 3 feet and marked ...

(CL 1416/09) 46/09

Page 591—Paragraph 411, lines 1 to 3; read:

**Puupehe Island (Puupehe Rock)**, locally known as Sweetheart Rock, is 0.5 mile SW of Manele Bay. The island is 110 feet high, brown on its steep sides, flat and grass-covered on its top. It is separated ...

(CL 1416/09) 46/09

Page 591—Paragraph 411, lines 7 to 8; read:

300 yards E and S from Puupehe. **Hulopoe Bay**, just W of the island has a sandy beach and a prominent large hotel complex at its head.

(CL 1416/09) 46/09

Page 591—Paragraph 413, line 8 to Paragraph 414, line 1; read:

about 2 miles E of Palaoa Point.

**Palaoa Point Light** (20°43'56"N., 156°57'53"W.), 91 ...  
(CL 1416/09; LL/09) 46/09

Page 591—Paragraph 414, lines 6 to 9; read:

weather, is between the double points. A large rock, known locally as Shark Fin Rock, is about 0.3 mile NNW of the point in about 20°44'15"N., 156°58'08"W.

(CL 1416/09; NOS 19347) 46/09

Page 591—Paragraph 415, lines 5 to 7; read:

landslides; one about 1.5 miles N of Palaoa Point, consists of dark material and is very large and conspicuous; the other, about 1.8 miles N of the point, has a gravelly appearance and is covered with vegetation.

(CL 1416/09) 46/09

Page 591—Paragraph 423, line 8; read:

offshore. Good anchorage for small-craft can be had in the vicinity.

(CL 1416/09) 46/09

Page 592—Paragraph 430, line 2; read:

least 0.8 mile. Prevailing E winds tend to set vessels to the W. Current information for this coast is included ...

(CL 1416/09) 46/09

Page 593—Paragraph 438, line 4; read:

other sources of provisions on Moloka'i. The harbor agent may be contacted at 808-553-1742.

(CL 1416/09) 46/09

Page 594—Paragraph 450, lines 3 to 4; read:

W of Pukoo is the village of **Kalua'aha**.

(CL 1416/09) 46/09

Page 594—Paragraph 457, lines 2 to 3; read:

provides a cargo shed and 500 feet of berthing space. A ...

(CL 1416/09) 46/09

Page 594—Paragraph 457, line 9; read:

the konas. When barges are present, the wharf is a secure area and proper identification is required for access. Water is piped to the wharf; gasoline and diesel ...

(CL 1416/09) 46/09

Page 594—Paragraph 458, line 8; read:

detached breakwater. There are 29 slips that are reserved for regular occupancy; no visitor slips are available.

(CL 1416/09) 46/09

**WORLD PORT INDEX CORRECTIONS**

<b>PUB 150</b>	<b>19 Ed 2009</b>	<b>NEW EDITION</b>
(NGA)		46/09