



**COAST PILOT 2 (Continued)**

40°30'02.00"N., 074°16'41.00"W., thence along the shoreline to the point of origin.

(i) This area is limited to vessels no greater than 20 meters in length and is primarily for use by recreational craft on a seasonal or transient basis. These regulations do not prohibit the placement of moorings within the anchorage area, but requests for the placement of moorings should be directed to the Raritan Yacht Club Fleet Captain (telephone 732-826-2277 or VHF Channel 9) to ensure compliance with local and State laws. All moorings shall be so placed that no vessel, when anchored, will at any time extend beyond the limits of the area. Fixed mooring piles or stakes are prohibited seaward of the pier head line. Mariners are encouraged to contact the Raritan Yacht Club Fleet Captain for any additional ordinances or laws and to ensure compliance with additional applicable State and local laws.

(ii) [Reserved]  
(FR 9/8/09) 49/09

Page 238—Paragraph 257, lines 1 to 2; read:

**Butler Flats Light** (41°36'12"N., 70°53'40"W.), a private aid 25 feet above the water, is shown from a white ...  
(40/09 CG1; LL/09) 49/09

Page 338—Paragraph 180, lines 5 to 14; read:

bridge, the head of practical navigation on the river. A Federal project provides for a depth of 12 feet in the anchorage area and 12 feet in the channel to just landward of the Yacht Club, thence 10 feet to the basin, thence 3 feet to the head of the project about 30 yards below the second fixed bridge (Mill Street fixed bridge). (See Notice to Mariners and latest edition of chart 12367 for controlling depths.) The channel is marked to a point about 0.3 ...  
(CL 1288/09; 44/09 CG1) 49/09

Page 394—Paragraph 268, line 4; read:

an anchorage basin. In May 2009, depths of 4 to 8 ...  
(CL 1376/09; BPs 193548-50) 49/09

Page 394—Paragraph 276, lines 6 to 10; read:

above the mouth. A Federal project provides for a depth of 12 feet to the first hard bend in the channel, thence 8 feet to the head of the project. (See Notice to Mariners and latest editions of the charts for controlling depths.) The entrance channel is ...  
(CL 1361/09; NOS 12401; 44/09 CG1) 49/09

Page 398—Paragraph 326, lines 1 to 2; read:

Federal project depth in Arthur Kill is 35 feet. (See ...  
(CL 1252/09) 49/09

Page 400—Paragraph 351, line 2; read:

channel leading through Kill Van Kull and a 35-foot ...  
(CL 1252/09) 49/09

**COAST PILOT 5      37 Ed 2009      Change No. 19  
LAST NM 46/09**

Page 98—Paragraph 1158, lines 2 to 4; read:

mile 19.3 near Echo shall open on signal if at least 14 days notice is given.  
(FR 8/28/09) 49/09

Page 296—Paragraph 192, line 2; read:

water that extends N from St. Andrew Bay. In August 2009, the channel had a controlling depth of 9.6 feet to just below the U.S. Route 98 fixed highway bridge, thence 4.9 feet to the bridge. There are several ...  
(DDs 15497-98) 49/09

Page 297—Paragraph 205, lines 12 to 14; read:

advised. In September 2009, the controlling depth was 5.6 feet (6.6 feet at midchannel) from Buoy CB to the bridge; thence in April 2009, 8.5 feet (9.3 feet at midchannel) through North ...  
(DDs 15728-29; CL 848/09) 49/09

Page 319—Paragraph 165, lines 8 to 10; read:

bridge. In September 2009, the controlling depth was 5.5 feet (8.0 feet at midchannel) to the highway bridge, thence 5.8 feet in the basin. The channel is marked by lights ...  
(CL 1452/09) 49/09

Page 326—Paragraph 243, lines 2 to 11; read:

crossed by the U.S. Route 90 highway bridge with a fixed span having a clearance of 95 feet.  
(CL 1414/09) 49/09

Page 438—Paragraph 317, lines 3 to 7; read:

clearance of 45 feet. Overhead power and telephone ...  
(CL 1397/09) 49/09

Page 484—Paragraph 117, lines 5 to 10; read:

waterway with a clearance of 21 feet. The bridgetender monitors VHF-FM channel 9; call signs WQZ-367 or KZU-970. (See **117.1 through 117.59 and 117.287(k)**, chapter 2, for drawbridge regulations.) The E and W openings, ...  
(CL 477/09; CL 1354/09; CL 957/09; CL 951/09) 49/09

**COAST PILOT 7      41 Ed 2009      Change No. 38  
LAST NM 48/09**

Page 95—Paragraph 1217 to Page 96—Paragraph 1287; read:

**§110.228 Columbia River, Oregon and Washington.**

## COAST PILOT 7 (Continued)

(a) *Anchorage grounds.*—(1) *Astoria North Anchorage.* An area enclosed by a line beginning northeast of Astoria, Oregon, at

46°12'00.79"N., 123°49'55.40"W.; thence continuing easterly to

46°12'02.00"N., 123°49'40.09"W.; thence continuing east-northeasterly to

46°13'14.85"N., 123°46'27.89"W.; thence continuing south-southeasterly to

46°13'00.56"N., 123°46'16.65"W.; thence continuing southwestly to

46°11'51.79"N., 123°49'18.08"W.; thence continuing west-southwesterly to

46°11'46.27"N., 123°49'43.48"W.; thence continuing west-southwesterly to

46°11'44.98"N., 123°49'49.44"W.; thence continuing westerly to

46°11'44.32"N., 123°49'58.88"W.; thence continuing northeasterly to the point of the beginning.

(2) *Astoria South Anchorage.* An area enclosed by a point beginning east-northeast of Astoria, Oregon, at

46°11'46.95"N., 123°49'13.04"W.; thence continuing northeasterly to

46°13'02.18"N., 123°45'54.55"W.; thence continuing easterly to

46°13'05.90"N., 123°45'41.55"W.; thence continuing southeasterly to

46°12'55.16"N., 123°45'34.31"W.; thence continuing southwestly to

46°12'24.32"N., 123°46'34.70"W.; thence continuing west-southwesterly to

46°11'37.32"N., 123°49'03.46"W.; thence continuing north-northwesterly to the point of the beginning.

(3) *Longview Anchorage.* An area enclosed by a line beginning southeast of Longview, Washington, at

46°06'28.69"N., 122°57'38.33"W.; thence continuing northwesterly to

46°06'41.71"N., 122°58'01.25"W.; thence continuing westerly to

46°07'22.55"N., 122°59'00.81"W.; thence continuing westerly to

46°07'36.21"N., 122°59'19.29"W.; thence continuing southwestly to

46°07'28.44"N., 122°59'31.18"W.; thence continuing easterly to

46°07'14.77"N., 122°59'12.70"W.; thence continuing easterly to

46°06'42.01"N., 122°58'28.41"W.; thence continuing northeasterly to

46°06'34.27"N., 122°58'14.21"W.; thence continuing northeasterly to

46°06'32.19"N., 122°58'08.77"W.; thence continuing northeasterly to

46°06'22.44"N., 122°57'43.27"W.; thence continuing northeasterly to the point of the beginning.

(4) *Kalama Anchorage.* An area to be enclosed by a line beginning north-northwesterly of Sandy Island at

46°01'20.48"N., 122°52'04.32"W.; thence continuing east-southeasterly to

46°00'57.73"N., 122°51'35.14"W.; thence continuing east-southeasterly to

46°00'53.95"N., 122°51'30.29"W.; thence continuing southeasterly to

46°00'35.10"N., 122°51'15.37"W.; thence continuing south-southeasterly to

45°59'41.48"N., 122°50'52.40"W.; thence continuing southwestly to

45°59'38.65"N., 122°51'05.97"W.; thence continuing north-northwesterly to

46°00'36.82"N., 122°51'45.44"W.; thence continuing west-northwesterly to

46°01'24.38"N., 122°52'1.20"W.; thence continuing northeasterly to the beginning.

(5) *Woodland Anchorage.* An area enclosed by a line beginning northeast of Columbia City, Oregon, at

45°53'55.31"N., 122°48'17.35"W.; thence continuing easterly to

45°53'57.11"N., 122°48'02.16"W.; thence continuing south-southeasterly to

45°53'21.16"N., 122°47'44.28"W.; thence continuing westerly to

45°53'20.16"N., 122°48'02.37"W.; thence continuing northwesterly to

45°53'41.50"N., 122°48'13.53"W.; thence continuing northerly to the point of beginning.

(6) *Henrici Bar Anchorage.* An area enclosed by a line beginning west-southwesterly of Bachelor Slough, Washington, at

45°47'24.68"N., 122°46'49.14"W.; thence continuing east-southeasterly to

45°46'44.95"N., 122°46'13.23"W.; thence continuing southeasterly to

45°46'25.67"N., 122°46'00.54"W.; thence continuing south-southeasterly to

45°46'02.69"N., 122°45'50.32"W.; thence continuing southerly to

45°45'43.66"N., 122°45'45.33"W.; thence continuing southerly to

45°45'37.52"N., 122°45'44.99"W.; thence continuing westerly to

45°45'37.29"N., 122°45'53.06"W.; thence continuing north-northwesterly to

## COAST PILOT 7 (Continued)

45°46'15.94"N., 122°46'10.25"W.; thence continuing west-northwesterly to

45°47'20.20"N., 122°46'59.28"W.; thence continuing easterly to the point of beginning.

(7) *Lower Vancouver Anchorage*. An area enclosed by a line beginning north-northeast of Reeder Point at

45°43'39.18"N., 122°45'27.54"W.; thence continuing south-southwesterly to

45°41'26.95"N., 122°46'13.83"W.; thence continuing southerly to

45°40'35.72"N., 122°46'09.98"W.; thence continuing south-southeasterly to

45°40'23.95"N., 122°46'04.26"W.; thence continuing west-southwesterly to

45°40'20.68"N., 122°46'16.07"W.; thence continuing northwesterly to

45°40'32.85"N., 122°46'21.98"W.; thence continuing north-northwesterly to

45°41'01.03"N., 122°46'26.85"W.; thence continuing northerly to

45°41'29.07"N., 122°46'26.15"W.; thence continuing north-northeasterly to

45°43'41.27"N., 122°45'39.87"W.; thence continuing easterly to the point of the beginning.

The Vancouver lower anchorage will then resume slightly further upstream at an area north of Kelly point and will be enclosed by a line starting at

45°40'10.09"N., 122°45'57.53"W.; thence continuing southeasterly to

45°39'42.94"N., 122°45'44.34"W.; thence continuing west-southwesterly to

45°39'40.07"N., 122°45'56.34"W.; thence continuing northwesterly to

45°40'06.75"N., 122°46'09.30"W.; thence continuing east-northeasterly to the point of the beginning.

(8) *Kelly Point Anchorage*. An area enclosed by a line beginning northeast of Kelly Point, Oregon, at

45°39'10.32"N., 122°45'36.45"W.; thence continuing east-southeasterly to

45°39'02.10"N., 122°45'21.67"W.; thence continuing east-southeasterly to

45°38'59.15"N., 122°45'16.38"W.; thence continuing southwesterly to

45°38'51.03"N., 122°45'25.57"W.; thence continuing westerly to

45°38'51.54"N., 122°45'26.35"W.; thence continuing northwesterly to

45°39'06.27"N., 122°45'40.50"W.; thence continuing north-northeasterly to the beginning point.

(9) *Upper Vancouver Anchorage*. An area enclosed by a line beginning north-northeast of Hayden Island at

45°38'43.44"N., 122°44'39.50"W.; thence continuing northeasterly to

45°38'26.98"N., 122°43'25.87"W.; thence continuing east-northeasterly to

45°38'17.31"N., 122°42'54.69"W.; thence continuing easterly to

45°38'12.40"N., 122°42'43.93"W.; thence continuing east-southeasterly to

45°37'40.53"N., 122°41'44.08"W.; thence south-southeasterly to

45°37'36.11"N., 122°41'48.86"W.; thence continuing west-southwesterly to

45°37'52.20"N., 122°42'19.50"W.; thence continuing west-southwesterly to

45°38'10.75"N., 122°43'08.89"W.; thence continuing southwesterly to

45°38'18.79"N., 122°43'44.83"W.; thence continuing westerly to

45°38'41.37"N., 122°44'40.44"W.; thence continuing northeasterly to the point of beginning.

(10) *Cottonwood Island Anchorage*. An area enclosed by a line beginning west-southwest of Longview, WA at

46°05'56.88"N., 122°56'53.19"W.; thence continuing easterly to

46°05'14.06"N., 122°54'45.71"W.; thence continuing east-southeasterly to

46°04'57.12"N., 122°54'12.41"W.; thence continuing southeasterly to

46°04'37.55"N., 122°53'45.80"W.; thence continuing southeasterly to

46°04'13.72"N., 122°53'23.66"W.; thence continuing southeasterly to

46°03'54.94"N., 122°53'11.81"W.; thence continuing southerly to

46°03'34.96"N., 122°53'03.17"W.; thence continuing westerly to

46°03'32.06"N., 122°53'19.68"W.; thence continuing north-northwesterly to

46°03'50.84"N., 122°53'27.81"W.; thence continuing northwesterly to

46°04'08.10"N., 122°53'38.70"W.; thence continuing northwesterly to

46°04'29.41"N., 122°53'58.17"W.; thence continuing north-northwesterly to

46°04'49.89"N., 122°54'21.57"W.; thence continuing northwesterly to

46°05'06.95"N., 122°54'50.65"W.; thence continuing northwesterly to

46°05'49.77"N., 122°56'58.12"W.; thence continuing east-northeasterly to the point of the beginning.

(b) *Regulations*.

**COAST PILOT 7 (Continued)**

(1) All designated anchorages are intended for the primary use of deep-draft vessels over 200 feet in length.

(2) If a vessel under 200 feet in length is anchored in a designated anchorage, the master or person in charge of the vessel shall:

(i) Ensure that the vessel is anchored so as to minimize conflict with large, deep-draft vessels utilizing or seeking to utilize the anchorage; and

(ii) Move the vessel out of the area if requested by the master of a large, deep-draft vessel seeking to enter or depart the area or if directed by the Captain of the Port.

(3) Vessels desiring to anchor in designated anchorages shall contact the pilot office that manages that anchorage to request an appropriate position to anchor. Columbia River Bar Pilots manage Astoria North Anchorage and Astoria South Anchorage. Columbia River Pilots manage all designated anchorages upriver from Astoria.

(4) No vessel may occupy a designated anchorage for more than 30 consecutive days without permission from the Captain of the Port.

(5) No vessel being laid-up or dismantled or undergoing major alterations or repairs may occupy a designated anchorage without permission from the Captain of the Port.

(6) No vessel carrying a Cargo of Particular Hazard listed in §126.10 of this chapter may occupy a designated anchorage without permission from the Captain of the Port.

(7) No vessel in a condition such that it is likely to sink or otherwise become a hazard to the operation of other vessels shall occupy a designated anchorage except in an emergency and then only for such periods as may be authorized by the Captain of the Port.

(8) Vessels anchoring in Astoria North Anchorage should avoid placing their anchor in the charted cable area.  
(FR 10/8/09) 49/09