

SECTION II
NAVIGATION PUBLICATIONS

NM 5/10

COAST PILOT CORRECTIONS

**COAST PILOT 1 39 Ed 2009 Change No. 11
LAST NM 51/09**

Page 282—Paragraph 169; insert after:

No-Discharge Zone

The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) for the waters of Boothbay Harbor (see chart 13293 for limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 476/09) 5/10

Page 310—Paragraph 626, lines 3 to 4; read:
43°31'36"N., 70°05'32"W., excluding that area of the circle bounded ...

(CL 216/73) 5/10

Page 326—Paragraph 90; insert after:

No-Discharge Zone

The State of Maine, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) for the waters of Kennebunk, Kennebunkport, and Wells (see chart 13286 for limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 1510/09) 5/10

Page 399—Paragraph 9; insert after:

No-Discharge Zone

The State of Massachusetts, with the approval of the Environmental Protection Agency, has established a No-Discharge Zone (NDZ) for the state waters of Scituate, Marshfield, Cohasset, and the tidal portions of the North and South Rivers (see chart 13267 for limits).

Within the NDZ, discharge of sewage, whether treated or untreated, from all vessels is prohibited. Outside the NDZ, discharge of sewage is regulated by **40 CFR 140** (see chapter 2).

(CL 773/09) 5/10

**COAST PILOT 2 39 Ed 2010 Change No. 5
LAST NM 1/10**

Page 270—Paragraph 54, line 7; read:
the light. (See chart 13218.) Numerous rocks are up to 0.6 mile southwest to south-southeast of Point Judith Light.
(CL 1892/09; DD 16675) 5/10

Page 271—Paragraph 61, line 5; read:
entrance. A rock, covered 12 feet, is near the north side of the entrance at 41°21'48.7"N., 71°31'07.4"W.
(CL 1892/09; DD 16675) 5/10

Page 364—Paragraph 55, lines 5 to 6; read:
berthage, electricity, gasoline, diesel, water, ice, marine supplies, sewage pump-out, surfaced launching ramp, and storage; hull and engine repairs can be made. In November 2009, approach and alongside depths of 6 feet were reported.
(DB 18421-small) 5/10

Page 364—Paragraph 57, lines 6 to 9; read:
easterly entrance to the creek, has berths, electricity, gasoline, diesel, water, ice, marine supplies, lifts to 90 tons, and storage; hull, engine, and electrical repairs can be made. In November 2009, an approach depth of 5 feet was reported with 8 feet alongside.
(DB 18420-small) 5/10

**COAST PILOT 4 41 Ed 2009 Change No. 7
LAST NM 50/09**

Page 187—Paragraph 3308 to Paragraph 3309, line 1; read:
28°35.716'N., 80°32.938'W., thence following the mean high water line at a distance of 1.5 nautical miles offshore proceed southerly to a point at 28°24.187'N., 80°33.443'W., thence proceeding ...
(CL 1726/09; FR 11/16/09) 5/10

Page 267—Paragraph 31, line 11; read:
daybeacons. In October 2008-November 2009, the controlling depth ...
(CL 1682/09; DD 16141) 5/10

**COAST PILOT 5 37 Ed 2009 Change No. 20
LAST NM 49/09**

Page 300—Paragraph 247, lines 8 to 10; read:
obstruction was reported on the channel edge at about 30°23'59.3"N., 87°14'32.8"W. Extreme caution is advised.
(DD 15297; 17/07 CG8; 18/07 CG8) 5/10

Page 503—Paragraph 411, lines 6 to 7; read:
is just above the turning basin.
(48/09 CG8) 5/10

COAST PILOT 5 37 Ed 2009 Change No. 21

Page 310—Paragraph 46, lines 6 to 9; read:
at miles 1.6 and 2.5, respectively. In October 2009, the controlling depth was 4.8 feet (5.4 feet at midchannel) to Day-beacon 30, thence 4.1 feet to the head of the project, thence depths of 6.7 to 7.8 feet were available in both turning basins.

(CL 1753/09) 5/10

Page 318—Paragraph 158, lines 11 to 15; read:
the anchorage basin to Dauphin Island Bay. In September 2009, the controlling depth was 7 feet in the entrance channel to the basin, thence 2.3 to 6.1 feet in the basin, thence 6 feet in the connecting channel.

(CL 1536/09) 5/10

Page 319—Paragraph 166, lines 5 to 9; read:
March 2009, the controlling depth was 10.2 feet (11.2 feet at midchannel) in the entrance channel to the mouth of the bayou; thence in July-August 2009, 13.6 feet (14.5 feet at midchannel) to the turning basin, and 17.1 feet in the basin, thence 9.6 feet (13.9 feet at midchannel) to the highway bridge. The channel is marked ...

(CL 528/09; CL 1836/09; DDs 16555-60) 5/10

Page 325—Paragraph 239, line 6; read:
October 2009, the controlling depth was 9.5 feet (10.3 ...

(CL 1743/09) 5/10

Page 325—Paragraph 239, lines 12 to 14; read:
U.S. Route 90 highway bridge. In October 2009, the controlling depth was 6.2 feet to Light 18, thence 8.1 feet to the junction with the ...

(CL 1743/09) 5/10

Page 327—Paragraph 261, lines 4 to 9; read:
the entrance to Industrial Seaway. In July 2009, the controlling depth was 9.9 feet (11.0 feet at midchannel) from State Route 90 highway bridge to Popp's Ferry Road highway bridge, thence 6.4 feet (9.5 feet at midchannel) to the ...

(DDs 16375-90; DDs 16462-65; CL 1453/09) 5/10

Page 503—Paragraph 414, lines 5 to 8; read:
ferry landing. A fixed highway bridge about 8 miles above the waterway has a least clearance of 53 feet. Overhead power cables just ...

(CL 1779/09) 5/10

**COAST PILOT 6 39 Ed 2009 Change No. 23
LAST NM 1/10**

Page 76—Paragraph 764, lines 1 to 2; read:

(b) The draw of the Norfolk Southern bridge, mile 1.5 at Ashtabula, is remotely operated, is required to operate a radiotelephone, and shall open on signal from April 1 ...

(FR 12/4/09) 5/10

Page 76—Paragraph 779, line 2; read:

1.5 at Port Clinton, is remotely operated, is required to operate a radiotelephone, and shall open on signal. However, from ...

(FR 12/4/09) 5/10

Page 76—Paragraph 780; read:

The draw of the Norfolk Southern Bridge, Mile 3.5 at Sandusky, is remotely operated, is required to operate a radiotelephone, and shall open on signal from April 1 through October 31 and from November 1 through November 30 from 8 a.m. to 4 p.m. At all other times, the draw shall open on signal if at least 24 hours notice is given.

(FR 12/4/09) 5/10

Page 79—Paragraph 838, line 2; read:

prolonged blasts followed by two short blasts.

(4) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; St. Paul Avenue, mile 1.21, Clybourn Street, mile 1.28, Highland Avenue, mile 1.97, and Knapp Street, mile 2.14.

(FR 12/4/09) 5/10

Page 79—Paragraph 842, line 3; read:

is two prolonged blasts followed by two short blasts.

(4) The following bridges are remotely operated, are required to operate a radiotelephone, and shall open as noted in this section; North Plankinton Avenue, mile 1.08, North Sixth Street, mile 1.37, and North Emmber Lane, mile 1.95, all over Menomonee River, and South Sixth Street, mile 1.51 over South Menomonee Canal.

(FR 12/4/09) 5/10

Page 79—Paragraph 846; read:

(3)(i) The draws of all other bridges across the Kinnickinnick River shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Saturday except Federal holidays, the draws need not be opened and, from 11 p.m. to 7 a.m., the draws shall open on signal if at least two hours notice is given.

COAST PILOT 6 (Continued)

(ii) The South First Street Bridge, mile 1.78, is remotely operated, is required to operate a radiotelephone, and shall open as noted in this section.
(FR 12/4/09) 5/10

Page 250—Paragraph 452, lines 1 to 5; read:

In October 2008, the controlling depths were 5 feet and 4½ feet in E and W approaches, respectively, to the mouth of the river, thence 5½ feet to the entrance of Superior Lagoon, thence 3 feet to the Liberty Avenue bridge (except for lesser depths to 1 foot along the ...
(BP 193659; CL 1575/09) 5/10

Page 324—Paragraph 222, lines 6 to 11; read:

In November 2009, the controlling depths were 16 feet in the entrance and through the mouth of the river to the Second Avenue bridge; thence in 2002, 17½ feet to the turning basin with 13 to 15 feet available in the basin, thence 11½ feet just past the turning basin to the head of the project.
(DDs 16247-48; DD 3994) 5/10

Page 414—Paragraph 700, lines 10 to 17; read:

breakwaters, marked at the outer ends by lights. In November 2009, the controlling depths were 21 feet in the entrance channel, thence depths of 14 to 18 feet were available in the outer basin, thence 8 feet in the small-craft entrance channel to the basin, thence 6½ feet to the launching ramps.
(DD 16280) 5/10

Page 416—Paragraph 729, line 4 to Paragraph 730; read:

Manitowoc River, and thence upstream for about 1.8 miles. The outer ends of the breakwaters and the N side of river mouth are marked by lights. A Federal project provides for a depth of 25 feet in the approach channel, thence 23 feet in the channel through the harbor to the mouth of the river, thence 22 feet in the river channel to the Chicago & North Western Railroad Bridge, thence 12 feet to the head of the project, about 0.1 mile above the bridge. (See Notice to Mariners and latest edition of charts for controlling depths.)

A small-boat basin, entered through an opening in the N breakwater, is about 0.3 mile above Manitowoc Breakwater Light. The E side of the entrance is protected by a short jetty, marked at its outer end by a light. The ends of the breakwater are marked by a light and a daybeacon. The Federal project depths are 12 feet in the entrance channel and 10 feet in the basin. (See Notice to Mariners and latest edition of charts for controlling depths.)

(DD 16274; DD 16277;

NOS 14922; CEM-Detroit/86) 5/10

Page 437—Paragraph 967, lines 4 to 6; read:

ruins on the N side of the entrance channel. In November 2009, the controlling depth was 2 feet to the mouth of the river.

(DDs 16471-72)

5/10

Page 466—Paragraph 108, line 5; read:

mark the W limit of the basin. In November 2009, the basin ...

(DD 16278)

5/10

Page 467—Paragraph 121, line 6; read:

the basin. In November 2009, a depth of 30 feet was available ...

(DD 16279)

5/10

Page 468—Paragraph 133, lines 5 to 8; read:

respectively. In November 2009, the controlling depth was 7 feet in the entrance channel to the basin, thence depths of 9½ to 10 feet were available in the basin.

(DD 16469)

5/10

COAST PILOT 6 39 Ed 2009 Change No. 24

Page 234—Paragraph 244, lines 8 to 13; read:

mouth. A Federal project provides for depths of 28 feet in the outer harbor channel and 22 feet in an outer harbor mooring area just W of the outer harbor channel, thence 27 feet in the river channel. (See Notice to Mariners and latest edition of charts for controlling depths.)

(CEM-Buffalo/00; CL 550/09; 43/09 CG9)

5/10

Page 234—Paragraph 247, lines 3 to 6; read:

mouth for the breakwater lights.

(NOS 14824)

5/10

Page 254—Paragraph 508, lines 3 to 6; read:

the N shore. The E bridge is a railroad bridge with the main draw having a bascule span with a clearance of 9 feet and three fixed spans having a maximum clearance of 8½ feet. The bascule span is remotely operated and can be contacted at 419-254-1539. The bridge has ...

(DB 18245-obs)

5/10

COAST PILOT 6 (Continued)

Page 259—Table; item 10, read:

No.	Location and Name	Kind	Miles*	Clear width in feet of draw or span opening**			Clear height in feet above low water datum		Remarks
				Right	Left	Center			
10	Anthony Wayne Bridge	Highway	5.16			738		104	Fixed Note 1.

Note 1.—Bridge has a vertical clearance of 104 feet (31.7 meters) for a central channel width of 200 feet, decreasing to 97 feet (29.6 meters) at the edges of the channel.

(CL 1804/09)

Page 321—Paragraph 193, lines 5 to 8; read: signal is at the N light. In October 2009, the controlling depth was 6½ feet in the entrance channel to the boat ramp on the S side of the channel, thence 4½ feet to the bridge.
(DD 16231) 5/10

Page 366—Paragraph 327; read:

In March-June 2009, the controlling depths were 20 feet between the breakwaters and through the outer basin and revetted channel to Lake Macatawa with lesser depths to 18 feet along the channel edges; thence in October 2009, 20 feet with lesser depths to 19 feet along the edges to Superior Point, thence 16 feet (20 feet at midchannel) to Buoy 11, thence 17 feet (20 feet at midchannel) to Buoy 16; thence in October 2008-May 2009, 19½ feet to the N end of the turning basin, thence 14½ feet to the head of the project; the turning basin had depths of 16 to 18 feet.
(DD 12924; DD 14452; DD 15098; DDs 16082-87) 5/10

Page 414—Paragraph 711; read:

In September-November 2009, the controlling depths were 12½ feet in the right half and 1 foot in the left half of the entrance channel and through the S side of the basin to the mouth of the river; the N side of the basin had depths of 19 feet at the E end, gradually decreasing to 14 feet at the W end. From the river mouth, the river channel had a controlling depth of 3 feet to the head of the project.
(DDs 16232-33) 5/10

Page 418—Paragraph 753, lines 6 to 10; read:

outer ends of the piers are marked by lights and a fog signal is on the outer end of the NE pier. In September 2009, the controlling depths were 14 feet in the entrance and between the piers to the basin (except for lesser depths to 10 feet along the channel edges), thence depths of 10 to 13 feet were available in the basin with lesser depths to 8 feet at the SW end, thence 3 feet to the ...
(DDs 16281-82; 33/09 CG9) 5/10

5/10

Page 420—Paragraph 769, line 10 to Paragraph 770; read: light. A Federal project provides for a depth of 20 feet throughout the entire project. (See Notice to Mariners and latest edition of charts for controlling depths.)
(CEM-Detroit/86; NOS 14903) 5/10

Page 420—Paragraph 783, lines 7 to 12; read:

main outer sections are marked by lights. In November 2009, the controlling depths were 8 feet in the entrance between the pier and breakwater to the basin, thence 4 feet through the mouth of the river to the Second Street bridge (except for lesser depths to 2½ feet in the left half of channel 400 feet below the bridge.) In 1985, ...
(DD 16246) 5/10

Page 421—Paragraph 793, line 10 to Paragraph 794; read:

at the N pierhead light. A seasonal lighted buoy marks the S edge of a detached shoal about 1.3 miles SE of the pierhead lights. The dredged channels through the canal and Sturgeon Bay are well marked with lights, a lighted range, and lighted and unlighted buoys.

In May-July 2009, the controlling depths were 16 feet (22 feet at midchannel) in the entrance and between the breakwaters to Light 6 at the mouth of the canal, thence 21 feet through the canal to Light 7, thence 12 feet (16½ feet at midchannel) to the Bay View (State Route 42/57) bascule bridge, thence 18 feet (20 feet at midchannel) to Hills Point on the W side of Sturgeon Bay, thence 22 feet to Green Bay.
(DDs 16090-16102; LL/09; NOS 14919) 5/10

Page 457—Paragraph 143, line 6 to Paragraph 144; read:

limit of the dredged channel.
(LL/09; NOS 14884) 5/10

Page 462—Paragraph 43, line 3; read:

Lighted Bell Buoy 39, E of Point Iroquois, **300°** for 5 ...
(19/09 CG9; LL/09) 5/10

COAST PILOT 7 **42 Ed 2010** **Change No. 1**
LAST NM 3/10

Page 248—Paragraph 4757, line 4 to Paragraph 4770; read: Hawaii 96862-5600.

COAST PILOT 7 (Continued)

§334.1380 Marine Corps Base Hawaii, (MCBH) Kaneohe Bay, Island of Oahu, Hawaii-Ulupau Crater Weapons Training Range; danger zone.

(a) *The danger zone.* The area within a sector extending seaward a distance of 3.8 nautical miles between radial lines bearing 357.1° true and 124.9° true, respectively, from a starting point on Mokapu Peninsula at 21°27'11.84"N., 157°43'53.83"W., and overlapping the existing 500-yard wide prohibited area. The danger zone is defined as a pie-shaped area bounded by the landward starting point on Mokapu Peninsula and the three seaward points forming an arc with a 3.8 nautical-mile radius at its center (Point B) with a radial line bearing 56.9° true. The three seaward points have the following coordinates:

Point A: 21°30'59.7"N., 157°44'06.0"W.

Point B: 21°29'16.6"N., 157°40'30.2"W.

Point C: 21°25'01.8"N., 157°40'33.7"W.

(b) *The regulations.* (1) Weapons firing at Ulupau Crater Weapons Training Range may occur at any time between 6 a.m. and 11 p.m., Monday through Sunday. Specific dates and hours for weapons firing, along with information regarding onshore warning signals, will be promulgated by the U.S. Coast Guard's Local Notice to Mariners. Information on weapons firing schedules may also be obtained by calling the MCBH Range Manager, AC/S G-3 (telephone number 808 257-8816/17).

(2) Whenever live firing is in progress during daylight hours, two large red triangular warning pennants will be flown at each of two highly visible and widely separated locations on the shore at Ulupau Crater.

(3) Whenever any weapons firing is scheduled and in progress during periods of darkness, flashing red warning beacons will be displayed on the shore of Ulupau Crater.

(4) Boaters will have complete access to the danger zone whenever there is no weapons firing scheduled, which will be indicated by the absence of any warning flags, pennants or beacons displayed ashore.

(5) The danger zone is not considered safe for boaters whenever weapons firing is in progress. Boaters shall expeditiously vacate the danger zone at best speed and by the most direct route whenever weapons firing is scheduled. Passage of vessels through the danger zone when weapons firing is in progress will be permitted, but boaters shall proceed directly through the area at best speed. Weapons firing will be suspended as long as there is a vessel in the danger zone. Whenever a boater disregards the publicized warning signals that hazardous weapons firing is scheduled, the boater will be personally requested to expeditiously vacate the danger zone by MCBH Kaneohe Bay military personnel utilizing by hailing the

vessel on VHF channel 16 or contacting directly by U.S. Navy surface craft.

(6) Observation posts will be manned whenever any weapons firing is scheduled and in progress. Visibility will be sufficient to maintain visual surveillance of the entire danger zone and for an additional distance of 5 miles in all directions whenever weapons firing is in progress.

(c) *The enforcing agency.* The regulations shall be enforced by the Commanding Officer, MCB Hawaii, Kaneohe Bay and such agencies as he/she may designate.

(FR 11/16/09)

5/10

COAST PILOT 7 42 Ed 2010 Change No. 2

Page 200—Paragraph 3621, line 7; read: security, safety or environmental safety.

§165.1325 Regulated Navigation Areas; Bars Along the Coasts of Oregon and Washington.

(a) *Regulated navigation areas.* Each of the following areas is a regulated navigation area:

(1) Quillayute River Entrance, WA: From the west end of James Island

47°54'23"N., 124°39'05"W. southward to buoy No. 2

at

47°53'42"N., 124°38'42"W. eastward to the shoreline

at

47°53'42"N., 124°37'51"W., thence northward along the shoreline to

47°54'29"N., 124°38'20"W. thence northward to

47°54'36"N., 124°38'22"W. thence westward to the

beginning.

(2) Grays Harbor Entrance, WA. From a point on the shoreline at

46°59'00"N., 124°10'10"W. westward to

46°59'00"N., 124°15'30"W. thence southward to

46°51'00"N., 124°15'30"W. thence eastward to a

point on the shoreline at

46°51'00"N., 124°06'40"W. thence northward along

the shoreline to a point at the south jetty

46°54'20"N., 124°08'07"W. thence eastward to

46°54'10"N., 124°05'00"W. thence northward to

46°55'00"N., 124°03'30"W. thence northwestward to

Damon Point at

46°56'50"N., 124°06'30"W. thence westward along

the north shoreline of the harbor to the north jetty at

46°55'40"N., 124°10'27"W. thence northward along

the shoreline to the beginning.

(3) Willapa Bay, WA: From a point on the shoreline at

46°46'00"N., 124°05'40"W. westward to

COAST PILOT 7 (Continued)

46°44'00"N., 124°10'45"W. thence eastward to a point on the shoreline at

46°35'00"N., 124°03'45"W. thence northward along the shoreline around the north end of Leadbetter Point thence southward along the east shoreline of Leadbetter Point to

46°36'00"N., 124°02'15"W. thence eastward to

46°36'00"N., 124°00'00"W. thence northward to Toke point at

46°42'15"N., 123°58'00"W. thence westward along the north shoreline of the harbor and northward along the seaward shoreline to the beginning.

(4) Columbia River Bar, WA-OR: From a point on the shoreline at

46°18'00"N., 124°04'39"W. thence westward to

46°18'00"N., 124°09'30"W. thence southward to

46°12'00"N., 124°09'30"W. thence eastward to a point on the shoreline at

46°12'00"N., 123°59'33"W. thence eastward to Tansy Point Range Front Light at

46°11'16"N., 123°55'05"W.; thence northward to Chinook Point at

46°15'08"N., 123°55'25"W. thence northwestward to the north end of Sand Island at

46°17'29"N., 124°01'25"W. thence southwestward to a point on the north shoreline of the harbor at

46°16'25"N., 124°02'28"W. thence northwestward and southwestward along the north shoreline of the harbor and northward along the seaward shoreline to the beginning.

(5) Nehalem River Bar, OR: From a point on the shoreline

45°41'25"N., 123°56'16"W. thence westward

45°41'25"N., 123°59'00"W. thence southward to

45°37'25"N., 123°59'00"W. thence eastward to a point on the shoreline at

45°37'25"N., 123°56'38"W. thence northward along the shoreline to the north end of the south jetty at

45°39'40"N., 123°55'45"W. thence westward to a point on the shoreline at

45°39'45"N., 123°56'19"W. thence northward along the shoreline to the beginning.

(6) Tillamook Bay Bar, OR: From a point on the shoreline at

45°35'15"N., 123°57'05"W. thence westward

45°35'15"N., 124°00'00"W. thence southward to

45°30'00"N., 124°00'00"W. thence eastward to a point on the shoreline at

45°30'00"N., 123°57'40"W. thence northward along the shoreline to the north end of Kincheloe Point at

45°33'30"N., 123°56'05"W. thence northward to a point on the north shoreline of the harbor at

45°33'40"N., 123°55'59"W. thence westward along the north shoreline of the harbor then northward along the seaward shoreline to the beginning.

(7) Netarts Bay Bar, OR: From a point on the shoreline at

45°28'05"N. thence westward to

45°28'05"N., 124°00'00"W. thence southward to

45°24'00"N., 124°00'00"W. thence eastward to a point on the shoreline at

45°24'00"N., 123°57'45"W. thence northward along the shoreline to

45°26'03"N., 123°57'15"W. thence eastward to a point on the north shoreline of the harbor at

45°26'00"N., 123°56'57"W. thence northward along the shoreline to the beginning.

(8) Siletz Bay Bar, OR: From a point on the shoreline at

44°56'32"N., 124°01'29"W. thence westward to

44°56'32"N., 124°03'00"W. thence southward to

44°54'40"N., 124°03'15"W. thence eastward to a point on the shoreline at

44°54'40"N., 124°01'55"W. thence northward along the shoreline to

44°55'35"N., 124°01'25"W. thence northward to a point on the north shoreline of the harbor at

44°55'45"N., 124°01'20"W. thence westward and northward along the shoreline to the beginning.

(9) Depoe Bay Bar, OR: From a point on the shoreline at

44°49'15"N., 124°04'00"W. thence westward to

44°49'15"N., 124°04'35"W. thence southward to

44°47'55"N., 124°04'55"W. thence eastward to a point on the shoreline at

44°47'53"N., 124°04'25"W. thence northward along the shoreline and eastward along the south bank of the entrance channel to the highway bridge thence northward to the north bank at the bridge thence westward along the north bank of the entrance channel and northward along the seaward shoreline to the beginning.

(10) Yaquina Bay Bar, OR: From a point on the shoreline at

44°38'11"N., 124°03'47"W. thence westward to

44°38'11"N., 124°05'55"W. thence southward to

44°35'15"N., 124°06'05"W. thence eastward to a point on the shoreline at

44°35'15"N., 124°04'02"W. thence northward along the shoreline and eastward along the south bank of the entrance channel to the highway bridge thence northward to the north bank of the entrance channel at the

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bridge thence westward along the north bank of the entrance channel and northward along the seaway shoreline to the beginning.

(11) Siuslaw River Bar, OR: From a point on the shoreline at

44°02'00"N., 124°08'00"W. thence westward to

44°02'00"N., 124°09'30"W. thence southward to

44°00'00"N., 124°09'30"W. thence eastward to a point on the shoreline at

44°00'00"N., 124°08'12"W. thence northward along the shoreline and southward along the west bank of the entrance channel to

44°00'35"N., 124°07'48"W. thence southeastward to a point on the east bank of the entrance channel at

44°00'20"N., 124°07'31"W. thence northward along the east bank of the entrance channel and northward along the seaward shoreline to the beginning.

(12) Umpqua River Bar, OR: From a point on the shoreline at

43°41'20"N., 124°11'58"W. thence westward to

43°41'20"N., 124°13'32"W. thence southward to

43°38'35"N., 124°14'25"W. thence eastward to a point on the shoreline at

43°38'35"N., 124°12'35"W. thence northward along the shoreline to Light "8" at

43°40'57"N., 124°11'13"W. thence southwestward to a point on the west bank of the entrance channel at

43°40'52"N., 124°11'34"W. thence southwestward along the west bank of the entrance channel thence northward along the seaward shoreline to the beginning.

(13) Coos Bay Bar, OR: From a point on the shoreline at

43°22'15"N., 124°19'34"W. thence westward to

43°22'20"N., 124°22'28"W. thence southwestward to

43°21'00"N., 124°23'35"W. thence southeastward to a point on the shoreline at

43°20'25"N., 124°22'28"W. thence northward along the shoreline and eastward along the south shore of the entrance channel to a point on the shoreline at

43°20'52"N., 124°19'12"W. thence eastward to a point on the east shoreline of the harbor at

43°21'00"N., 124°18'50"W. thence northward to a point on the west shoreline of the harbor at

43°21'45"N., 124°19'10"W. thence south and west along the west shoreline of the harbor thence northward along the seaward shoreline to the beginning.

(14) Coquille River Bar, OR: From a point on the shoreline at

43°08'25"N., 124°25'04"W. thence southwestward to

43°07'50"N., 124°27'05"W. thence southwestward to

43°07'03"N., 124°28'25"W. thence eastward to a point on the shoreline at

43°06'00"N., 124°25'55"W. thence northward along the shoreline and eastward along the south shoreline of the channel entrance to

43°07'17"N., 124°25'00"W. thence northward to the east end of the north jetty at

43°07'24"N., 124°24'59"W. thence westward along the north shoreline of the entrance channel and northward along the seaward shoreline to the beginning.

(15) Rogue River Bar, OR: From a point on the shoreline at

42°26'25"N., 124°26'03"W. thence westward to

42°26'10"N., 124°27'05"W. thence southward to

42°24'15"N., 124°27'05"W. thence eastward to a point on the shoreline at

42°24'15"N., 124°25'30"W. thence northward along the shoreline and eastward along the south shoreline of the entrance channel to the highway bridge thence northward across the inner harbor jetty to a point on the north shoreline of the entrance channel at the highway bridge thence westward along the north shoreline of the entrance channel thence northward along the seaward shoreline to the beginning.

(16) Chetco River Bar, OR: From a point on the shoreline at

42°02'35"N., 124°17'20"W. thence southeastward to

42°01'45"N., 124°16'30"W. thence northwestward to a point on the shoreline at

42°02'10"N., 124°15'35"W. thence northwestward along the shoreline thence northward along the east shoreline of the channel entrance to

42°02'47"N., 124°16'03"W. thence northward along the west face of the inner jetty and east shoreline of the channel entrance to the highway bridge thence westward to the west shoreline of the channel at the highway bridge thence southward along the west shoreline of the channel thence westward along the seaward shoreline to the beginning.

(b) *Definitions.* For the purposes of this section:

(1) *Bar closure* means that the operation of any vessel within a regulated navigation area established in paragraph (a) of this section has been prohibited by the Coast Guard.

(2) *Bar crossing plan* (also known as a Go/No-Go plan) means a plan developed by local industry professionals, in coordination with the Coast Guard, for a bar within a regulated navigation area established in paragraph (a) of this section and adopted by the master or operator of a small passenger vessel to guide his vessel's operations on and in the vicinity of that bar.

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(3) *Bar restriction* means that operation of a recreational or uninspected passenger vessel within a regulated navigation area established in paragraph (a) of this section has been prohibited by the Coast Guard.

(4) *Commercial fishing industry vessel* means a fishing vessel, fish tender vessel, or a fish processing vessel.

(5) *Designated representative* means any Coast Guard commissioned, warrant, or petty officer that has been authorized by the Captain of the Port to act on his behalf.

(6) *Fish processing vessel* means a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling.

(7) *Fish tender vessel* means a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fishing, fish processing, or fish tender vessel or a fish processing facility.

(8) *Fishing vessel* means a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching, taking, or harvesting of fish.

(9) *Readily accessible* means equipment that is taken out of stowage and is available within the same space as any person for immediate use during an emergency.

(10) *Recreational vessel* is any vessel manufactured or used primarily for non-commercial use or leased, rented, or chartered to another for the latter's non-commercial use. It does not include a vessel engaged in carrying paying passengers.

(11) *Small passenger vessel* means a vessel inspected under 46 CFR subchapter T or 46 CFR subchapter K.

(12) *Uninspected passenger vessel* means an uninspected vessel—

(i) Of at least 100 gross tons;

(A) Carrying not more than 12 passengers, including at least one passenger-for-hire; or

(B) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 12 passengers; or

(ii) Of less than 100 gross tons;

(A) Carrying not more than six passengers, including at least one passenger-for-hire; or

(B) That is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than six passengers.

(13) Unsafe condition exists when the wave height within a regulated navigation area identified in paragraph (a) of this section is equal to or greater than the maximum wave height determined by the formula $L/10 + F = W$ where:

L = Overall length of a vessel measured in feet in a straight horizontal line along and parallel with the centerline between the intersections of this line with the vertical planes of the stem and stern profiles excluding deckhouses and equipment.

F = The minimum freeboard when measured in feet from the lowest point along the upper strake edge to the surface of the water.

W = Maximum wave height in feet to the nearest highest whole number.

(c) *Regulations*—(1)(i) *Bar restriction*. Passage across the bars located in the regulated navigation areas established in paragraph (a) of this section will be restricted for recreational and uninspected passenger vessels as determined by the Captain of the Port (COTP) or his designated representative. In making this determination, the COTP or his designated representative will determine whether an unsafe condition exists for such vessels as defined in paragraph (b) of this section. Additionally, the COTP or his designated representative will use their professional maritime experience and knowledge of local environmental conditions in making their determination. Factors that will be considered include, but are not limited to: size and type of vessel, sea state, winds, wave period, and tidal currents. When a bar is restricted, the operation of recreational and uninspected passenger vessels in the regulated navigation area established in paragraph (a) of this section in which the restricted bar is located is prohibited unless specifically authorized by the COTP or his designated representative.

(ii) *Bar closure*. The bars located in the regulated navigation areas established in paragraph (a) of this section will be closed to all vessels whenever environmental conditions exceed the operational limitations of the relevant Coast Guard search and rescue resources as determined by the COTP. When a bar is closed, the operation of any vessel in the regulated navigation area established in paragraph (a) of this section in which the closed bar is located is prohibited unless specifically authorized by the COTP or his designated representative. For bars having deep draft vessel access, the COTP will consult with the local pilots association, when practicable, prior to closing the affected bar.

(iii) The Coast Guard will notify the public of bar restrictions and bar closures via a Broadcast Notice to Mariners on VHF-FM Channel 165 and 22A. Additionally, Coast Guard personnel may be on-scene to advise the public of any bar restrictions and/or closures.

(2) *Safety Requirements for Recreational Vessels*. The operator of any recreational vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that whenever their vessel is being towed or

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escorted across a bar by the Coast Guard all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel.

(3) *Safety Requirements for Uninspected Passenger Vessels (UPV).*

(i) The master or operator of any uninspected passenger vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel:

- (A) When crossing the bar and a bar restriction exists for recreational vessels of the same length or
- (B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(ii) The master or operator of any uninspected passenger vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(3)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 22A prior to crossing the bar between sunset and sunrise. The master or operator shall report the following:

- (A) Vessel name,
- (B) Vessel location or position,
- (C) Number of persons onboard the vessel, and
- (D) Vessel destination.

(4) *Safety Requirements for Small Passenger Vessels (SPV).*

(i) The master or operator of any small passenger vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets and that lifejackets are readily accessible for/to all persons located in any enclosed areas of their vessel:

- (A) When crossing the bar and a bar restriction exists for recreational vessels or uninspected passenger vessels of the same length or
- (B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(ii) Small passenger vessels with bar crossing plans that have been reviewed by and accepted by the Officer in Charge, Marine Inspection (OCMI) are exempt from the safety requirements provided in paragraph(c)(4)(i) of this section during the conditions described in paragraph (c)(4)(i)(A) of this section so long as when crossing the bar the master or operator ensures that all persons on their vessel wear lifejackets in accordance with their bar crossing plan. If the vessel's bar crossing plan

does not specify the conditions when the persons on their vessel must wear lifejackets, however, then the master or operator must comply with the safety requirements provided in paragraph (c)(4)(i) of this section in their entirety.

(iii) The master or operator of any small passenger vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(4)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 22A prior to crossing the bar between sunset and sunrise. The master or operator shall report the following:

- (A) Vessel name,
- (B) Vessel location or position,
- (C) Number of persons onboard the vessel, and
- (D) Vessel destination.

(5) *Safety Requirements for Commercial Fishing Vessels (CFV).*

(i) The master or operator of any commercial fishing vessel operating in a regulated navigation area established in paragraph (a) of this section shall ensure that all persons located in any unenclosed areas of their vessel are wearing lifejackets or immersion suits and that lifejackets or immersion suits are readily accessible for/to all persons located in any enclosed spaces of their vessel:

- (A) When crossing the bar and a bar restriction exists for recreational vessels or uninspected passenger vessels of the same length or
- (B) Whenever their vessel is being towed or escorted across the bar by the Coast Guard.

(ii) The master or operator of any commercial fishing vessel operating in a regulated navigation area established in paragraph (a) of this section during the conditions described in paragraph (c)(5)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 22A prior to crossing the bar between sunset and sunrise. The master or operator shall report the following:

- (A) Vessel name,
- (B) Vessel location or position,
- (C) Number of persons onboard the vessel, and
- (D) Vessel destination.

(6) All persons and vessels within the regulated navigation areas established in paragraph (a) of this section must comply with the orders of Coast Guard personnel. Coast Guard personnel include commissioned, warrant, and petty officers of the United States Coast Guard.

(FR 11/17/09)

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