

SECTION II
NAVIGATION PUBLICATIONS

NM 34/10

COAST PILOT CORRECTIONS

**COAST PILOT 1 40 Ed 2010 Change No. 4
LAST NM 31/10**

Page 54—Paragraph 207, lines 3 to 4; read:
Environmental Protection, (CG-5), 2100 2nd St. SW, Stop
7355, Washington, DC 20593-7355, and must state:
(FR 6/25/10) 34/10

Page 74—Paragraph 736, lines 10 to 11; read:
Standards, (CG-522), 2100 2nd St. SW, Stop 7126, Washing-
ton, DC 20593-7126, and at the National Archives ...
(FR 6/25/10) 34/10

Page 77—Paragraph 837, line 4; read:
(CG-543), U.S. Guard, 2100 2nd St. SW, Stop 7581, Wash-
ington, DC 20593-7581, ...
(FR 6/25/10) 34/10

Page 77—Paragraph 844, lines 3 to 4; read:
referred to the Commandant (CG-543), U.S. Coast Guard,
2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581.
(FR 6/25/10) 34/10

Page 82—Paragraph 963, line 7; read:
(CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355. The appeal must be in writing, ...
(FR 6/25/10) 34/10

Page 98—Paragraph 1232, lines 10 to 11; read:
Headquarters, 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355 and at the National Archives and Records ...
(FR 6/25/10) 34/10

Page 104—Paragraph 1406, lines 9 to 10; read:
the Assistant Commandant for Operations, (CG-3), 2100 2nd
St. SW, Stop 7238, Washington, DC 20593-7238. After re-
viewing ...
(FR 6/25/10) 34/10

Page 107—Paragraph 1486, line 2; read:
card-type magnetic steering compass readable from the ...
(FR 6/25/10) 34/10

Page 123—Paragraph 1900, lines 14 to 15; read:
Office of Navigation Systems (CG-54132), 2100 2nd St. SW,
Stop 7581, Washington, DC 20593-7581 and is available ...
(FR 6/25/10) 34/10

Page 226—Paragraph 373, lines 6 to 14; read:
but contracts to 100 yards 1.3 miles above. In 2008, the con-
trolling depths were 5.0 feet in the dredged entrance channel
to the north-northwest turn in the channel just over 0.5 mile
above the entrance, thence 2.7 feet for nearly 1,500 feet to
about 44°29'31"N., 68°25'36"W., thence 5.3 feet to the end
of the first dredged section. The upper dredged section had a
controlling depth of 4.2 feet to the anchorage just above and
east of Black Point with shoaling to 3.6 feet within 5 feet of
the channel limit, thence 4.3 feet in the anchorage at the head
of the project at Ellsworth with shoaling to 1.8 feet within 40
feet of the northern limit and to 3.8 feet within 10 feet of the
limit near Town Landing.
(CL 200/10; DD 17114) 34/10

**COAST PILOT 3 43 Ed 2010 Change No. 6
LAST NM 23/10**

Page 45—Paragraph 66, lines 3 to 4; read:
Environmental Protection, (CG-5), 2100 2nd St. SW, Stop
7355, Washington, DC 20593-7355, and must state:
(FR 6/25/10) 34/10

Page 84—Paragraph 1115, line 7; read:
(CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355. The appeal must be in writing, ...
(FR 6/25/10) 34/10

Page 101—Paragraph 1387, lines 10 to 11; read:
Headquarters, 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355 and at the National Archives and Records ...
(FR 6/25/10) 34/10

Page 107—Paragraph 1566, lines 9 to 10; read:
the Assistant Commandant for Operations, (CG-3), 2100 2nd
St. SW, Stop 7238, Washington, DC 20593-7238. After re-
viewing ...
(FR 6/25/10) 34/10

Page 110—Paragraph 1646, line 2; read:
card-type magnetic steering compass readable from the ...
(FR 6/25/10) 34/10

Page 131—Paragraph 2207, line 2 to Paragraph 2208; read:
7 miles is established centered upon 40°27'30"N.,
73°49'54"W.
(FR 6/25/10) 34/10

Page 131—Paragraph 2226; read:
40°23.75'N., 69°14.63'W.

§167.153 Off New York: Eastern approach.
(FR 6/25/10) 34/10

COAST PILOT 3 (Continued)

- Page 132—Paragraph 2268; strike out.
(FR 6/25/10) 34/10
- Page 135—Paragraph 2381, lines 14 to 15; read:
Navigation Systems (CG-54132), 2100 2nd St. SW, Stop
7581, Washington, DC 20593-7581 and is available from ...
(FR 6/25/10) 34/10
- Page 221—Paragraph 215, line 2; read:
depth at midchannel of 26 feet in 2010, marked ...
(CL 596/10) 34/10
- Page 282—Paragraph 48, lines 4 to 6; read:
leads from James River to the harbor basin. In 2009, the con-
trolling depth was 1.1 feet in the entrance channel and in the
basin. Limited float ...
(CL 245/10; BPs 193745-47) 34/10
- Page 295—Paragraph 89, lines 5 to 7; read:
above the entrance. In 2010, controlling depth in the channel
to the turning basin was 4 feet, with 1.4 to 6 feet in the turn-
ing basin. Commerce ...
(CL 878/10; BPs 193872-75) 34/10
- Page 307—Paragraph 28, lines 6 to 7; read:
natural channel in the river. In 2009, the controlling depth
was 3.8 feet in the entrance channel. A ...
(CL 259/10; DD 17267) 34/10
- Page 312—Paragraph 103, lines 7 to 11; read:
Robins Grove Point at Colonial Beach. In 2006, the con-
trolling depths were 7.2 feet in the entrance channel to the
basin, thence 6.2 feet in the basin. The entrance is narrow
and mariners are requested ...
(DDs 9357-59) 34/10
- Page 325—Paragraph 74, line 5; read:
In 2007-2009, the controlling depth was 3.3 feet to ...
(CL 261/10; DD 17269) 34/10
- Page 338—Paragraph 44, lines 3 to 6; read:
Sound Light 6. The unmarked approach to Messongo Creek
is from west-southwestward. In 2009, depths had shoaled to
less than 2 feet at the mouth of the creek to about 1 foot at
the village of **Marsh Market**, 2.5 miles above; extreme
caution is advised. The ...
(CL 220/10; 43/09 CG5; 24/10 CG5) 34/10
- Page 339—Paragraph 57, lines 3 to 8; read:
well-marked dredged channels. In 2009, the controlling
depth was 5.7 feet from the Chesapeake Bay to the anchor-
age basin with 3.1 to 7 feet in the basin. In 2009, the control-
ling depth from Tangier Sound to the anchorage basin was 4
feet.
(CL 218/10; BPs 193708-12) 34/10
- Page 342—Paragraph 95, lines 4 to 6; read:
public wharf 1 mile above the entrance. In 2008, the control-
ling depth was 1.5 feet in the channel and basin.
(CL 269/10; DD 17277) 34/10
- COAST PILOT 4 41 Ed 2009 Change No. 20
LAST NM 31/10**
- Page 226—Paragraph 41, lines 7 to 8; read:
A 150-foot radio tower at the Coast Guard Station can be
seen from the approach. In 2010, the controlling depth was
3.0 feet in the channel with 5.8 feet in the basin.
(DD 17374; CL 1105/09) 34/10
- Page 236—Paragraph 175, lines 7 to 8; read:
the bay. In 2009, the controlling depth was 2.5 feet to the
basin, thence 5.4 to 8.4 feet in the basin. The ...
(DD 17621) 34/10
- Page 242—Paragraph 253, lines 3 to 4; read:
In 2009, the midchannel controlling depth in Smith Creek
was 7 feet with 7 to 10 feet in the basin.
(DD 17620) 34/10
- Page 245—Paragraph 286, line 12; read:
2009, 3 feet was in the alternate route ...
(DD 17618) 34/10
- Page 252—Paragraph 50, lines 2 to 5; read:
North Carolina State Ports Authority, which is represented
by the Director of the North Carolina State Ports Authority
Terminal. The Director's office is at the terminal. A no-wake
zone is adjacent to the State Port.
(CL 826/10) 34/10
- Page 252—Paragraph 55; read:
Radio Island Terminal Tanker Wharf (34°42'53"N.,
76°41'29"W.): on the west side of Radio Island; 100-foot
face, 650 feet with dolphins; 38 feet alongside; deck height,
12 feet; handles sulfur and liquid fertilizer.
(CL 826/10) 34/10
- Page 266—Paragraph 22, lines 9 to 11; read:
2008, the controlling depth was 4.3 feet from the Intracoastal
Waterway to Supply.
(DD 17467) 34/10
- Page 267—Paragraph 34, lines 5 to 6; read:
strangers should not. In 2010, the controlling depth over the
bar was 3.3 feet. The inlet and the ...
(CL 669/10; DD 17872) 34/10

COAST PILOT 4 (Continued)

Page 267—Paragraph 35, line 3; read:
vessels drawing up to 18 feet. It is entered between ...
(CL 346/10; CL 589/10) 34/10

Page 267—Paragraph 39, lines 1 to 11; read:
Federal project depth is 27 feet from the sea to South Island Bend; thence 27 feet to Range C; thence 27 feet to Range D; thence the project provides for a depth of 27 feet to the turning basin off the three deepwater terminals on Sampit River. The channel is well marked by lighted ranges, buoys, and other aids. South Island Bend Channel is subject to shoaling and the buoys marking it have been shifted to mark the best water. (See Notice to ...
(CL 346/10; CL 589/10; CL 3/10) 34/10

Page 268—Paragraph 45, line 4; read:
knots. Tidal ebb currents were reported in the area from 6 to 7 knots, most notable in Range C and South Island Bend; the sets of which are along axis to the channels. The set is alongshore at the entrance close to Lighted Bell Buoy 4. During ...
(CL 346/10; CL 589/10) 34/10

Page 269—Paragraph 60, line 5; read:
Government. Pilotage is limited to vessel drafts of 21 feet or less.
(CL 346/10; CL 589/10) 34/10

Page 270—Paragraph 80, lines 10 to 11; read:
available. In 2010, the reported approach depth was 2 feet.
(CL 346/10; CL 589/10) 34/10

COAST PILOT 4 41 Ed 2009 Change No. 21

Page 79—Paragraph 756, lines 3 to 4; read:
Environmental Protection, (CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC 20593-7355, and must state:
(FR 6/25/10) 34/10

Page 103—Paragraph 1400, lines 10 to 11; read:
Standards, (CG-522), 2100 2nd St. SW, Stop 7126, Washington, DC 20593-7126, and at the National Archives ...
(FR 6/25/10) 34/10

Page 106—Paragraph 1499, lines 4 to 5; read:
(CG-543), U.S. Coast Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581, evidence from the governments concerned showing ...
(FR 6/25/10) 34/10

Page 106—Paragraph 1506, line 4; read:
Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581.
(FR 6/25/10) 34/10

Page 111—Paragraph 1625, line 7; read:
(CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC 20593-7355. The appeal must be in writing, ...
(FR 6/25/10) 34/10

Page 129—Paragraph 1908, lines 9 to 10; read:
(CG-5413), Coast Guard Headquarters, 2100 2nd St. SW, Stop 7355, Washington, DC 20593-7355 and at the National ...
(FR 6/25/10) 34/10

Page 135—Paragraph 2089, lines 9 to 10; read:
the Assistant Commandant for Operations, (CG-3), 2100 2nd St. SW, Stop 7238, Washington, DC 20593-7238. After reviewing ...
(FR 6/25/10) 34/10

Page 138—Paragraph 2168, line 2; read:
card-type magnetic steering compass readable from the ...
(FR 6/25/10) 34/10

Page 161—Paragraph 2656, lines 14 to 15; read:
Office of Navigation Systems (CG-54132), 2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581 and is available ...
(FR 6/25/10) 34/10

Page 283—Paragraph 239, lines 6 to 7; read:
bridge at **Mount Pleasant**. In March 2010, the reported controlling depth was 6.8 feet to the highway ...
(CL 521/10; DDs 17645-48) 34/10

Page 296—Paragraph 112, line 3; read:
upper and lower thirds black, with a white center, on ...
(DB 18701-coast; LL/10) 34/10

Page 363—Paragraph 242, line 4; read:
lower half of structure white, upper half black, ...
(CL 822/10) 34/10

Page 385—Paragraph 105, line 4; read:
a brown dwelling and stair cylinder.
(CL 822/10; LL/10) 34/10

Page 403—Paragraph 132, lines 9 to 11; read:
and dry storage; hull, engine and electronic repairs can be made. In 2010, the reported alongside depth was 6.5 feet.
(DB 18588-small) 34/10

COAST PILOT 4 (Continued)

Page 403—Paragraph 133, lines 2 to 7; read:
346.3 has berths, gasoline, diesel fuel, a pump-out station, water, ice, marine supplies, and wet storage. In 2010, the reported alongside depth was 10.5 feet. A yacht basin is off the south side of the waterway at **Mile 347.0**. In 2010, a depth of 8 feet was reported alongside. Electricity, gasoline, water, ice ...
 (DB 18588-small) 34/10

Page 403—Paragraph 145; strike out.
 (DB 18644-small) 34/10

Page 403—Paragraph 148, lines 2 to 3; read:
 gasoline, water, ice, wet and dry storage, pump-out, and marine supplies. In 2010, 9 feet was reported in the approach and ...
 (DB 18603-small) 34/10

Page 404—Paragraph 150, lines 4 to 5; read:
 wet storage, and a launching ramp are available. In 2010, 15 feet was reported in the approach and ...
 (DB 18588-small) 34/10

Page 404—Paragraph 151, lines 4 to 5; read:
 supplies, pump-out, and wet and dry storage available. Hull, engine and electronics repairs can be made. In 2010, a depth of 10 feet was reported alongside ...
 (DB 18603-small) 34/10

COAST PILOT 4 41 Ed 2009 Change No. 22

Page 384—Paragraph 101, line 3; read:
 with a clearance of 15 feet. A pedestrian bridge in ruins is adjacent to the fixed bridge; caution is advised.
 (CL 898/10; CL 779/82) 34/10

Page 414—Paragraph 300, line 8; read:
117.261(k), chapter 2, for drawbridge regulations.) In 2010, a fixed highway bridge was under construction with a design clearance of 68 feet; upon completion, it will replace the swing bridge.
 (CL 874/10; 22/10 CG7) 34/10

COAST PILOT 4 41 Ed 2009 Change No. 23

Page 185—Paragraph 3264; insert after:
§334.525 Atlantic Ocean off John F. Kennedy Space Center, FL; Restricted Area.

(a) *The area.* The restricted area shall encompass all navigable waters of the United States, as defined at 33 CFR 329, contiguous to the area offshore of the John F. Kennedy Space Center (KSC), Florida. The area is bounded by a line connecting the following coordinates: Commencing from the shoreline at the southwest portion of the area, at

28°35'00.5"N., 80°34'26.9"W., thence directly to 28°35'43.0"N., 80°32'56.3"W., thence follow the mean high water line northerly at a distance of 1.5 nautical miles to a point at 28°43'34.0"N., 80°39'05.6"W., thence proceed westerly to terminate at a point on the shoreline at 28°43'34.0"N., 80°41'11.3"W.

(b) *The regulation.* (1) The area described in paragraph (a) of this section will be closed when it is deemed necessary by the Director, KSC or his/her designee during launch operations or to address any perceived threat to the facilities. With the exception of local, State, and Federal law enforcement entities, all persons, vessels, and other craft are prohibited from entering, transiting, anchoring, or drifting within the restricted area when it is closed, unless they have the permission of the Director, KSC or his/her designee.

(2) Due to the nature of this restricted area, closures may occur with little advance notice. Closure of the area shall be noticed by warning statements displayed on the electronic marquee signs located at the gates of the KSC and on an electronic marquee sign located on the north side of the Port Canaveral ship channel between the Trident and Poseidon wharfs during the duration of the closure. If time permits, additional information will be published in area newspapers and announced on marine radio broadcast.

(c) *Enforcement.* The regulations in this section shall be enforced by the Director, KSC and/or such persons or agencies as he/she may designate.

(FR 6/18/10) 34/10

Page 351—Paragraph 55; insert after:

A **restricted area** has been established in the navigable waters contiguous to the area offshore of the John F. Kennedy Space Center. (See **334.525**, chapter 2, for limits and regulations.)

(FR 6/18/10) 34/10

**COAST PILOT 5 38 Ed 2010 Change No. 3
LAST NM 31/10**

Page 73—Paragraph 581, lines 3 to 4; read:
 Environmental Protection, (CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC 20593-7355, and must state:
 (FR 6/25/10) 34/10

Page 106—Paragraph 1350, lines 10 to 11; read:
 Standards, (CG-522), 2100 2nd St. SW, Stop 7126, Washington, DC 20593-7126, and at the National Archives and ...
 (FR 6/25/10) 34/10

Page 108—Paragraph 1449, lines 4 to 5; read:
 (CG-543), U.S. Coast Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581, evidence from the governments concerned showing ...
 (FR 6/25/10) 34/10

COAST PILOT 5 (Continued)

Page 109—Paragraph 1456, line 4; read:
Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581.
(FR 6/25/10) 34/10

Page 114—Paragraph 1575, line 7; read:
(CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC 20593-7355. The appeal must be in writing, ...
(FR 6/25/10) 34/10

Page 133—Paragraph 1904, lines 10 to 11; read:
Headquarters, 2100 2nd St. SW, Stop 7355, Washington, DC 20593-7355 and at the National Archives and Records ...
(FR 6/25/10) 34/10

Page 139—Paragraph 2082, lines 9 to 10; read:
the Assistant Commandant for Operations, (CG-3), 2100 2nd St. SW, Stop 7238, Washington, DC 20593-7238. After reviewing ...
(FR 6/25/10) 34/10

Page 142—Paragraph 2161, line 2; read:
card-type magnetic steering compass readable from the ...
(FR 6/25/10) 34/10

Page 176—Paragraph 3123, lines 14 to 15; read:
Navigation Systems (CG-54132), 2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581, and is available from ...
(FR 6/25/10) 34/10

Page 341—Paragraph 378, line 7; read:
through Bayou Dupre to the head of the canal at Violet. In 2010, Bayou Dupree was reported to be closed to all marine traffic until summer 2011.
(25/10 CG8) 34/10

Page 488—Paragraph 129, lines 3 to 7; read:
has a fixed span over the waterway with a clearance of 75 feet. **Belleair**, about 1 mile N of the mainland end of ...
(CL 425/10) 34/10

Page 506—Paragraph 393, lines 1 to 2; read:
State Route ...
(CL 708/10) 34/10

**COAST PILOT 7 42 Ed 2010 Change No. 16
LAST NM 31/10**

Page 200—Paragraph 3621, line 7 to Paragraph 3622, line 1; 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

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

COAST PILOT 7 (Continued)

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 bridge thence westward along the north bank of the entrance channel and northward along the seaward 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

COAST PILOT 7 (Continued)

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.

(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

COAST PILOT 7 (Continued)

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 16 and 22A.

(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 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

COAST PILOT 7 (Continued)

the conditions described in paragraph (c)(3)(i)(A) of this section shall contact the Coast Guard on VHF-FM Channel 16 or 22A prior to crossing the bar between sunset and sunrise.

(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 16 or 22A prior to crossing the bar between sunset and sunrise.

(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 16 or 22A prior to crossing the bar between sunset and sunrise

(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.

§165.1326 Regulated Navigation Areas; Port of Portland Terminal 4, Willamette River, Portland, OR

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

(1) All waters of the Willamette River in the head of the Port of Portland's Terminal 4 Slip 3, encompassed by a line commencing at

45°36'01.861"N., 122°46'20.995"W.; thence to 45°36'01.455"N., 122°46'20.887"W.; thence to 45°36'00.993"N., 122°46'20.714"W.; thence to 45°36'00.725"N., 122°46'20.923"W.; thence to 45°36'00.731"N., 122°46'21.262"W.; thence to 45°36'00.712"N., 122°46'21.823"W.; thence to 45°36'01.230"N., 122°46'22.048"W.; thence to 45°36'01.651"N., 122°46'22.168"W.; thence to 45°36'01.684"N., 122°46'22.372"W.; thence to 45°36'01.873"N., 122°46'22.303"W.; thence to 45°36'02.065"N., 122°46'21.799"W.; thence to 45°36'01.989"N., 122°46'21.574"W.; thence to 45°36'01.675"N., 122°46'21.483"W.; thence to 45°36'01.795"N., 122°46'21.442"W.; thence to 45°36'01.861"N., 122°46'20.995"W.

(2) All waters of the Willamette River in Wheeler Bay between Slip 1 and Slip 3 in the Port of Portland's Terminal 4, encompassed by a line commencing at

45°36'10.634"N., 122°46'39.056"W.; thence to 45°36'10.269"N., 122°46'37.140"W.; thence to 45°36'10.027"N., 122°46'36.050"W.; thence to 45°36'09.722"N., 122°46'34.181"W.; thence to 45°36'09.425"N., 122°46'33.118"W.; thence to 45°36'08.960"N., 122°46'32.150"W.; thence to 45°36'08.653"N., 122°46'31.681"W.; thence to 45°36'08.191"N., 122°46'31.341"W.; thence to 45°36'07.886"N., 122°46'31.269"W.; thence to 45°36'07.517"N., 122°46'31.038"W.; thence to

COAST PILOT 7 (Continued)

45°36'07.235"N., 122°46'31.066"W.; thence to 45°36'07.040"N., 122°46'30.941"W.; thence to 45°36'06.697"N., 122°46'30.987"W.; thence to 45°36'06.509"N., 122°46'31.251"W.; thence to 45°36'06.201"N., 122°46'31.517"W.; thence to 45°36'06.081"N., 122°46'01.812"W.; thence to 45°36'06.550"N., 122°46'32.124"W.; thence to 45°36'06.970"N., 122°46'31.895"W.; thence to 45°36'07.172"N., 122°46'31.868"W.; thence to 45°36'07.883"N., 122°46'32.316"W.; thence to 45°36'08.370"N., 122°46'32.927"W.; thence to 45°36'08.775"N., 122°46'33.888"W.; thence to 45°36'09.121"N., 122°46'35.337"W.; thence to 45°36'09.230"N., 122°46'36.166"W.; thence to 45°36'09.442"N., 122°46'37.759"W.; thence to 45°36'09.865"N., 122°46'39.511"W.; thence to 45°36'10.421"N., 122°46'39.469"W.; thence to 45°36'10.634"N., 122°46'39.056"W.

(b) *Regulations.* All vessels are prohibited from anchoring, dragging, dredging, or trawling in the regulated navigation areas established in paragraph(a) of this section.

§165.1327 Security Zone; Escorted U.S. Navy Submarines in Sector Seattle Captain of the Port.

(a) *Location.* The following area is a security zone: All waters within 1,000 yards of any U.S. Navy submarine that is operating in the Sector Seattle Captain of the Port Zone, as defined in 33 CFR Section 3.65–10, and that is being escorted by the Coast Guard.

(b) *Regulations.* In accordance with the general regulations in 33 CFR Section 165, Subpart D, no person or vessel may enter or remain in the security zone created by paragraph (a) of this section unless authorized by the Coast Guard patrol commander. The Coast Guard patrol commander will coordinate with Vessel Traffic System users on a case-by-case basis to make appropriate passing arrangements under the circumstances. 33 CFR Section 165, Subpart D, contains additional provisions applicable to the security zone created in paragraph (a) of this section.

(c) *Notification.* The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels inside or in the vicinity of the security zone created in paragraph (a) of this section of its existence via VHF Channel 16 and/or any other means reasonably available.

§165.1328 Regulated Navigation Area; U.S. Navy Submarines, Hood Canal, WA

(a) *Location.* The following area is a regulated navigation area (RNA): All waters of the Hood Canal in the State of Washington whenever any U.S. Navy submarine is operating

in the Hood Canal and is being escorted by the Coast Guard. For purposes of this section, “Hood Canal” means all waters of Hood Canal, including Dabob Bay, located between two lines with the first line connecting positions 47°37'54"N., 122°57'06"W. and 47°37'54"N., 122°52'54"W. and the second line connecting positions 48°00'42"N., 122°41'00"W. and 47°56'24"N., 122°36'54"W.

(b) *Regulations.* All persons and vessels located within the RNA created by paragraph (a) of this section shall follow all lawful orders and/or directions given to them by Coast Guard security escort personnel. 33 CFR Section 165, Subpart B, contains additional provisions applicable to the RNA created in paragraph (a) of this section.

(c) *Notification.* The Coast Guard security escort will attempt, when necessary and practicable, to notify any persons or vessels in the RNA created in paragraph (a) of this section of its existence via VHF Channel 16 and/or any other means reasonably available.

§165.1401 Apra Harbor, Guam—safety zones.

(a) The following is designated as Safety Zone ...
(FR 1/13/10; FR 3/9/10; FR 11/17/09;

FR 4/20/10; FR 5/18/10; FR 5/20/10) 34/10

COAST PILOT 7 42 Ed 2010 Change No. 17

Page 178—Paragraph 3062; insert after:

§165.1141 Safety Zone; San Clemente 3 NM Safety Zone, San Clemente Island, CA.

(a) *Location.* The following area is a safety zone: All waters of the Pacific Ocean surrounding San Clemente Island, from surface to bottom, extending from the high tide line on the island seaward 3 NM. The zone consists of the following sections (see Figure 1):

(1) Section A

Beginning at

33°02'03.0"N., 118°35'51.0"W.; thence to

33°04'55.8"N., 118°37'04.2"W.; thence running

parallel to the shore at a distance of approximately 3 NM from the high tide line to

33°02'49.2"N., 118°30'39.0"W.; thence

33°01'17.4"N., 118°33'52.8"W.; thence along the

shoreline returning to

33°02'03.0"N., 118°35'51.0"W.

(2) Section B

Beginning at

32°57'18.0"N., 118°30'52.8"W.; thence to

32°59'36.0"N., 118°28'19.8"W.; thence running

parallel to the shore at a distance of approximately 3 NM from the high tide line to

32°55'49.8"N., 118°24'13.2"W.; thence to

COAST PILOT 7 (Continued)

32°53'31.8"N., 118°26'31.2"W.; thence along the shoreline returning to

32°57'18.0"N., 118°30'52.8"W.

(3) Section C

Beginning at

32°53'31.8"N., 118°26'31.2"W.; thence to

32°55'49.8"N., 118°24'13.2"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to

32°47'16.2"N., 118°18'13.8"W.; thence to

32°49'06.0"N., 118°21'03.0"W.; thence along the shoreline returning to

32°53'31.8"N., 118°26'31.2"W.

(4) Section D

Beginning at

32°49'06.0"N., 118°21'03.0"W.; thence to

32°47'16.2"N., 118°18'13.8"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to

32°48'22.8"N., 118°31'41.4"W.; thence to

32°50'42.0"N., 118°29'22.2"W.; thence along the shoreline returning to

32°49'06.0"N., 118°21'03.0"W.

(5) Section E

Beginning at

32°50'42.0"N., 118°29'22.2"W.; thence to

32°48'03.0"N., 118°31'40.8"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to

32°53'37.2"N., 118°35'55.8"W.; thence to

32°56'07.8"N., 118°32'57.0"W.; thence along the shoreline returning to

32°50'42.0"N., 118°29'22.2"W.

(6) Section F

Beginning at

32°56'07.8"N., 118°32'57.0"W.; thence to

32°53'37.2"N., 118°35'55.8"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to

32°59'57.0"N., 118°39'46.2"W.; thence to

33°01'04.8"N., 118°36'19.8"W.; thence along the shoreline returning to

32°56'07.8"N., 118°32'57.0"W.

(7) Section G

Beginning at

33°01'04.8"N., 118°36'20.0"W.; thence to

32°59'57.0"N., 118°39'46.2"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to

33°04'55.8"N., 118°37'04.2"W.; thence to

33°02'03.0"N., 118°35'51.0"W.; along the shoreline returning to

33°01'04.8"N., 118°36'19.8"W.

(8) Wilson Cove

Beginning at

33°01'16.8"N., 118°33'52.8"W.; thence to

33°02'49.2"N., 118°30'39.0"W.; thence running parallel to the shore at a distance of approximately 3 NM from the high tide line to

32°59'36.0"N., 118°28'19.8"W.; thence to

32°57'18.0"N., 118°30'52.8"W.; thence along the shoreline returning to

33°01'16.8"N., 118°33'52.8"W.

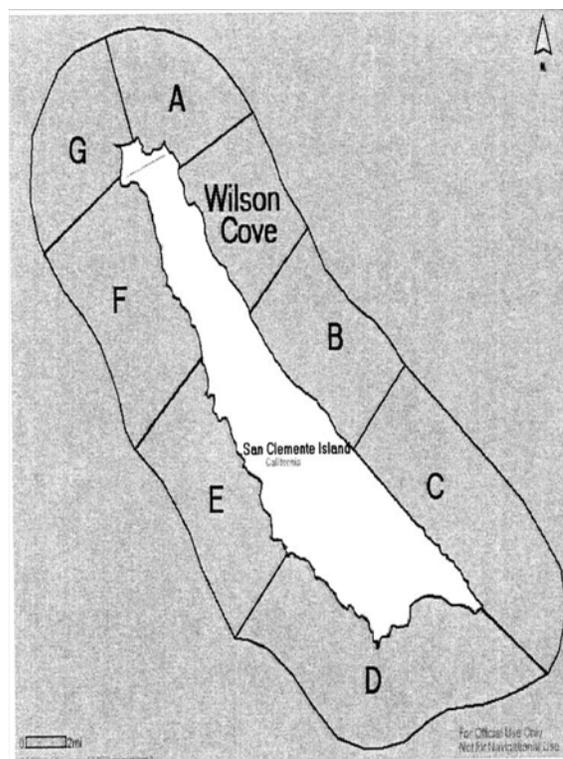


Figure 1. San Clemente Island Safety Zone Configuration

(b) *Definitions.* The following definition applies to this section: designated representative, means any commissioned, warrant, and petty officers of the Coast Guard on board Coast Guard, Coast Guard Auxiliary, and local, state, and Federal law enforcement vessels who have been authorized to act on the behalf of the Captain of the Port (COTP).

(c) *Enforcement.* (1) This regulation will be enforced at all times in Section G and the Wilson Cove section of the safety zone described in paragraph (a) of this section. Mariners must obtain permission in accordance with the procedure described in paragraph (d)(2) of this section

COAST PILOT 7 (Continued)

before entering either of those sections (paragraphs (a)(7) and (8)).

(2) This regulation will be enforced in Sections A through F of the safety zone described in paragraphs (a)(1) through (6) of this section except when the Coast Guard notifies the public that enforcement of the zone in specified sections is temporarily suspended. Mariners need not obtain permission in accordance with the procedure described in paragraph (d)(2) of this section to enter a zone section in which enforcement is temporarily suspended. At all other times, mariners must obtain permission in accordance with the procedure described in paragraph (d)(2) before entering any of those sections.

(3) The COTP will provide notice of suspended enforcement by means appropriate to affect the widest publicity, including broadcast notice to mariners, publication in the local notice to mariners, and posting the schedule of restricted access periods by date, location and duration at <http://www.scisland.org>.

(d) *Regulations.* (1) The general regulations governing safety zones found in 33 CFR 165.23 apply to the safety zone described in paragraph (a) of this section.

(2) Mariners requesting permission to transit through any section of the zone may request authorization to do so from the Fleet Area Control and Surveillance Facility (FACSFAC) San Diego by either calling 619-545-4742 or establishing a VHF bridge to bridge radio connection on Channel 16. Immediately upon completing transit, the vessel operator must promptly notify the FACSFAC of safe passage through the safety zone. Failure to expeditiously notify FACSFAC of passage through the safety zone will result in a determination by the Navy that the vessel is still in the safety zone, thereby restricting the use of the area for naval operations. If the Navy determines that facilitating safe transit through the zone negatively impacts range operations, the Navy will cease this practice and enforce the safety zones in these two areas without exception.

(3) All persons and vessels must comply with the instructions of the U.S. Navy, Coast Guard Captain of the Port or the designated representative.

(4) Upon being hailed by U.S. Navy or U.S. Coast Guard patrol personnel by siren, radio, flashing light, or other means, the operator of a vessel must proceed as directed.

(5) The U.S. Coast Guard may be assisted in the patrol and enforcement of the safety zone described in paragraph (a) of this section by the U.S. Navy and local law enforcement agencies.

(FR 5/20/10)

34/10

Page 318—Paragraph 24, line 9; read:

bombing, and rocket fire. (See **165.1131, 165.1141, 334.920, 334.921, ...**)

(FR 5/20/10)

34/10

COAST PILOT 7

42 Ed 2010

Change No. 18

Page 332—Paragraph 57, lines 3 to 7; read:

State Park Basin at **White Point**. Vessels heading for the basin should approach White Point close inshore as the channel narrows at this point. In 1993, shoaling to 1 foot was at the entrance ...

(NOS 18703)

34/10

Page 391—Paragraph 474, lines 2 to 4; read:

the river, has a 140-foot public landing. Gasoline, diesel fuel, and some supplies are available in town. A large grain elevator is on the SE side of the river, 0.75 mile above Isleton.

(CL 824/10)

34/10

Page 431—Paragraph 150, lines 6 to 11; read:

entrance to East Basin is marked by two lights. (See Notice to Mariners and the latest edition of chart for controlling depths.)

(NOS 18584)

34/10

Page 461—Paragraph 205; read:

A **marine safety office** is in the Swan Island Industrial Park at Portland. (See Appendix A for address.)

(CL 786/10)

34/10

Page 489—Paragraph 173, lines 6 to 9; read:

and some breakers. A rock covered 4½ fathoms is N of the reef at 48°11'44"N., 124°46'57"W., and a rock covered 2¾ fathoms is S of the reef at 48°10'18"N., 124°47'02"W. There is a rock covered ½ fathom, 0.3 mile E of Umatilla Reef, which endangers passage inside, sometimes used by small boats. Umatilla ...

(CL 670/10; CL 848/10; DD 18125)

34/10

Page 558—Paragraph 310, lines 1 to 6; read:

The **Keyport Naval Undersea Warfare Center (NUWC)** is on the W side of the entrance to Liberty Bay. A sea-plane float extends 100 feet NW from the end of the pier and mariners are requested not to exceed 3 knots when passing it. Several ...

(DB 18860-obs)

34/10

Page 650—Paragraph 18, line 8; read:

NW end of the island. There is good anchorage, except during strong trade winds, in 17 fathoms, sand, NW of **Sunu-itao Peak**, at the E end of the island.

(CL 808/10)

34/10

COAST PILOT 7 (Continued)

Page 663—Paragraph 176, lines 3 to 9; read:
leads NE then turns E to a turning basin. In 2009-2010, the
controlling depth was 36 feet in the channel to the basin,
thence depths of 32 of 40 feet were available in the basin.
(W00208; W00211) 34/10

Page 671—Paragraph 174; insert after:
Portland (45°34.2'N., 122°43.3'W.). On N side near en-
trance of Swan Island Basin.
(CL 786/10; NOS 18526) 34/10

COAST PILOT 7 42 Ed 2010 Change No. 19

Page 84—Paragraph 641, lines 3 to 4; read:
Protection, (CG-5), 2100 2nd St. SW, Stop 7355, Washing-
ton, DC 20593-7355, and must state:
(FR 6/25/10) 34/10

Page 106—Paragraph 1366, line 1; read:
46°00'36.82"N., 122°51'30.90"W.; thence continuing ...
(FR 6/25/10) 34/10

Page 106—Paragraph 1367, line 1; read:
46°00'51.32"N., 122°52'01.20"W.; thence continuing ...
(FR 6/25/10) 34/10

Page 106—Paragraph 1371, line 1; read:
45°53'27.16"N., 122°47'44.28"W.; thence continuing ...
(FR 6/25/10) 34/10

Page 130—Paragraph 1918, lines 10 to 11; read:
Standards, (CG-522), 2100 2nd St. SW, Stop 7126, Washing-
ton, DC 20593-7126, and at the National Archives ...
(FR 6/25/10) 34/10

Page 133—Paragraph 2017, lines 4 to 5; read:
(CG-543), U.S. Coast Guard, 2100 2nd St. SW, Stop 7581,
Washington, DC 20593-7581, evidence from the govern-
ments concerned showing ...
(FR 6/25/10) 34/10

Page 133—Paragraph 2024, line 4; read:
Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-
7581.
(FR 6/25/10) 34/10

Page 138—Paragraph 2143, line 7; read:
(CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355. The appeal must be in writing, ...
(FR 6/25/10) 34/10

Page 159—Paragraph 2529, lines 10 to 11; read:
Headquarters, 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355 and at the National Archives and Records ...
(FR 6/25/10) 34/10

Page 165—Paragraph 2710, lines 9 to 10; read:
the Assistant Commandant for Operations, (CG-3), 2100 2nd
St. SW, Stop 7238, Washington, DC 20593-7238.
(FR 6/25/10) 34/10

Page 168—Paragraph 2794, line 2; read:
card-type magnetic steering compass readable from the ...
(FR 6/25/10) 34/10

Page 214—Paragraph 3911, lines 14 to 15; read:
Office of Navigation Systems (CG-54132), 2100 2nd St. SW,
Stop 7581, Washington, DC 20593-7581 and is available ...
(FR 6/25/10) 34/10

**COAST PILOT 8 32 Ed 2010 Change No. 2
LAST NM 32/10**

Page 45—Paragraph 62, lines 3 to 4; read:
Environmental Protection, (CG-5), 2100 2nd St. SW, Stop
7355, Washington, DC 20593-7355, and must state:
(FR 6/25/10) 34/10

Page 50—Paragraph 151, lines 10 to 11; read:
Standard, (CG-522), 2100 2nd St. SW, Stop 7126, Washing-
ton, DC 20593-7126, and at the National Archives ...
(FR 6/25/10) 34/10

Page 53—Paragraph 250, line 4; read:
(CG-543), U.S. Coast Guard, 2100 2nd St. SW, Stop 7581,
Washington, DC 20593-7581, ...
(FR 6/25/10) 34/10

Page 53—Paragraph 257, line 4; read:
Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-
7581.
(FR 6/25/10) 34/10

Page 58—Paragraph 376, line 7; read:
(CG-5), 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355. The appeal must be in writing, ...
(FR 6/25/10) 34/10

Page 74—Paragraph 685, lines 10 to 11; read:
Headquarters, 2100 2nd St. SW, Stop 7355, Washington, DC
20593-7355 and at the National Archives and Records ...
(FR 6/25/10) 34/10

COAST PILOT 8 (Continued)

Page 80—Paragraph 865, lines 9 to 10; read:
the Assistant Commandant for Operations, (CG-3), 2100 2nd
St. SW, Stop 7238, Washington, DC 20593-7238. After re-
viewing ...
(FR 6/25/10) 34/10

Page 83—Paragraph 945, line 2; read:
card-type magnetic steering compass readable from the ...
(FR 6/25/10) 34/10

Page 93—Paragraph 1176, lines 14 to 15; read:
Office of Navigation Systems (CG-54132), 2100 2nd St. SW,
Stop 7581, Washington, DC 20593-7581 and is available ...
(FR 6/25/10) 34/10

Page 299—Paragraph 130, line 5; read:
(56°45'51"N., 134°39'22"W.), 40 feet (12.2m) above the ...
(19/10 CG17) 34/10

Page 327—Paragraph 61, line 4; read:
shoal with $\frac{3}{4}$ fathom over it, which is off the W shore ...
(DD 17753) 34/10