

COAST PILOT 2 (Continued)

Page 386—Paragraph 184, lines 5 to 6; read:
channel is marked by buoys. In 2010, the channel had a
depth of 6 feet except for shoaling to 2.2 feet along ...
(CL 960/10; DD 18236) 38/10

Page 389—Paragraph 220, line 5; read:
limits and regulations.) Within the safety and security zone,
a boom 1,500 feet in length is approximately 60 feet off-
shore on the east side of the Bergen basin.
(CL 1736/09) 38/10

**COAST PILOT 3 43 Ed 2010 Change No. 9
LAST NM 37/10**

Page 325—Paragraph 74, lines 5 to 6; read:
In 2010, the midchannel controlling depth was 8 feet to the
anchorage basin, thence 5.9 feet in the basin, thence 4.3 feet
in the channel in ...
(CL 803/10; DD 18042) 38/10

Page 336—Paragraph 25, lines 4 to 6; read:
above the entrance is the head of navigation. The channel
over the bar to the entrance of the creek has a Federal project
depth of 9 feet and a width of 100 feet. (See Local Notice to
Mariners and latest edition of chart for controlling depths.)
Inside the creek, depths of about 5 ...
(BPs 193865-67; CEM-Norfolk/94; NOS 12226) 38/10

Page 337—Paragraph 30, lines 8 to 13; read:
2009, the controlling depths were 5.7 feet to Daybeacon 3,
thence 8.4 feet to the anchorage basin, thence 8.2 feet for
about 0.25 mile above the anchorage basin in North Branch,
thence 3.5 feet (4.4 feet at midchannel) in Central Branch to
the first bridge, thence 4 to 6 feet in the anchorage basin.
(CL 237/10; BPs 193723-30) 38/10

Page 339—Paragraph 63, lines 8 to 9; read:
to Ewell; thence in 2010, a controlling depth of 7 feet from
Ewell to Light 9; thence in 2008, a midchannel controlling
...
(CL 407/10; DD 17489) 38/10

Page 347—Paragraph 179, lines 3 to 6; read:
Choptank River to Chesapeake Bay. In 2010, the controlling
depth was 6.7 feet from the Choptank River to the highway
bridge, thence 3.9 feet to the Chesapeake Bay.
(CL 805/10; DD 18047) 38/10

Page 353—Paragraph 266, lines 3 to 4; read:
Bay; the chart is the guide. In 2010, the controlling depth
was 3.9 feet (4.8 feet at midchannel). Very ...
(CL 788/10; DD 18035) 38/10

Page 371—Paragraph 172, lines 6 to 8; read:
mouth. In 2009, the controlling depth was 8.0 feet at mid-
channel to the anchorage basin, thence 8.4 feet in the basin.
(CL 403/10; DD 17486) 38/10

**COAST PILOT 6 40 Ed 2010 Change No. 11
LAST NM 37/10**

Page 354—Paragraph 283, lines 2 to 4; read:
(43°03'25"N., 86°15'21"W.), 42 feet above the water, is
shown from a red fog signal building on the outer end of the
S pier; a fog signal is at the light which operates by keying
the microphone five times on VHF-FM channel 79.
(24/10 CG09) 38/10

Page 458—Paragraph 247, lines 3 to 8; read:
lights. In 2010, the controlling depth was 9½ feet in the en-
trance channel, thence depths of 7 to 10 feet were available
in the basin. Another basin is N of the city dock and has gen-
eral depths of 8 to 16 feet.
(DD 18064) 38/10

**COAST PILOT 7 42 Ed 2010 Change No. 23
LAST NM 37/10**

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 ar-
eas 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 be-
ginning.

(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 Da-
mon Point at
46°56'50"N., 124°06'30"W. thence westward along the
north shoreline of the harbor to the north jetty at

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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

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 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

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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 "6" located on the jetty at

43°40'11"N., 124°11'56"W. thence northward to a point on the north bank of the entrance channel at

43°40'33"N., 124°11'56"W. thence southwestward along the north 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.

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(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 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 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 estab-

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lished 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 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

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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 Puget Sound 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; FR 7/20/10; FR 8/5/10) 38/10

Page 671—Paragraph 154, line 1; read:

Humboldt Bay (40°45'59"N., 124°13'02"W.). E side of ...
(24/10 CG11) 38/10

**COAST PILOT 9 28 Ed 2010 Change No. 1
LAST NM 37/10**

Page 35—Paragraph 501, line 8; read:

<http://aeronav.faa.gov/agents.asp>. This form is used ...
(Internet/10) 38/10

Page 47—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) 38/10

Page 51—Paragraph 149, 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) 38/10

Page 54—Paragraph 248, 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 ...
(FR 6/25/10) 38/10

Page 55—Paragraph 255, line 4; read:

Guard, 2100 2nd St. SW, Stop 7581, Washington, DC 20593-7581.
(FR 6/25/10) 38/10

Page 60—Paragraph 374, 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) 38/10

Page 75—Paragraph 655, 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) 38/10

Page 80—Paragraph 834, lines 9 to 10; read:

Commandant for Operations, (CG-3), 2100 2nd St. SW, Stop 7238, Washington, DC 20593-7238. After reviewing the application, ...
(FR 6/25/10) 38/10

COAST PILOT 9 (Continued)

Page 84—Paragraph 914, line 2; read:

card-type magnetic steering compass readable from the ...
(FR 6/25/10) 38/10

Page 98—Paragraph 1312, 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) 38/10

Page 507—Paragraph 7, line 12; read:

address, <http://aeronav.faa.gov/>.
(Internet/10) 38/10

Page 509—Paragraph 69, line 5 to Page 510—Paragraph 91;
read:

22315-3868; telephone 703-428-8059.

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Fax: 301-713-4500 (24 hours)
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Web: <http://www.tidesandcurrents.noaa.gov>
(CL 915/10) 38/10