

COAST PILOT 4 (Continued)

Light 5. There are several piers at the beaches where berthage with electricity, gasoline, diesel fuel, water, ice, wet and dry storage, launching ramps, and marine supplies are available; hull, engine and electronic repairs can be made. Caution should be exercised in approaching these channels from the Intracoastal Waterway because of the shoal area off the entrance.

(DD 21547)

24/12

Chapter 12—Paragraph 203; read:

Skidaway Narrows, between Skidaway River and Burnside River, is easily navigated by small craft, and by larger vessels when speed is reduced sufficiently to accommodate the sharp turns. The velocity of current in the narrows is about 1 knot. Predictions are given in the Tidal Current Tables. A double-bascule highway bridge with a clearance of 22 feet crosses Skidaway Narrows at **Mile 592.8**. The bridgetender monitors and works VHF-FM channel 9, and monitors channel 16; voice call Skidaway Bridge. In 2012, a fixed highway bridge was under construction and upon completion, it will replace the bascule bridge.

(L 86-2012)

24/12

COAST PILOT 7 44 Ed 2012 Change No. 13
LAST NM 20/12

Chapter 2—Paragraphs 2288 to 2289; read:

(b) The draw of the Hood Canal Bridge, mile 5.0, need not open for vessel traffic from 3 p.m. to 6:15 p.m. daily from 3 p.m. May 22 to 6:16 p.m. September 30, except for commercial tug and tow vessels and vessels of the U.S. Navy or vessels attending the missions of the U.S. Navy and other public vessels of the United States. At all other times the bridge will operate in accordance with paragraph (a) of this section.

(c) Telephone requests for bridge openings may be directed as collect calls to the Toll Office at the bridge site. The call may also be made by direct telephone communication through the Seattle Marine Operator, Station KOH, or through other marine wire or radio telephone service.

(d) During unusual or emergency periods, the authorized representative of the owner of or agency controlling the bridge shall open the draw on a demand basis for specified periods of time, normally not exceeding 48 hours, when requested by the Department of the Navy. While on a demand basis, a drawtender shall be in attendance on the bridge with radio communication equipment in operation.

(FR 5/16/12)

24/12

Chapter 2—Paragraph 4417; insert after:

§165.1336 Regulated Navigation Area; Pacific Sound Resources and Lockheed Shipyard Superfund Sites, Elliott Bay, Seattle, WA.

(a) Regulated Areas. The following areas are regulated

navigation areas:

(1) All waters inside an area beginning at a point on the shore at

47°35'02.70"N, 122°22'23.00"W; thence north to 47°35'26.00"N, 122°22'23.00"W; thence east to 47°35'26.00"N, 122°21'52.50"W; thence south to 47°35'10.80"N, 122°21'52.50"W; thence southwest to a point on the shoreline at

47°35'05.90"N, 122°21'58.00"W. [Datum: NAD 1983].

(2) All waters inside an area beginning at 47°34'52.16"N, 122°21'27.11"W; thence to 47°34' 53.46"N, 122°21'30.42"W; thence to 47°34'37.92"N, 122°21'30.51"W; thence to 47°34'37.92"N, 122°21'27.65"W. [Datum: NAD 1983].

(b) *Regulations.* (1) All vessels and persons are prohibited from activities that would disturb the seabed, such as anchoring, dragging, trawling, spudding, or other activities that involve disrupting the integrity of the sediment caps installed in the designated regulated navigation area, pursuant to the remediation efforts of the U.S. Environmental Protection Agency (EPA) and others in the Pacific Sound Resources and Lockheed Shipyard EPA superfund sites. Vessels may otherwise transit or navigate within this area without reservation.

(2) The prohibition described in paragraph (b)(1) of this section does not apply to vessels or persons engaged in activities associated with remediation efforts in the superfund sites, provided that the Captain of the Port, Puget Sound (COTP), is given advance notice of those activities by the EPA.

(3) Nothing in this section is intended to conflict with treaty fishing rights of the Muckleshoot and Suquamish tribes, and they are not restricted from any type of fishing in the described area.

(c) *Waivers.* Upon written request stating the need and proposed conditions of the waiver, and any proposed precautionary measures, the COTP may authorize a waiver from this section if the COTP determines that the activity for which the waiver is sought can take place without undue risk to the remediation efforts described in paragraph (b)(1) of this section. The COTP will consult with EPA in making this determination when necessary and practicable.

§ 165.1337 Regulated Navigation Area, Zidell Waterfront Property, Willamette River, OR.

(a) *Regulated Navigation Area.* The following area is a regulated navigation area: All waters within the area bounded by the following points:

45°29'55.12"N/122°40'02.19"W; thence continuing to 45°29'55.14"N/122°39'59.36"W; thence continuing to

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45°29'56.30"N/122°39'59.09"W; thence continuing to
 45°29'57.51"N/122°39'59.64"W; thence continuing to
 45°29'58.72"N/122°39'59.64"W; thence continuing to
 45°30'00.52"N/122°39'59.94"W; thence continuing to
 45°30'01.95"N/122°40'00.46"W; thence continuing to
 45°30'03.44"N/122°40'00.78"W; thence continuing to
 45°30'04.87"N/122°40'00.95"W; thence continuing to
 45°30'07.33"N/122°40'01.80"W; thence continuing to
 45°30'08.11"N/122°40'02.69"W; thence continuing to
 45°30'08.83"N/122°40'03.81"W; thence continuing to
 45°30'13.06"N/122°40'05.39"W; thence continuing to
 45°30'15.30"N/122°40'06.93"W; thence continuing to
 45°30'17.78"N/122°40'08.16"W; thence continuing to
 45°30'20.53"N/122°40'09.07"W; thence continuing to
 45°30'20.90"N/122°40'11.52"W; thence continuing to
 45°30'24.04"N/122°40'12.53"W; thence continuing to
 45°30'23.79"N/122°40'14.87"W; thence continuing along the shoreline to
 45°29'55.12"N/122°40'02.19"W.

Geographically the regulated navigation area covers all waters adjacent to the Zidell Waterfront Property on the Willamette River extending from the west bank of the river out 200 to 400 feet into the river depending on the exact location between approximate river mile 14.2 near the Ross Island Bridge and approximate river mile 13.5 near the Marquam Bridge.

(b) *Regulations.* All vessels are prohibited from anchoring, dragging, dredging, or trawling in the regulated navigation area established by this section. See 33 CFR part 165, subpart B, for additional information and requirements.

(FR 4/2/2012; FR 4/10/2012)

24/12

Chapter 4—Paragraph 271; read:

Two bridges cross Cerritos Channel on the N side of Terminal Island: Schuyler F. Heim Highway Bridge, under construction (2012), consult Local Notice to Mariners, or contact Caltrans at 213-444-1171 for latest conditions; and Henry Ford (Badger) Avenue railroad bridge 25 yards W with authorized span clearances of 6 feet down and 165 feet up. The Henry Ford (Badger) Avenue railroad bridge is maintained in the down position. The bridgetender of

the Schuyler F. Heim bridge monitors VHF-FM channel 13; call sign WHX-947. (See 117.1 through 117.59 and 117.147, chapter 2, for draw-bridge regulations.)

(L 411-2012; LNM 04/12 CG11)

24/12

Chapter 7—Paragraph 331; read:

San Rafael Creek, 1.8 miles NW of Point San Quentin, is used by many small craft basing at the city of **San Rafael**. A dredged channel leads across the flats of **San Rafael Bay** into San Rafael Creek to the Grand Avenue bridge, about 1.2 miles above the mouth; a turning basin is on the S side of the channel just below the bridge. In 2011-2012, the controlling depth was 4 feet at midchannel from the channel entrance to mouth of the creek, thence 2 feet at midchannel to the turning basin, with 2 feet in the basin. The channel entrance is marked by lights and a **293°** lighted range. The overhead power cables near the entrance to the creek have a clearance of 125 feet. The Grand Avenue Bridge has a 30-foot fixed span with a clearance of 4 feet.

(DD 21592; DD 21593)

24/12

Chapter 9—Paragraph 138; read:

Umpqua River Light (43°39'44"N., 124°11'55"W.), is shown from a white conical tower just S of the mouth of the river. Trees surround the light, but the lantern shows over the tops.

(LNM 17/12 CG13; LL 2012, #620/9260)

24/12

Chapter 10—Paragraph 91; read:

In 2011, the midchannel controlling depth was 10 feet to the turning basin, thence 5 in the turning basin, thence 6 feet to the end of the project. There are general depths of about 5 feet above the railroad bridge; this part of the **Skipanon River** is used for logging operations. The channel to the turning basin is marked by a **198°30'** lighted range; lights mark the channel entrance.

(DD 20917)

24/12

Chapter 10—Paragraph 94; read:

A dredged marked channel leads from Columbia River near the E end of Baker Bay to a basin at **Chinook**, on the Washington side. In 2011, the midchannel controlling depth was 8 feet. Berths with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and some marine supplies are available at the basin. A packing company wharf is at the basin. A 6-ton hoist is available for engine repair work. Wet winter storage is available in the basin.

(DD 20917)

24/12

Chapter 11—Paragraph 172; read:

Umatilla Reef, 2.3 miles NW of Cape Alava, the greatest danger to navigation off this section of the coast, is 0.7 mile W of the outer Bodelteh Island. It extends for 200 yards in a W direction and is about 75 yards wide. The reef consists of small, low, black rocks and some breakers. A

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rock covered 4½ fathoms is N of the reef at 48°11'44"N., 124°46'57"W., and a rock covered 2½ 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 Reef is difficult to make out, especially in thick weather.

(H 12221; DD 20840) 24/12

Chapter 13—Paragraph 132; insert after:

Two regulated areas have been established in Elliott Bay: southeast of Duwamish Head and on the east side of West Waterway. (See **33 CFR 165.1 through 165.13 and 165.1336**, chapter 2, for limits and regulations.)

(FR 4/10/12) 24/12

Chapter 13—Paragraph 204; insert after:

Naval Station Everett is on the W and N end of the harbor. A naval restricted area, marked by a floating barrier and private lights, surrounds the docking facilities. (See **334.1215**, chapter 2, for limits and regulations.)

(DD 21195) 24/12

COAST PILOT 7 44 Ed 2012 Change No. 14

Chapter 9—Paragraph 159; read:

The river is entered through a dredged channel between two partially submerged jetties; caution is advised. The river then leads S to a turning basin off the town of Florence, 4.4 miles above the entrance, thence E for about 2 miles to Cushman. A light, seasonal sound signal, and a Coast Guard tower are on the N jetty. The channel is marked by a **096°** lighted entrance range that favors the N side of the channel, and by other ranges and navigational aids to 1 mile above Florence. The uncharted buoys at the mouth of the river are frequently shifted to mark the best water. The bar at the entrance is narrow, and the depths vary greatly because of storms and freshets. The entrance and south jetty shoals tend to build during late winter and spring. Mariners are advised to contact **Siuslaw River Coast Guard Station** on VHF-FM channel 16 before attempting to cross the bar. A **Federal project** provides for an 18- to 16-foot depth in the entrance channel to the highway bridge at Florence; thence 16 feet in the turning basin; thence 12 feet to Cushman. (See Notice to Mariners and latest editions of the chart for controlling depths.)

(LL 2012) 24/12