

**COAST PILOT CORRECTIONS**

**COAST PILOT 6      43 Ed 2013      20 OCT 2013**  
**LAST NM 39/13**

Chapter 2—Paragraph 2567; read:

<sup>(2567)</sup>(2) Commandant means Commandant (CG-00), Attn: Commandant, U.S. Coast Guard Stop 7000, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593-7000.  
(FR 09/30/2013) 45/13

Chapter 2—Paragraph 2578; read:

<sup>(2578)</sup>(16) Association means any organization that holds or held a Certificate of Authorization issued by the Great Lakes Pilotage Branch (CG-WWM-2) to operate a pilotage pool on the Great Lakes.  
(FR 9/30/2013) 45/13

Chapter 11—Paragraph 924; read:

<sup>(924)</sup> A dredged entrance channel leads from deep water in Green Bay to the mouth of the river and thence upstream for 0.15 mile. The entrance channel is marked by private lighted buoys. In 2013, the controlling depth was 2 feet in the entrance channel to the head of the project.  
(DD 23188) 45/13

**COAST PILOT 7      45 Ed 2013      20 OCT 2013**  
**LAST NM 42/13**

Chapter 2—Paragraph 2893.01; replace with below:

New table titled **Table 160.206—NOA Information Items** from back of this Subsection.  
(FR 9/30/2013) 45/13

Chapter 7—Paragraph 237; read:

<sup>(237)</sup> **Islais Creek Channel** is entered 2.9 miles S of the Ferry Building. Two bascule bridges, the Illinois Street Bridge and the 3rd Street Bridge, cross the creek about 0.6 mile above the mouth; both have clearances of 5 feet. (See **117.59** and **117.163**, chapter 2, for drawbridge regulations.) The 3rd Street Bridge is inoperable.  
(DD 22723; H 12226; L 1381-2008; L 498-1992) 45/13

Chapter 9—Paragraph 159; read:

<sup>(159)</sup> 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 **094.3°** lighted entrance range 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 2013) 45/13

Chapter 15—Paragraphs 142.01 to 143.03; read:

<sup>(142.01)</sup> Hagatna Bay, 8 miles NNE of Apra Harbor, is formed by a slight indentation of the coast between Adelup Point and Oca Point. The shores of the bay are low, sandy and fringed by a wide reef. Hagatna, the capital of Guam, stands along the shores of the bay. The city consists of a large number of buildings, some of considerable height.

<sup>(142.02)</sup> Hagatna small boat harbor is on the S side Hagatna Bay and is approached from the N directly offshore through the reef. An entrance channel leads S between two breakwaters to a turning basin inside. In 2012, the controlling depths were 12 feet in the entrance and turning basin. The entrance through the reef is marked by lights and a **186.8°** lighted range. Mariners unfamiliar with the channel should not attempt entrance without assistance or during other than daylight hours with favorable conditions. Assistance can be requested from the Hagatna Harbor Patrol on 2136 kHz daily from 0600 to 1400.

<sup>(142.03)</sup> Anchorage, with winds between the ENE and S, may be obtained in Hagatna Bay; however, it is an open roadstead with a steep-to bottom and great depths. A strong current has been reported off Adelup Point.

(DD 22814; LL 2013; SD 126/13) 45/13

Table 160.206 – NOA Information Items

Required Information	Vessels Not Carrying CDC	Vessels Carrying CDC	
		Vessels	Towing Vessels Controlling Vessels Carrying CDC
<b>(1) Vessel Information</b>			
(i) Name	X	X	X
(ii) Name of the registered owner	X	X	X
(iii) Country of registry	X	X	X
(iv) Call sign	X	X	X
(v) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, substitute with official number	X	X	X
(vi) Name of the operator	X	X	X
(vii) Name of the charterer	X	X	X
(viii) Name of classification society	X	X	X
<b>(2) Voyage Information</b>			
(i) Names of last five ports or places visited	X	X	X
(ii) Dates of arrival and departure for last five ports or places visited	X	X	X
(iii) For each port or place in the United States to be visited list the names of the receiving facility, the port or place, the city, and the state	X	X	X
(iv) For each port or place in the United States to be visited, the estimated date and time of arrival	X	X	X
(v) For each port or place in the United States to be visited, the estimated date and time of departure	X	X	X
(vi) The location (port or place and country) or position (latitude and longitude or waterway and mile marker) of the vessel at the time of reporting	X	X	X
(vii) The name and telephone number of a 24-hour point of contact	X	X	X
<b>(3) Cargo Information</b>			
(i) A general description of cargo, other than CDC, onboard the vessel (e.g. grain, container, oil, etc.)	X	X	X
(ii) Name of each certain dangerous cargo carried, including cargo UN number, if applicable		X	X
(iii) Amount of each certain dangerous cargo carried		X	X
<b>(4) Information for each crewmember onboard</b>			
(i) Full name	X	X	X
(ii) Date of birth	X	X	X
(iii) Nationality	X	X	X
(iv) Passport or mariners document number (type of identification and number)	X	X	X
(v) Position or duties on the vessel	X	X	X
(vi) Where the crewmembers embarked (list port or place and country)	X	X	X
<b>(5) Information for each person onboard in addition to crew</b>			
(i) Full name	X	X	X
(ii) Date of birth	X	X	X
(iii) Nationality	X	X	X
(iv) Passport number	X	X	X
(v) Where the person embarked (list port or place and country)	X	X	X
<b>(6) Operational condition of equipment required by §164.35 of this chapter</b>			
	X	X	X
<b>(7) International Safety Management (ISM) Code Notice</b>			
(i) The date of issuance for the company's Document of Compliance certificate that covers the vessel	X	X	X
(ii) The date of issuance for the vessel's Safety Management Certificate	X	X	X
(iii) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates	X	X	X
<b>(8) Cargo Declaration (Customs Form 1302) as described in 19 CFR 4.7</b>			
	X	X	X
<b>(9) International Ship and Port Facility Code (ISPS) Notice*</b>			
(i) The date of issuance for the vessel's International Ship Security Certificate (ISSC), if any	X	X	X
(ii) Whether the ISSC, if any, is an initial Interim ISSC, subsequent and consecutive Interim ISSC, or final ISSC	X	X	X
(iii) Declaration that the approved ship security plan, if any, is being implemented	X	X	X
(iv) If a subsequent and consecutive Interim ISSC, the reasons therefor	X	X	X
(v) The name and 24-hour contact information for the Company Security Officer	X	X	X
(vi) The name of the Flag Administration, or the recognized security organization(s) representing the vessel flag Administration that issued the ISSC	X	X	X

\* The information required by items 9(i)-(iii) need not be submitted before January 1, 2004. All other information required by item 9 need not be submitted before July 1, 2004.