

SECTION II
NAVIGATION PUBLICATIONS

NM 33/00

USCG LIGHT LIST VOLUMES I - VII
CORRECTIONS

VOLUME VI Ed 2000 NEW EDITION
(USCG) 33/00

SAILING DIRECTIONS CORRECTIONS

PUB 131 9 Ed 2000 LAST NM 30/00
Page 255—Line 20/R; read:

Pilotage.—Pilotage is compulsory in the navigable area extending 1.5 miles from the lighthouse on San Salvatore Point for all arriving and departing vessels, and vessels moving inside the port. Pilots generally board about 1.2 miles N of Punta San Raineri and can be contacted on VHF and are available 24 hours a day. Pilots are also available for the passage through the Stretto di Messina.

Vessels exempt from compulsory pilotage include vessels less than 500 grt, naval or military craft, and ferry boat lines operating at usual terminals.

During special traffic situations or marine weather, if necessary, the marine authority can require a pilot to be on board.

(Genova 9/00) 33/00

PUB 146 7 Ed 2000 LAST NM 32/00
Page 342—Line 37/L; insert after:

Caution

The National Research Council Rocket Area is located within Hudson Bay. Depending on individual rocket characteristics, the rocket trajectory may cross at an altitude up to a maximum of about 115 miles during a period not exceeding 30 minutes from the time of launch. It is planned that most of the rockets will impact within Area A. Radar and other surveillance procedures will be in use over the area during range operations. No rocket will be launched if it is known that a ship or aircraft is likely to be endangered. Further information can be obtained through Thunder Bay Marine Communications and Traffic Services Center.

The four sub-areas are, as follows:

1. **Area A**—an area bound by lines joining the following positions:

- a. 58°56.0'N, 94°00.0'W.
- b. 57°18.0'N, 94°00.0'W.
- c. 57°20.0'N, 91°08.0'W.
- d. 57°04.0'N, 90°00.0'W.
- e. 57°46.5'N, 90°00.0'W.

2. **Area B**—an area bound by lines joining the following positions:

- a. 59°46.5'N, 90°00.0'W.
- b. 59°04.0'N, 90°00.0'W.
- c. 55°46.5'N, 82°30.0'W.
- d. 55°46.5'N, 82°00.0'W.
- e. 61°46.5'N, 82°00.0'W.

3. **Area C**—an area bound by lines joining the following positions:

- a. 55°28.0'N, 82°00.0'W.
- b. 58°55.0'N, 78°28.0'W.
- c. 63°15.0'N, 78°28.0'W.
- d. 63°15.0'N, 82°00.0'W.
- e. 60°21.0'N, 94°00.0'W.
- f. 58°56.0'N, 94°00.0'W.
- g. 59°46.5'N, 90°00.0'W.
- h. 61°27.0'N, 82°00.0'W.

4. **Area D**—an area bound by lines joining the following positions:

- a. 63°15.0'N, 83°00.0'W.
- b. 63°15.0'N, 90°00.0'W.
- c. 60°21.0'N, 94°00.0'W.

(Can Annual Notice No. 35 of 2000) 33/00

Page 342—Line 37/L; insert after:

New graphic from back of this Subsection.

(Can Annual Notice No. 35 of 2000) 33/00

PUB 157 8 Ed 2000 LAST NM 29/00

Page 93—Line 51/R; insert after:

Caution.—A dangerous wreck reported (2000), lies 3 miles WNW of Waimati Jiao.

(BA NM 28/00, Section IV) 33/00

Page 137—Line 7/R; read:

landmark. A light is shown on Jiangjun Tou.

(BA NM 27/00, Section IV) 33/00

PUB 161 7 Ed 1998 LAST NM 30/00

Page 26—Line 51/L; insert after:

A wreck with a least depth of 16.4m lies in the inbound lane of Tathong Channel TSS, 0.6 mile S of Tathong Point Light.

(BA NM 28/00, Section IV) 33/00

PUB 191 8 Ed 1996 LAST NM 32/00

Page 55—Lines 48 to 57/R; read:

Entree de la Deroute (48°54'N., 1°55'W.) separates Iles Chausey from Plateau des Minquiers. This channel is 3.5 to 5 miles wide, but is not generally used due to the strong and erratic tidal currents. It leads into Passage de la Deroute.

Caution.—Several dangerous wrecks, which may best be seen on the local chart, lie in the approaches to Entree de la Deroute, Passage de la Deroute, and Deroute de Terre.

3.37 The coast between Cap de Carteret and Cap de Flamanville, 9.5 miles NNW, consists of dunes and sandy beaches, separated by rocky points. Pointe du Rozel, located 6 miles NNW of Cap de Carteret, is the most notable.

Cap de Flamanville (49°31'N., 1°53'W.), surmounted by the ruins of a disused signal station, consists of a high, steep cliff.

PUB 191 (Continued)

Two towers of a nuclear power station stand 1 mile N of the cape and are very conspicuous from seaward. A small basin lies close W of these towers. The narrow entrance, which faces NW, is located at the S end.

(Fr SD C 2.2) 33/00

Page 56—Lines 4 to 6/L; read:

Basse Bihard, with a least depth of 2m, lies about 2.6 miles offshore, 4.8 miles S of Cap de Flamanville.

Anse de Vauville (49°37'N., 1°55'W.), between Cap de Flamanville and Nez de

(Fr SD C 2.2) 33/00

Page 56—Lines 11 to 28/L; read:
of Biville can be seen.

The bay provides shelter during winds from the N through E, to S. Anchorage can be taken in the SE part about 2.5 miles NNW of Dielette. The area has depths of 8 to 15m, sand and gravel, poor holding ground.

Dielette (49°33'N., 1°52'W.), a small drying harbor, lies in the S part of the bay, 2 miles NNE of Cap Flamanville. It is used by small craft and fishing vessels.

Caution.—A firing danger area lies within Anse de Vauville and extends up to 4 miles from the coast. The N limit lies 1.7 miles S of Nez de Jobourg and the S limit lies 3.4 miles N of Cap de Flamanville.

A prohibited anchorage area, in which navigation is restricted, lies adjacent to the entrance of the basin fronting the nuclear power station, N of Cap de Flamanville. This area extends up to 0.6 mile offshore and is marked by buoys.

Local magnetic anomalies may occur in the vicinity of Dielette.

3.38 Nez de Jobourg (49°41'N., 1°56'W.), a promontory 127m high, is fronted by a steep cliff and surmounted by the ruins of an old signal station.

A radar surveillance station is situated 1.5 miles NE of this promontory.

A conspicuous chimney, 100m high, and several buildings of an atomic energy reprocessing plant stand on the summit of the high land, 2.5 miles E of Nez de Jobourg. It is reported that this chimney can be easily identified on radar when approaching from the W before the surrounding land appears above the horizon.

Basses de la Dossiere, a group of below-water and drying rocks, fronts Nez de Jobourg and extends up to about 1.2 miles NW. Basse du Rhin, the NW most rock, has a depth of 2.2m.

Les Huquets de Jobourg (49°39'N., 1°57'W.), a reef with below-water and drying rocks, lies centered 1.5 miles S of Nez de Jobourg and is about 1 mile long. The highest rock of the group dries 5m and lies on the S side.

Basses Saint-Gilles, with a least depth of 2.3m, lies about 1.5 miles SSW of Nez de Jobourg and is separated from the W end of Les Huquets de Jobourg by a passage about 0.5 mile wide.

Huquets de Vauville, a small group of drying rocks, lies 2 miles SSE of Nez de Jobourg and about 0.3 mile E of the E end of Les Huquets de Jobourg. The highest rock dries 5.4m.

Caution.—An area within which diving, anchoring, or fishing are prohibited lies in the N part of Anse de Vauville and extends up to 2 miles S of Nez de Jobourg.

(Fr SD C 2.2) 33/00

Page 56—Lines 1 to 27/R; strike out.

(NIMA) 33/00

Page 104—Lines 28 to 34/L; read:

Fecamp, lying in a valley close S of Point Fagnet, is a small port with facilities for commercial vessels, fishing boats, and pleasure craft. The harbor consists of Avant-port, Arriere-port, Bassin de Mi-Maree and two non-tidal basins.

(Fr SD C 2.1) 33/00

Page 104—Lines 37 to 54/L; read:

visibility is only temporary.

With strong winds from the SW through N to NE, especially with an ebb current, a dangerous bar forms between the jetties, which may at times completely block the entrance. The effect of a strong swell is felt in the entrance channel, but gradually weakens in Avant-port and Arriere-port.

Winds from the ENE through S to WSW, may result in reduced visibility, especially in cold weather.

Tides—Currents.—Tides at the port rise about 8.3m at MHS and 6.8m at MHN.

Off the entrance jetties, the NNE-going flood current runs from about 4 hours before HW at the harbor until HW. The SSW-going ebb current starts about 30 minutes after HW at the harbor. The flood current may attain a rate of 2.9 knots at springs. The ebb current is weaker. At about 140m within the jetty heads, the currents flow with the channel. Both currents attain rates of 1 knot at springs and 0.5 knot at neaps.

Depths—Limitations.—The entrance channel is 70m wide and lies between two parallel jetties. The N jetty stands on the SW edge of the drying rocks fronting Pointe Fagnet. A shingle beach extends S from the S jetty.

Avant-port is located on the S side of the entrance channel and has a depth of 1.5m. There is a quay, 150m long, at the E side, but a marina occupies most of this basin.

Bassin Berigny is entered at the SE side of Avant-port through a gate, 16.5m wide, with a sill depth of 1.3m. This basin is used by fishing vessels and pleasure craft.

The entrance channel leads directly into Arriere-port, the inner harbor, through a passage, 40m wide, with a depth of 1.5m. A quay, 250m long, is situated in the S part of this harbor. It is dredged alongside to a depth of 7m and used by commercial vessels. The remainder of the harbor is used by fishing vessels and pleasure craft.

Bassin Freycinet is entered from Arriere-port via Bassin de Mi-Maree. The passage leading into Bassin de Mi-Maree is 20m wide and is spanned by a revolving bridge. The gate at the entrance of Bassin Freycinet is 18m wide and has a sill depth of 0.8m. The basin has 450m of berthage with depths up to 6.3m alongside.

Due to the difficulty of maneuvering in the entrance channel, vessels are limited to a length of 100m. Vessels can

PUB 191 (Continued)

be accommodated with drafts up to 7m at springs and 5.5m at neaps.

Aspect.—The chapel of Notre-Dame-du-Salut, with a black roof; a television mast; and a signal station, consisting of a disused light tower surmounted by a blockhouse, are situated in the vicinity of Pointe Fagnet and are conspicuous from seaward. A prominent chimney stands 0.8 mile E of the point. The

(Fr SD C 2.1; Fr NM 15/00) 33/00

Page 104—Lines 1 to 27/R; strike out.

(NIMA) 33/00

Page 104—Lines 57 to 59/R; read:
about 0.6 mile.

Directions.—A lighted range, bearing 082°, indicates the approach to the harbor. However, it is reported that the lights of the town make the range lights difficult to distinguish.

It is recommended that vessels enter at the end of the flood current about 30 minutes before HW, which is the time of slack water.

After approaching the entrance using the range, vessels should adjust course to about ENE in order to pass as close N as possible to the head of the S jetty. This approach allows for the yaw as the bow enters slack water while the stern remains in the current. The effect of any swing should result in the vessel lining up with the entrance channel.

Caution.—Entry is often difficult with strong offshore winds or with a strong swell from the W. See Winds and Weather.

Tidal heights at the port may be effected by strong winds.

Depths in the entrance channel may be less than charted due to the accumulation of silt and shingle.

(Fr SD C 2.1; NIMA) 33/00

Page 105—Lines 1 to 15/L; strike out.

(NIMA) 33/00

COAST PILOT CORRECTIONS**COAST PILOT 1 31 Ed 1998 Change No. 15
LAST NM 29/00**

Page 141—Paragraph 359, lines 6 to 9; read:

1996, the controlling depths were 3 feet in the entrance channel to Horton Rocks, about 1 mile above the entrance on the west side of the channel, thence 3 feet at midchannel for about 1.6 miles, and thence 1 foot (4 ½ feet at midchannel) for about ...

(BPs 169437-39; BPs 169442-45; CL 1592/99) 33/00

Page 157—Paragraph 281, lines 4 to 7; read:

fishermen. In 1997, the harbor had depths of about 13 feet in the center, about 6 to 10 feet along the north and south sides, and about 6 feet in the access channel leading to a basin off the town landing at the head; depths of about 2 ½ to 7 feet were available in ...

(BP 169338) 33/00

Page 200—Paragraph 647, lines 6 to 10; read:

November 1998-April 1999, the controlling depths were 43 feet in the entrance from sea to Fort Gorges, thence 27 feet (33 feet at midchannel) to Portland Bridge, thence 26 feet (34 feet at midchannel) to the turning basin, thence 33 feet in the turning basin to the head of the project. Depths of 40 feet were available in Diamond ...

(BPs 169127-29; CL 178/00; BPs 170339-40) 33/00

Page 200—Paragraph 652, lines 3 to 4; read:

Bridge (Million Dollar Bridge) has a bascule span with a clearance of 55 feet. (See **117.1 through 117.59**, chapter 2, for drawbridge ...

(CL 561/98; CL 1805/98; CL 513/94) 33/00

Page 200—Paragraph 655, line 1; read:

Diamond Island Roads, with depths of 40 to 45 feet, is ...
(BPs 170339-40; CL 178/2000) 33/00

Page 202—Paragraph 687; read:

1. Main Ship Channel.

(a) Between a line drawn from Portland Head Light to Cushing Island Bell Buoy 2CI, and a line drawn from Spring Point, where the breakwater meets the shore, to the lighted day marker #2 on House Island, the speed of vessels shall not exceed 20 knots.

(b) Between a line drawn from Spring Point, where the breakwater meets the shore, to the lighted day marker #2 on House Island, and a line drawn from Bug Light (an abandoned light house in South Portland) to lighted day marker #6 on Diamond Island Ledge, the speed of vessels shall not exceed 15 knots.

(c) Between a line drawn from Bug Light (an abandoned light house in South Portland) to lighted day marker #6 on Diamond Island Ledge, and a line drawn from the Maine State Pier to Portland Pipe Line Pier, the speed of vessels shall not exceed 10 knots.

(d) Between a line drawn from the Maine State Pier to Portland Pipe Line Pier #1, and a line created by the Veterans Memorial Bridge, the speed of vessels shall be headway speed only, not to exceed 10 knots, with NO WAKE.

2. Portland.

(CL 329/99) 33/00

Page 202—Paragraph 692, line 1; read:

3. South Portland. All areas south of the following line:

... (CL 329/99) 33/00

Page 209—Paragraph 112, lines 2 to 4; read:

an anchorage basin about 0.5 mile above the jetties. In February 1999, the controlling depth was 6 feet in the jettied entrance channel; thence in 1996, 5 feet to Buoy 4, thence 1 foot to the basin with the basin bare.

(BP 169866; CL 1965/99) 33/00

Page 213—Paragraph 206, lines 5 to 7; read:

above Frankfurt Island in Piscataqua River. In April 1998-May 1999, the controlling depth in the dredged channel was

COAST PILOT 1 (Continued)

27 feet to the turning basin, and thence 33 feet in the basin.

(BPs 170604-08; CL 327/00; BP 169334;
CL 1504/99) 33/00

Page 221—Paragraph 393, lines 3 to 4; read:

entrance. In September 1998-August 1999, the controlling depth was 12 feet in the bar channel; thence 7½ feet in the marked ...

(BPs 169652-55; CL 1789/99) 33/00

Page 225—Paragraph 475; read:

In 1992-1994, a reported depth of 2 feet in the left half and 3½ feet in the right half of the channel could be carried from **Conomo Point** to Bull Island, thence 3½ feet to Ebben Creek, thence 1½ feet (right outside quarter) to the town of Essex. Above Conomo Point, the town of Essex maintains midchannel spar buoys from April 1 to October 1. The channel is narrow and difficult to follow. Mariners should obtain local knowledge before navigating the river.

(BPs 163957-71; CL 188/98) 33/00

Page 232—Paragraph 93, lines 8 to 10; read:

sailing line. In 1997, the dredged section of Salem Channel had a controlling depth of 26 feet (29 feet at midchannel), thence 27 feet in the turning basin. Salem Channel is well marked.

(CL 523/2000; BPs 170968-71) 33/00

Page 246—Paragraph 166, line 6; read:

from below the bridge. In August 1997-1999, two bridges were being built close west of the Interstate 93 highway bridge and east of the MBTA bascule bridge. The Mainline Bridge, west of the Interstate 93 bridge, has a fixed span with a design clearance of 23 feet and the Storrow Drive Bridge, about 100 feet west of the Mainline Bridge, has a fixed span with a design clearance of 36 feet. Both bridges will replace the Interstate 93 highway bridge when completed. The Massachusetts Bay Transportation ...

(CL 1708/97; CL 1668/98; 30/99 CG1) 33/00

Page 246—Paragraph 170, line 6; read:

channel has a clearance of 9 feet. The horizontal clearance in the ...

(CL 489/00) 33/00

COAST PILOT 1 31 Ed 1998 Change No. 16

Page 121—Paragraph 199, lines 5 to 12; read:

the river about 0.2 mile eastward of the bridge. In 1995, the controlling depth was 3 feet (4½ feet at midchannel) to the town wharf except for shoaling to bare in the turning basin at the head of the project; depths of 5½ feet were available in the lower anchorage except for lesser depths along the western limit, about 0.6 mile below the bridge at Milbridge, and 1½ to 5 feet were available in the upper anchorage except for shoaling to bare along the western limit. The channel is narrow and crooked ...

(BPs 170101-05; CL 2251/99) 33/00

Page 246—Paragraph 179, lines 1 to 2; read:

In 1996, the midchannel controlling depth in the dredged channel was 24 feet to within 200 feet of the ...

(BPs 159661-62; CL 1420/96) 33/00

Page 247—Paragraph 196; read:

In 1997, the controlling depths in the dredged channel through Dorchester Bay were 13 feet (14 feet at midchannel) to Buoy 9, thence 4 feet (5½ feet at midchannel) to the Neponset highway bridge.

(BPs 170088-95; CL 2249/99) 33/00

Page 247—Paragraph 203, lines 1 to 2; read:

Three highway bridges, two fixed and one bascule, and a fixed railroad bridge cross Neponset River below the dam at Milton.

(CL 1159/99) 33/00

Page 248—Paragraph 230, lines 5 to 6; read:

Quincy Point. The channel is well marked. In 1996, the controlling depths were 26 feet (31 feet at midchannel) to the highway bridge at Quincy Point, thence 29 feet to the head of the project. There was 29 feet available in the turning basin 0.5 mile above the highway bridge. Natural ...

(BPs 169787-94; CL 1886/99) 33/00

Page 248—Paragraph 230, lines 8 to 10; read:

about 1.3 miles above the turning basin.

(NOS 13270) 33/00

Page 249—Paragraph 233, lines 5 to 8; read:

and 117.621, chapter 2, for drawbridge regulations.) Three overhead power cables cross the river at: 0.7 mile, 1.1 miles, and 1.3 miles above the State Route 3A highway bridge. The first two overhead cables, 0.7 mile and 1.1 miles, have clearances of 150 feet and 100 feet, respectively. The third overhead cable, 1.3 miles, has a reported clearance of 58 feet. State Route 53 crossing at Weymouth has a fixed span with a clearance of 11 feet.

(41/99 CG1) 33/00

Page 249—Paragraph 246, lines 4 to 5; read:

Neck. In 1988, the controlling depth in the dredged channel to the wharf was 14 feet. The channel is buoyed.

(BP 135900) 33/00

Page 251—Paragraph 10, lines 7 to 12; read:

of the Cohasset Cove anchorage. In January 1999-February 2000, the controlling depths were 6½ feet to Cohasset Cove anchorage, thence 5 to 7 feet in the anchorage, thence 4 feet in the anchorage southward of Cohasset Cove anchorage, thence 4 feet in the easterly anchorage in Bailey Creek, and 4 feet in westerly anchorage shoaling to 1½ feet at the head of the project. The channel into Cohasset Cove is marked by lights and ...

(BP 168909; CL 1124/99; BP 170758;

CL 444/00) 33/00

COAST PILOT 7 (Continued)

Page 318—Paragraph 4, line 2; read:
is about 11 miles wide and then widens to about 16 miles for
30 ...
(CL 906/00) 33/00

COAST PILOT 7 31 Ed 1997 Change No. 37

Page 34—Paragraph 38, line 1; read:
(e) Program regulations, policies, standards, guidelines,
...
(15 CFR 922.2) 33/00

Page 36—Paragraph 94, line 1; read:
(a) Each violation of the NMSA or FKNMSPA, any regu-
lation in this part, ...
(15 CFR 922.45) 33/00

Page 37—Paragraph 100; read:
(b) The prohibitions listed in subparts F through P of this
part do not apply to any activity authorized by a valid lease,
permit, license, approval or other authorization in existence
on the effective date of Sanctuary designation, or in the case
of the Florida Keys National Marine Sanctuary the effective
date of the regulations in this subpart P, and issued by any
Federal, State or local authority of competent jurisdiction, or
by any valid right of subsistence use or access in existence
on the effective date of Sanctuary designation, or in the case
of the Florida Keys National Marine Sanctuary the effective
date of the regulations in subpart P, provided that the holder
of such authorization or right complies with certification pro-
cedures and criteria promulgated at the time of Sanctuary
designation, or in the case of the Florida Keys National
Marine Sanctuary the effective date of the regulations in sub-
part P of this part, and with any terms and conditions on the
exercise of such authorization or right imposed by the Direc-
tor as a condition of certification as the Director deems nec-
essary to achieve the purposes for which the Sanctuary was
designated.
(15 CFR 922.47) 33/00

Page 37—Paragraphs 102 to 103; read:
(a) A person may conduct an activity prohibited by sub-
parts F through O of this part if conducted in accordance
with the scope, purpose, terms and conditions of a permit
issued under this section and subparts F through O of this
part. For the Florida Keys National Marine Sanctuary, a per-
son may conduct an activity prohibited by subpart P if con-
ducted in accordance with the scope, purpose, terms and
conditions of a permit issued under §922.166.
(b) Applications for permits to conduct activities other-
wise prohibited by subparts F through O of this part should
be addressed to the Director and sent to the address specified
in subparts F though O of this part. An application must
include:
(15 CFR 922.49) 33/00

Page 37—Paragraph 114; read:
(a) A person may conduct an activity prohibited by sub-
parts L through P of this part if such activity is specifically

authorized by any valid Federal, State, or local lease, permit,
license, approval, or other authorization issued after the
effective date of Sanctuary designation, or in the case of the
Florida Keys National Marine Sanctuary after the effective
date of the regulations in subpart P of this part, provided
that:
(15 CFR 922.49) 33/00

Page 37—Paragraph 115, line 4 to Paragraph 116; read:
fifteen (15) days of the date of filing of the application or the
effective date of Sanctuary designation, or in the case of the
Florida Keys National Marine Sanctuary the effective date of
the regulations in subpart P of this part, whichever is later;
(2) The applicant complies with the other provisions of
this §922.49; ...
(15 CFR 922.49) 33/00

Page 37—Paragraph 119 to Paragraph 123, line 2; read:
(b) Any potential applicant for an authorization described
in paragraph (a) of this section may request the Director to
issue a finding as to whether the activity for which an appli-
cation is intended to be made is prohibited by subparts L
through P of this part.
(c) Notification of filings of applications should be sent to
the Director, Office of Ocean and Coastal Resource Manage-
ment at the address specified in subparts L through P of this
part. A copy of the application must accompany the notifica-
tion.
(d) The Director may request additional information from
the applicant as he or she deems reasonably necessary to
determine whether to object to issuance of an authorization
described in paragraph (a) of this section, or what terms and
conditions are reasonably necessary to protect Sanctuary
resources and qualities. The information requested must be
received by the Director within 45 days of the postmark date
of the request. The Director may seek the views of any per-
sons on the application.

(e) The Director shall notify, in writing, the agency to
which application has been made of his or her pending
review of the application and possible objection to issuance.
Upon completion of review of the application and informa-
tion received with respect thereto, the Director shall notify
both the agency and applicant, in writing, whether he or she
has an objection to issuance and what terms and conditions
he or she deems reasonably necessary to protect Sanctuary
resources and qualities, and reasons therefor.

(f) The director may amend the terms and conditions
deemed reasonably necessary to protect Sanctuary resources
and qualities ...
(15 CFR 922.49) 33/00

Page 37—Paragraph 124, line 2; read:
§922.49 may be extended by the director for good cause.
(15 CFR 922.49) 33/00

Page 65—Paragraph 656, lines 3 to 6; read:
of American Samoa, Baker, Howland, Jarvis, Johnson,
Palmyra, Swains and Wake Islands.
(33 CFR 80.1495) 33/00

COAST PILOT 7 (Continued)

Page 68—Paragraph 745; read:

Note: Mariners anchoring in the special anchorage area should consult applicable ordinances of the Richardson Bay Regional Agency and the County of Marin. These ordinances establish requirements on matters including the anchoring of vessels, placement of moorings, and use of anchored and moored vessels within the special anchorage area. Information on these local agency requirements may be obtained from the Richardson Bay Harbor Administrator.

(FR 3/14/00; CL 646/00)

33/00

Page 70—Paragraph 869 to Page 74—Paragraph 1061; read:

§110.214 Los Angeles and Long Beach harbors, California.

(a) *General Regulations.*

(1) *Anchorage Assignment.* (i) Unless otherwise directed by the Captain of the Port Los Angeles-Long Beach, the pilot stations for the Port of Long Beach and the Port of Los Angeles will assign the use of commercial anchorages within their jurisdictions (Long Beach and Los Angeles Harbors respectively). All anchorages outside (seaward) of the federal breakwater will be assigned by the Los Angeles-Long Beach Vessel Traffic Information Service (VTIS). The master, pilot, or person in charge of a vessel must notify the appropriate pilot station (for anchorages inside the federal breakwater) or the VTIS (for anchorages outside the federal breakwater) of their intention to anchor, upon anchoring, and at least fifteen minutes prior to departing an anchorage. All anchorage assignments will be made as described in this part unless modified by the Captain of the Port.

(ii) Radio communications for port entities governing anchorages are as follows: Los Angeles-Long Beach Vessel Traffic Information Service, call sign "LA-Long Beach Traffic," Channel 14 VHF-FM; Los Angeles Port Pilots, Channel 73 VHF-FM; Long Beach Port Pilots, Channel 74 VHF-FM.

(iii) The exact boundary separating the Port of Long Beach from the Port of Los Angeles is published in local Port Tariffs. For purposes of this rule, Long Beach waters are those east, and Los Angeles waters are those west, of the following locations:

(A) Inner Harbor: The Henry Ford (Badger Avenue) Bridge.

(B) Middle Harbor: The Pier 400 Transportation Corridor.

(C) Outer Harbor: The western boundary of Commercial Anchorage B.

(2) *Required approvals, permits and notifications.*

(i) No vessel may anchor anywhere within Los Angeles or Long Beach harbors for more than 10 consecutive days unless an extended anchorage permit is obtained from the Captain of the Port. In determining whether an extended anchorage permit will be granted, consideration will be given, but not necessarily limited to: the current and anticipated demands for anchorage space within the harbor, the duration requested, the condition of the vessel, and the reason for the request.

(ii) No vessel while carrying, loading, or unloading division 1.1 or 1.2 materials as defined in 49 CFR 173.50, or Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.10, or Certain Dangerous Cargoes (CDC) as defined in 33 CFR 160.203, may anchor without first obtaining a permit issued by the Captain of the Port.

(iii) Vessels requiring use of an explosives anchorage should contact the Captain of the Port at least 24 hours prior to the anticipated need for the explosives anchorage to allow for proper activation of that anchorage.

(iv) Except with the prior approval of the Captain of the Port, or, in the case of an emergency, with approval of the Captain of the Port immediately subsequent to anchoring, no commercial vessel greater than 1600 gross tons may anchor in Los Angeles-Long Beach Harbor unless it maintains the capability to get underway within 30 minutes. Any vessel unable to meet this requirement must immediately notify the Captain of the Port and make arrangements for an adequate number of tugs to respond to the vessel within 30 minutes notice.

(v) In anchorages where lightering is authorized, the Captain of the Port must be notified at least 4 hours in advance of a vessel conducting lightering operations (see 33 CFR 156.118).

(3) *Other General Requirements.*

(i) When at anchor, all commercial vessels greater than 1600 gross tons shall, at all times, have a licensed deck officer on watch and maintain a continuous radio listening watch unless subject to one of the exemptions in this paragraph. The radio watch must be on CH-13 VHF-FM when anchored inside the federal breakwater, and on CH-14 VHF-FM or on CH-16 VHF-FM when anchored outside the federal breakwater, except for unmanned barges; vessels which have less than 100 gallons of oil or fuel onboard regardless of how the fuel is carried; and other vessels receiving advance approval from the Captain of the Port.

(ii) When sustained wind speeds exceed 40 knots, all anchored commercial vessels greater than 1600 gross tons shall ensure their propulsion plant is placed in immediate standby and a second anchor is made ready to let go. Vessels unable to comply with this requirement must immediately notify the Captain of the Port. In such case, the Captain of the Port may require the vessel to have one or more tugs standing by to render immediate assistance.

(4) *Prohibitions.* Within Los Angeles Harbor, Long Beach Harbor, and the Los Angeles-Long Beach Precautionary Area, except for emergency reasons, or with the prior approval of the Captain of the Port, vessels are prohibited from anchoring outside of designated anchorage areas. In the event a vessel anchors outside a designated anchorage area for emergency reasons, the master, pilot, or person in charge of the vessel shall:

(i) Position the vessel so as to minimize the danger to other vessels and facilities:

(ii) Immediately notify the Captain of the Port by the most expeditious means of the vessel's location and the reason(s) for the emergency anchoring; and

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(iii) Move the vessel as soon as the emergency condition prompting anchoring outside a designated area abates, or as soon as ordered to move by the Captain of the Port, whichever occurs sooner.

(5) *Exemption from rules.* The Captain of the Port may, upon request, or whenever he/she deems appropriate, authorize a deviation from any rule in this section.

(b) *The anchorage grounds.* Locations of anchorage grounds are as described in this section. Specific requirements for individual anchorages are contained paragraphs (c) and (d) of this section. All coordinates referenced use datum: NAD 83.

(1) *Commercial Anchorage A (Los Angeles Harbor).* A circular area with a radius of 400 yards (approximately 366 meters), centered in position 33°43'19.2"N., 118°14'18.5"W.

(2) *Commercial Anchorage B (Long Beach Harbor).* An area enclosed by a line joining the following coordinates:

	Latitude	Longitude
Beginning point	33°44'37.0"N	118°13'00.0"W
Thence south/southeast to	33°44'12.0"N	118°12'36.2"W
Thence southeast to	33°43'38.2"N	118°11'36.9"W
Thence southwest to	33°43'26.1"N	118°11'47.2"W
Thence west to	33°43'26.1"N	118°12'22.7"W
Thence west/southwest to	33°42'58.9"N	118°13'53.0"W
Thence north/northwest to	33°44'15.3"N	118°14'26.6"W
Thence northeast to	33°44'25.1"N	118°14'15.6"W
Thence southeast to	33°44'22.8"N	118°13'51.0"W
Thence east/northeast to the beginning point.		

(3) *Commercial Anchorage C (Long Beach Harbor).* An area enclosed by a line joining the following coordinates:

	Latitude	Longitude
Beginning point	33°44'20.0"N	118°08'26.2"W
Thence west to	33°44'23.5"N	118°09'32.6"W
Thence north to	33°44'52.8"N	118°09'32.2"W
Thence southeast to	33°44'25.2"N	118°08'26.2"W
Thence south to the beginning point.		

(4) *Commercial Anchorage D (Long Beach Harbor).* An area enclosed by a line beginning near the east end of the Long Beach Breakwater and joining the following coordinates:

	Latitude	Longitude
Beginning point	33°43'27.2"N	118°08'12.6"W
Thence west to	33°43'27.2"N	118°10'46.5"W
Thence north to	33°43'51.0"N	118°10'46.5"W
Thence northeast to	33°44'18.5"N	118°10'27.2"W
Thence east to	33°44'18.5"N	118°08'12.6"W
Thence south to the beginning point.		

(5) *Commercial Anchorage E (Long Beach Harbor).* An area enclosed by a line joining the following coordinates:

	Latitude	Longitude
Beginning point	33°44'55.3"N	118°09'40.2"W
Thence southwest to	33°44'18.5"N	118°09'56.8"W
Thence west to	33°44'18.5"N	118°10'27.2"W
Thence northwest to	33°44'27.6"N	118°10'41.0"W
Thence west/northwest to	33°44'29.0"N	118°10'57.4"W
Thence north/northwest to	33°45'06.4"N	118°11'09.5"W
Thence northeast to	33°45'15.2"N	118°10'46.1"W
Thence southeast to the beginning point.		

(6) *Commercial Anchorage F (outside of Long Beach Breakwater).* The waters southeast of the Long Beach Breakwater bounded by a line connecting the following coordinates:

	Latitude	Longitude
Beginning point	33°43'05.1"N	118°07'59.0"W
Thence west to	33°43'05.1"N	118°10'36.5"W
Thence south/southeast to	33°40'23.0"N	118°08'35.3"W
Thence east to	33°40'23.0"N	118°06'03.0"W
And thence north/northwest to the beginning point.		

(7) *Commercial Anchorage G (outside of the Middle Breakwater).* The waters south of the Middle Breakwater bounded by a line connecting the following coordinates:

	Latitude	Longitude
Beginning point	33°43'05.4"N	118°11'18.0"W
Thence west to	33°43'05.4"N	118°12'18.7"W
Thence west/southwest to	33°42'25.9"N	118°14'19.2"W
Thence southeast to	33°41'40.3"N	118°13'05.2"W
Thence east/northeast to ..	33°42'08.8"N	118°11'36.8"W
And thence north/northeast to the beginning point.		

(8) *General Anchorage N (Los Angeles Harbor).* The waters near Cabrillo Beach shoreward of a line connecting the following coordinates:

	Latitude	Longitude
	33°42'55.9"N	118°16'44.4"W
	33°42'26.8"N	118°16'33.9"W

(9) *General Anchorage P (Long Beach Harbor).* The waters within an area beginning at Alamitos Bay West Jetty Light "1" and connecting the following coordinates:

	Latitude	Longitude
Beginning point	33°44'14.5"N	118°07'19.2"W
Thence northwest to	33°44'20.6"N	118°07'31.7"W
Thence northwest	33°45'06.5"N	118°09'34.0"W
Thence along the eastern shoreline of Island White to the lighted marker at ...	33°45'13.5"N	118°09'34.0"W
Thence northwest to	33°45'37.1"N	118°10'38.5"W
Thence north/northwest to	33°45'49.4"N	118°10'38.8"W
And thence east/southeast along the Long Beach shoreline and the Alamitos Bay West Jetty to the beginning point.		

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(10) *General Anchorage Q (Long Beach Harbor/Alamitos Bay/Anaheim Bay)*. The waters within an area described as follows:

	Latitude	Longitude
Beginning point	33°44'36.0"N	118°08'13.0"W
Thence east/southeast to	33°44'20.6"N	118°07'31.7"W
Thence along a line described as an arc, radius of 460 meters (approximately 1509 feet) centered on	33°44'12.5"N	118°07'16.5"W
To	33°44'04.8"N	118°07'01.0"W
Thence northwest to	33°44'11.1"N	118°07'13.0"W
Thence north/northeast to	33°44'24.0"N	118°07'04.1"W
Thence east/southeast to	33°44'22.5"N	118°06'57.0"W
Thence along the shoreline of Seal Beach and Anaheim Bay W. Jetty to	33°43'39.1"N	118°06'06.8"W
Thence west/southwest to	33°43'27.8"N	118°07'39.9"W
Thence northwest to	33°43'38.4"N	118°07'48.2"W
Thence west to	33°43'38.4"N	118°08'12.9"W
and thence north to the beginning point.		

(11) *Explosives Anchorage (Long Beach Harbor)*. A circular area with a radius of 1,909 yards (1,745 meters), centered in position 33°43'37.0"N., 118°09'05.3"W.

(c) *Individual anchorage requirements:*

(1) Table 110.214(c) lists anchorage grounds, identifies the purpose of each anchorage, and contains specific regulations applicable to certain anchorages. Requirements for the explosives anchorage are contained in paragraph (d) of this section.

(2) The geographic boundaries of each anchorage are contained in paragraph (b) of this section.

Anchorage	General Location	Purpose	Specific regulations
A	Los Angeles Harbor	Commercial	Note a.
B	Long Beach Harbor	do	Note a.
C	do	do	Notes a, g.
D	do	Commercial & Naval	Notes a, b, g.
E	do	Commercial	Note c.
F	Outside Breakwater	do	Notes c, g.
G	do	do	Notes c, d.
N	Los Angeles Harbor	Small Craft	Note e.
P	Long Beach Harbor	do	Note f.
Q	do	do	Notes c, g.

NOTES:

- Bunkering and lightering are permitted.
- West of 118°09'48"W priority for use of the anchorage will be given to commercial vessels over 244 meters (approximately 800 feet). East of 118°09'48"W priority for use of the anchorage will be given to Naval and Public vessels, vessels under Department of Defense charter, and vessels requiring use of the explosives anchorage.
- Bunkering and lightering are prohibited.
- This anchorage is within a Regulated Navigation Area and additional requirements apply as set forth in 33 CFR 165.1109(e).

e. This anchorage is controlled by the Los Angeles Port Police. Anchoring, mooring and recreational boating activities conforming to applicable City of Los Angeles ordinances and regulations are allowed in this anchorage.

f. This anchorage is controlled by the Long Beach Harbor Master. Anchoring, mooring and recreational boating activities conforming to applicable City of Long Beach ordinances and regulations are allowed in this anchorage.

g. When the explosives anchorage is activated portions of this anchorage lie within the explosives anchorage and the requirements of paragraph (d) of this section apply.

(d) *Explosives Anchorage (Long Beach Harbor)*.

(1) Priority for use of this anchorage shall be given to vessels carrying, loading, or unloading division 1.1, 1.2, 1.3 or 1.4 (explosive) materials as defined in 49 CFR 173.50, or Cargoes of Particular Hazard (COPH) as defined in 33 CFR 126.10, or Certain Dangerous Cargoes (CDC) as defined in 33 CFR 160.203.

(2) Vessels requiring the use of this anchorage shall notify the Captain of the Port at least 24 hours in advance of their intentions including the estimated times of arrival, departure, net explosive weight, and whether the vessel will be loading or unloading. Vessels may not use this anchorage without first obtaining a permit issued by the Captain of the Port.

(3) No vessel containing more than 680 metric tons (approximately 749 tons) of net explosive weight (NEW) may anchor in this anchorage;

(4) Bunkering and lightering operations are permitted in the explosives anchorage, except that vessels engaged in the loading or unloading of explosives shall not simultaneously conduct bunkering or lightering operations.

(5) Each anchored vessel loading, unloading or laden with explosives, must display a red flag of a least 1.2 square meters (approximately 1.6 square feet) in size by day, and at night the flag must be illuminated by spotlight.

(6) When a vessel displaying the red flag occupies the explosive anchorage, no other vessel may anchor within the Explosives Anchorage.

Note: When the explosives anchorage is activated, portions of Anchorage "C", "D", "F" and "Q" are encompassed by the explosives anchorage.

(CL 343/00; FR 2/29/2000) 33/00

**COAST PILOT 9 19 Ed 1998 Change No. 7
LAST NM 39/99**

Page 115—Paragraph 615, lines 1 to 2; read:

A rock covered 1 fathom, is about 0.4 mile NW from the N end of Disk Island, and a 6-fathom area, ... 33/00

(BP 170428)

Page 116—Paragraph 620, line 4; read:

mile S of a 5-fathom patch, 1 mile E of the island.

(BP 170430) 33/00

Page 147—Paragraph 1197, lines 12 to 14; read:

the NE end of the sill. In May 1999, the entrance channel was 7½ feet above MLLW to the daybeacon marking the N rock sill, thence 3½ feet above MLLW to the small-boat

COAST PILOT 9 (Continued)

basin; greater heights were along the channel edges. Depths from $\frac{1}{2}$ to 2 feet above MLLW were in the basin in May 1999. The channel is narrow and difficult ...

(BP 169254)

33/00

