

**SAILING DIRECTIONS CORRECTIONS**

**PUB 143            7 Ed 2000            LAST NM 16/01**

Page 203—Line 24/R; insert after:

The Moroccan government periodically prohibits all maritime activity, transiting, and anchoring in an area N and W of Pointe d'El Hank.

(BA NM 18/01) 26/01

Page 205—Line 5/L; insert after:

The Moroccan government periodically prohibits all maritime activity, transiting, and anchoring in an area N and W of Casablanca. This area, which is shown on the chart, extends 3.5 miles N from the root of Jetee Moulay Youssef to position 33°40'N, 7°37'W; then 7.5 miles WSW to position 33°36'.5N, 7°45'.0W; then 3 miles S to the shore in position 33°33'.5N, 7°45'.0W.

(BA NM 18/01) 26/01

**PUB 148            6 Ed 1998            LAST NM 16/01**

Page 132—Line 27/R; insert after:

A turning circle, marked by lighted buoys, has been established for vessels approaching the berths at the Remote Terminal.

(BA NM 20/01) 26/01

Page 132—Line 40/R; read:

anchorage or 1 mile NW of the pier if a vessel is

(BA NM 20/01) 26/01

Page 132—Line 45/R; insert after:

**Caution.**—Due to the dumping of construction material, mariners are cautioned to avoid the N side of the Remote Terminal and the E and W sides of the mole as shown on the chart.

(BA NM 20/01) 26/01

**PUB 192            7 Ed 2000            LAST NM 25/01**

Page 118—Lines 47 to 52/R; read:

**Pilotage.**—Local pilotage is compulsory only for vessels over 120m in length, but may be imposed by the authorities. Pilotage is advisable for all vessels over 100m in length. Pilots may be obtained from the IJmuiden or Nieuwe Waterweg (Hoek van Holland) stations.

Vessels over 60m in length intending to enter the port or anchor in the roadstead should send a pre-entry report 48 hours in advance. The report should be in writing and may be sent by fax or via the agent to the Traffic Center. The report must include the name, call sign, date and time, last port of call, ETA, destination, request for pilotage, draft, cargo, type of vessel, and any defects.

Vessels should then contact the Traffic Center on VHF channel 21 and report their name, call sign, draft, position, and ETA 1 hour prior to arrival.

(BA NM 43/00) 26/01

Page 119—Lines 53 to 59/R; read:

The ETA messages may be sent by VHF, fax, telephone, telex, or telegraph and must include the following:

Designator	Information Required
A	Name and call sign.
I	Port of destination and berth.
J	ETA at IJmuiden lighted buoy.
O	Maximum draft.
U	Length and GRT.

Vessels carrying dangerous cargo must also include the following additional information in their ETA message: nationality, nature and quantity of dangerous cargo, manner of packing for any IMCO class 1 cargo, and name of agent.

All vessels restricted to the IJ-Geul channel, with drafts (salt water) over 13.7m and up to a maximum of 16.5m, must send an ETA 24 hours in advance at the helicopter boarding area and a confirmation message 8 hours before arrival.

(BA NP 286) 26/01

Page 121—Lines 1 to 4/L; strike out.

(NIMA) 26/01

**PUB 193            8 Ed 2000            LAST NM 9/01**

Page 65—Graphic; strike out.

(NIMA) 26/01

Page 93—Lines 27 to 49/L; read:

**Depths—Limitations.**—The main channel fairway has a minimum width of 290m for a length of about 700m.

Raoljehammen, a crude oil berth, is situated on the E side of Brofjorden, 1 mile ENE of Groto. It is 135m long and has a depth of 28m alongside. Tankers of 50,000 to 500,000 dwt can be accommodated, with drafts up to 25m. Vessels normally berth port side-to.

Produkthamen, a product terminal jetty, extends 380m ENE from the S shore of Trommekilen, 2 miles ENE of Groto. The two outer berths are 80m long and have depths of 16m alongside. Vessels up to 60,000 dwt, 230m in length, and 14.4m draft can be accommodated at these two outer berths.

There are also two inner berths, with depths of 8.8m alongside, which can accommodate vessels up to 7,000 dwt.

**Aspect.**—The two highest chimneys of Scanraff Oil Refinery, each with an elevation of 165m, and numerous other chimneys, from which flares are burnt, are all prominent and visible from a considerable distance to seaward.

The pilot lookout station at Fiskebacksvik Light is 8m high, prominent, and may be easily identified.

**Pilotage.**—Pilots are ordered by VHF through Marstrand VTS. Pilots board VLCCs about 3 miles SW of Brofjorden Angoring Lighted Buoy. Pilots board other vessels about 1.5

**PUB 193 (Continued)**

miles WNW of the same buoy. Two pilots are required for vessels larger than 60,000 grt.

Scanraff oil port may be contacted on VHF channel 12.  
(BA NP 286; BA NP 56) 26/01

Page 93—Lines 1 to 6/R; read:

VLCCs should send an ETA 72 hours in advance with any amendments sent 48 hours and 24 hours prior to arrival.

Product tankers should send an ETA 48 hours in advance with any amendments sent 24 hours prior to arrival.

The berthing of VLCCs is restricted when either the current at the outer buoys exceeds 1 knot, or the visibility is under 4 miles, or the wind force exceeds 12m per second.

(BA NP 56; BA NP 286) 26/01

Page 113—Lines 2 to 11/L; read:

Roro and Stora Svarten in depths of 12 to 18m, clay. Local knowledge is advised.

(BA NP 18) 26/01

Page 113—Lines 10 to 20/R; read:

**Vinga** (57°38'N., 11°36'E.), 21m high, is an irregular shaped island. A main light is shown from a prominent stone tower, 29m high, standing on the summit of the island. A beacon, surmounted by a sphere, stands close SW of the light.

Vinga Unger, a group of rocks, lies close off the NW extremity of the island and is marked by a sector light.

Vinga lies on the W part of an area of foul ground, about 2 miles long, which comprises numerous rocks, islets, and submerged obstructions. Utliggarn, with a depth of 9.3m, lies about 0.7 mile W of Vinga Unger. This shoal forms the outermost danger in this vicinity and is marked by a buoy.

Vinga Vastra lighted buoy is moored about 1.7 miles NW of Vinga and marks the approach to the N inner channel.

(BA NP 18) 26/01

Page 113—Line 53/R; read:

Vasskarsgrund Light is shown from a tower, 12m  
(NIMA) 26/01

Page 114—Line 18/R; read:

**6.6 Torshammen Oil Harbor** (57°41'N., 11°47'E.) is located on  
(NIMA) 26/01

Page 116—Lines 2 to 3/L; read:

20.7m. The Torshammen Jetty handles crude oil and has two berths, with depths of 18m and 19.6m alongside. Fully loaded tankers of up to 225,000 dwt, 351m in length, and 19.05m draft can be

(Lloyd's Ports) 26/01

Page 116—Line 12/L; read:

the fitting-out quay.

**Anchorage.**—Three designated anchorages, the limits of which may best be seen on the chart, lie in the outer approaches.

Area A, used by VLCCs, lies centered 2.5 miles SW of Trubaduren Light and has depths of 40 to 65m; Area B, with depths of 21 to 44m, lies centered 2.5 miles SSE of Trubaduren Light; and Area C, with depths of 20 to 32m, lies 1.5 miles ESE of Trubaduren Light.

**Caution.**—A spoil ground area, which may best be seen on the chart, lies centered 1.7 miles NW of Trubaduren Light.

(BA NP 18) 26/01

Page 116—Lines 5 to 43/R; strike out.

(NIMA) 26/01

Page 119—Lines 16 to 20/L; strike out.

(BA NP 18) 26/01

Page 119—Line 50/L; read:

passage through the bridge are displayed.

**Pilotage**

Pilots are provided for the Goteborg districts by the station at Klippan (57°41'N., 11°55'E.). A pilot lookout is situated at Vinga.

Pilots can be provided for the passages N to Marstrand and S to Varberg. Deep-sea pilots for the North Sea, Kattegat, and Skagerrak are available with 24 hours notice.

Pilotage is compulsory between 57°16'N and 57°50'N, as follows:

1. All Category 1 vessels.
2. Category 2 vessels of 80m length or 15m beam and over.
3. Category 3 vessels of 90m length or 16m beam and over.

Pilotage is compulsory in certain channels N of Vinga and between Vinga and Marstrand through the archipelago, as follows:

1. All Category 1 vessels.
2. Category 2 and 3 vessels of 70m length, 14m beam, and 4.5m draft and over.

All inbound vessels requiring pilotage should contact the Traffic Center on VHF channel 13 or by telephone. The Traffic Center will inform vessels of the appropriate pilot embarkation position.

Pilots board in the following positions:

- a. No. 1—1.2 miles SSE of Trubaduren Light.
- b. No. 2—2.5 miles SW of Vinga Light.
- c. No. 3—2 miles WNW of Vinga Light.
- d. VLCC—About 3.5 miles W of Vinga Light.

**Traffic Control.**—A Vessel Traffic Service (VTS) system operates in the approaches to Goteborg and is controlled by the Traffic Control Center (TCC) at Klippan. It is mandatory

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for all vessels over 300 grt and all vessels, including tows, exceeding 50m in length.

The VTS area is bound on the W side by the arc of a circle, radius 6 miles, centered on Vinga Light (57°38'N., 11°36'E.). This circle is divided into eight sectors labelled A to H in a counter-clockwise order from N to S.

The VTS area is bound on the N side by the parallel of 57°44'N and on the S side by the parallel of 57°32'N.

All inbound vessels must send an Entry Report 30 minutes before entering the VTS area to the Traffic Center on VHF channel 13 at least 30 minutes before entering the VTS area. This report must include the vessel name, call sign, position, intended route, destination, and any defects.

All vessels must keep a continuous watch and contact the Traffic Center on VHF channel 13 when W of Gotaalv Bridge. When E of this bridge vessels must keep a continuous watch and contact the Traffic Center on VHF channel 9.

All vessels must report their name, call sign, position, intended route (vessels inbound from sea must state in which sector they will cross the area limit), and destination to the Traffic Center, as follows:

1. On entering or departing the VTS area.
2. Passing Buskars Knote Light (57°38'N., 11°41'E.) (inbound only).
3. Passing Knippelholmen (57°41'N., 11°49'E.) (outbound only).
4. Passing Gotaalbron Bridge (57°43'N., 11°58'E.).
5. On arrival at or before departure from a quay and on anchoring or weighing anchor.

Vessels must also report (Incident Report) any incident such as grounding or collision and any defects (Defect Report), which may affect navigation or safety.

Any change to an intended route must be reported (Deviation Report) stating the reasons.

Radar surveillance covers the area seaward of Alvborgsbron (bridge). Radar assistance is available to large tankers on request and to other vessels with defective radar in poor visibility.

(BA NP 286) 26/01

Page 130—Graphic; strike out.

Graphic titled JONSTORPS CHURCH (NIMA) 26/01

**PUB 194 8 Ed 2000 LAST NM 24/01**

Page 112—Lines 24 to 25/R; read:

Pilots can be (BA NP 286) 26/01

Page 113—Line 5/L; read:

2. Vessels with drafts of 6.5m and less about 1.5 miles (BA NP 286) 26/01

**PUB 195 6 Ed 1999 LAST NM 9/01**

Page 24—Lines 30 to 31/R; read:

Santio (60°27'N., 27°42'E.).

**Regulations.**—A Vessel Traffic Service (VTS) system has been established at the port and operates in the approach

fairways within the pilotage area. Kotka VTS can be contacted on VHF channel 67. Radio communications are in English, Finnish, and Swedish.

All vessels over 12m in length must maintain a continuous VHF watch. All vessels over 20m in length must send an initial report to Kotka VTS when entering the area. The report must state the vessel's name, location, and planned route. The VTS Center will confirm receipt of the report and will provide the necessary information and instructions.

The VTS Center can provide positioning assistance on request in the case of equipment malfunction.

The VTS Center may give instructions on the speed of vessels and, when necessary, prohibit overtaking in the area or specify the right-of-way in narrow channels.

**Anchorage.**—Anchorage can be taken by vessels with local (BA NP 286) 26/01

Page 24—Lines 18 to 19/R; read:

**Pilotage.**—Pilotage is compulsory for the following:

1. A vessel or vessel combination with a maximum length of over 60m or a maximum beam of over 10m or whose greatest summer load draft in salt water is over 4.5m. (Does not apply to vessels with an Exemption Certificate granted by the Finnish Marine Administration.)
2. A vessel carrying bulk cargo of hazardous substances or substances that can pollute the sea.
3. A vessel belonging to a foreign government, which is not used in commercial operations.

Vessels must request pilotage by telephone or fax 24 hours prior to arrival at the boarding position.

Vessels must confirm their request for pilotage 6 hours and 3 hours prior to arrival at the boarding position by telephone or on VHF channel 13.

Pilots can be contacted on VHF channel 16 or 13 and board, as follows:

(BA NP 286) 26/01

**COAST PILOT CORRECTIONS****COAST PILOT 1 31 Ed 1998 Change No. 29 LAST NM 21/01**

Page 156—Paragraph 264, line 3; read:

Vinalhaven Island eastward from the narrows. The cove on Vinalhaven Island just northeast of the east entrance to Leadbetter Narrows is reported to be a good protected anchorage with mud bottom in 5 to 15 feet of water. Leadbetter Narrows ...

(CL 779/01) 26/01

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

November 1998-April 1999, the controlling depths were 43 feet in the entrance from the sea to Fort Gorges; thence 27 feet (33 feet at midchannel) to Casco Bay 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

**COAST PILOT 1 (Continued)**

40 feet were available in Diamond ...

(CL 414/01; CL 1581/00; BPs 169127-29;  
CL 178/00; BPs 170339-40) 26/01

Page 200—Paragraph 651, line 4 to Paragraph 652, line 5; read:

Portland, about 0.4 mile northeast of Casco Bay Bridge.

**Fore River** constitutes the Inner Harbor of Portland. Two bridges cross the deepwater section of the river. The Casco Bay Bridge has a bascule span with a clearance of 55 feet. (See **117.1 through 117.59**, chapter 2, for drawbridge regulations.) The Casco Bay Bridge is often considered to ...

(CL 414/01; CL 1581/00; CL 561/98;  
CL 1805/98; CL 513/94) 26/01

Page 213—Paragraph 205; read:

Portsmouth Harbor Coast Guard Station monitors VHF-FM channel 13.

**Recommended minimum under-keel clearances for the Port of Portsmouth.**—The U.S. Coast Guard, in cooperation with the Navigation Subcommittee of the Maine and New Hampshire Port Safety Forum, has established recommended minimum under-keel clearances for the Port of Portsmouth, in order to prevent groundings and to promote safety and environmental security of the waterway resources of the Port of Portsmouth. The group recommends that all entities responsible for safe movement of vessels in and through the waters of the Port of Portsmouth operate vessels in such a manner as to maintain a minimum under-keel clearance of 3 feet between the deepest draft of their vessel and the channel bottom when transiting Portsmouth Harbor and the Piscataqua River inside Kitts Rock Lighted Whistle Buoy 2KR; a minimum under-keel clearance of 1 foot is recommended at berthing areas.

The Maine and New Hampshire Port Safety Forum, in cooperation with the U.S. Coast Guard Marine Safety Office, Portland, request vessels to follow the **mooring recommendations** for the Piscataqua River listed below.

**Recommendation:**

Due to the very strong ebb and flood tidal currents on the Piscataqua River and its tributaries, a mooring plan will be provided by the Portsmouth Pilots upon boarding, for the intended terminal.

Vessels shifting at the dock must only do so during periods of slack water. It is extremely dangerous to attempt to shift a vessel at moorings on the Piscataqua River at any other time and should not be attempted. Masters should be particularly vigilant in minding and tending to their vessel's moorings.

No vessel shall rely solely upon automatic tensioning winches while moored at any facility on the Piscataqua River.

Vessels meeting **all** of the following criteria are recommended to obtain the services of a mooring master while moored on the Piscataqua River. Intentions for obtaining the services of a mooring master shall be included in the vessel's 24-hour advance notice of arrival.

**Parameters for mooring master:**

**Vessels meeting the maximum Length Over All (LOA) for the following terminals:**

Portsmouth-Schiller	Sprague Avery Lane	Sprague River Road
621' (189.28 meters)	648' (197.51 meters)	661' (201.47 meters)

**Range of Tide:** 12 feet (3.66 meters) or greater, as per Boston HW and LW

**Vessel draft:** Greater than 32 feet (9.75 meters).

**NOTE:** Vessels meeting the above criteria that do not obtain the services of a mooring master must obtain permission from the U.S. Coast Guard Captain of the Port, Portland, Maine via the vessel agent or the U.S. Coast Guard Marine Safety Field Office, Portsmouth, NH.

All vessels must maintain minimum under-keel clearance of 1 foot while moored at any terminal and 3 feet during transits.

IMO Ship Safety Bulletin 13/95, "Safety of Ships Carrying Solid Bulk Cargoes" provides a checklist for vessels and terminals. The checklist is recommended for use by terminals and vessels conducting bulk cargo transfers on the Piscataqua River. A copy of this checklist can be obtained from U.S. Coast Guard Marine Safety Field Office Portsmouth, NH, the Portsmouth Pilots, or vessel agents.

(CL 1637/00; LL/00; CL 237/01) 26/01

**COAST PILOT 1                      31 Ed 1998                      Change No. 30**

Page 164—Paragraph 437, lines 1 to 7; read:

**Prominent features.**—A cupola on the north shore, several ...  
(14/01 CG1; LL/2000; CL 124/2000) 26/01

Page 164—Paragraph 440, line 3; read:

lighted bell buoy. The passage between the ledge and the north shore should ...  
(14/01 CG1; LL/2000) 26/01

**COAST PILOT 1                      31 Ed 1998                      Change No. 31**

Page 225—Paragraph 484, lines 4 to 13; read:

Harbor at the north end of Gloucester Harbor. In 1997, the controlling depths were 5.8 feet in the dredged section across the bar from Ipswich Bay to Wigwam Point, thence greater depths in the natural channel to Buoy 17, thence 6.3 feet (6.9 feet at midchannel) to Buoy 21, thence 3.4 feet (5.7 feet at midchannel) in the dredged section between Buoys 21 and 23, thence 2.8 feet in the left outside quarter of the natural channel between Buoys 23 and 26 with gradual shoaling to bare in the left inside quarter extending across to the right outside quarter. Above Buoy 26, the controlling depths were 5.3 feet (6 feet at midchannel) to the Route 128 highway bridge, thence 7 feet in the left half and 0.4 foot in the right half of the channel to Buoy 38, thence 2.2 feet (6.1 feet at midchannel) to Western Harbor.

(BPs 174001-10; LL/00; NOS 13281) 26/01

Page 225—Paragraph 486, lines 4 to 8; read:

has been dredged as far as the bridge. In 1997, the entrance had depths of less than 1 foot in the south part, gradually

**COAST PILOT 1 (Continued)**

deepening to over 5 feet at the north edge; thence general depths of 5 to 8 feet were available in the middle of the anchorage.

(BP 174008) 26/01

Page 228—Paragraph 17, lines 7 to 12; read: of Inner Harbor, respectively. In May 2000, the controlling depths were 18.5 feet (20.0 feet at midchannel) in the Inner Harbor entrance channel, thence 16.3 feet (19.2 feet at midchannel) in the south access channel; thence in 1997-April 1999, 15 feet (16 feet at midchannel) in the north access channel; 18 feet in the Harbor Cove entrance channel; thence 12 feet (15 feet at midchannel) in the Smith ...

(CL 331/01; BPs 173536-37; BPs 169101-02; CL 1305/99; BPs 169586-88; CL 1726/99) 26/01

**COAST PILOT 2            30 Ed 1998            Change No. 32  
LAST NM 19/01**

Page 124—Paragraph 57, lines 4 to 15; read:

Shoal and Pollock Rip, thence eastward of Handkerchief Shoal. Since large-vessel traffic may be encountered in this channel, fishing vessels and small craft should avoid the area during thick or foggy weather. The channel is well marked by navigational aids. Mariners should consult the chart and seek local knowledge before entering Pollock Rip Channel and Butler Hole because numerous shoals exist in this channel. Caution ...

(NOS/01; NOS 13237; 17/01 CG1) 26/01

Page 133—Paragraph 230, line 3; read: between two short jetties. In August 2000, a depth of 4 feet was reported ...

(CL 521/01) 26/01

Page 142—Paragraph 140, lines 6 to 11; read: seasonal lighted buoy marks the approach, and private buoys mark the channel. Gasoline, diesel fuel, water, and ice are available. Craft up to 40 feet in length can be hauled out for hull and engine repairs and storage. In April 2000, depths of 5 to 7 feet were reported in the basin at the ...

(CL 611/01; LL/2000) 26/01

Page 162—Paragraph 258, line 6 to Paragraph 259; read: In 1993, the channel had a controlling depth of 5.9 feet.

A marked dredged channel in Mill Cove leads to an anchorage basin about 0.7 mile above the breakwaters. In 1993, the channel had a controlling depth of 10 feet to the dock off of Cedar Tree Point, thence 6.5 feet to the head of the project, except for a 1 foot spot on the right side of the channel between Cornelius Island and Point Wharf in about 41°34'40"N., 72°26'53"W. The anchorage basin had depths of 4.5 to 6 feet.

(BPs 153832-33; CL 1884/94) 26/01

Page 194—Paragraph 266, lines 6 to 9; read: powerplant on the east side of the harbor opposite City Point. The lights on the ends of the breakwaters, the aerolight ...

(CL 680/01) 26/01

Page 212—Paragraph 132, lines 2 to 10; read:

on the west side of Long Neck Point. Foul ground with rocks bare at low water extends nearly 200 years off the west side of Long Neck Point, about 0.3 mile above the south end of the point. A private, seasonal, 342° lighted range and buoys mark the best water to a yacht club and basin on the south-east side of **Noroton Neck**. In March 1999, a reported depth of 4.7 feet could be carried to the yacht club landing; thence in 1981, 3 feet through **The Gut** to the boat club landing just above **Peartree Point**. Above the boat club landing, the river is practically dry at low ...

(CL 667/01; CL 785/01) 26/01

Page 227—Paragraph 338, lines 5 to 7; read:

Gasoline, diesel fuel, water, ice, marine supplies, berthings, and dry storage are available. A reported depth of about 3 feet is available alongside the facility. A town launching ramp is ...

(CL 610/01) 26/01

Page 227—Paragraph 342, line 2 to Paragraph 344; read:

Bay Harbor, has rail communication. A channel, marked by private seasonal buoys, leads southwestward from deep water in Oyster Bay Harbor to an oyster wharf in about 40°52'37"N., 73°31'32"W., thence west to a boat basin. The oyster wharf has reported depths of about 10 feet along the face and southeast side. Parallel to and about 200 feet off the northwest side of the wharf is a row of sunken barges. An oil receiving wharf is about 125 yards southward of the oyster wharf.

A small-craft facility is close eastward of the entrance to the boat basin. Gasoline, diesel fuel, berthing with electricity, water, ice, marine supplies, dry storage, and a 10-ton hoist are available; hull and engine repairs can be made.

(CL 610/01; LL/2000; PS 5/99; NOS 12365; NOS 12364) 26/01

**COAST PILOT 2            30 Ed 1998            Change No. 33**

Page 92—Paragraph 2152, line 5 to Paragraph 2164; read: Information Radio Broadcast.

**§165.160 New York, New Jersey, Sandy Hook Channel, Raritan Bay, Arthur Kill-Safety Zone.**

(a) The following areas are established as Safety Zones during the specified conditions:

(1) For incoming tank vessels loaded with Liquefied Petroleum Gas, the waters within a 100 yard radius of the LPG carrier while the vessel transits the Sandy Hook Channel, Raritan Bay East and West Reach, Ward Point Bend East and West Reach, and the Arthur Kill to the LPG receiving facility. The Safety Zone remains in effect until the LPG vessel is moored at the LPG receiving facility in the Arthur Kill.

(2) For outgoing tank vessels loaded with LPG, the waters within a 100 yards radius of the LPG carrier while the vessel departs the LPG facility and transits the Arthur Kill, Ward Point Bend West and East Reach, Raritan Bay

**COAST PILOT 2 (Continued)**

West and East Reach, and Sandy Hook Channel. The safety zone remains in effect until the LPG vessel passes the Scotland Lighted Horn Buoy "S" (LLNR 1619) at the entrance to the Sandy Hook Channel.

(b) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

(c) The Captain of the Port will notify the maritime community of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of loaded LPG vessels via a Marine Safety Information Radio Broadcast.

**§165.164 Security Zones; Dignitary Arrival/Departure New York, NY.**

(a) The following areas are established as security zones:

(1) *Location.* Wall Street heliport: All waters of the East River within the following boundaries: East of a line drawn between approximate position 40°42'01"N., 074°00'39"W. (east of The Battery) to 40°41'36"N., 074°00'52"W. (NAD 1983) (point north of Governors Island) and north of a line drawn from the point north of Governors Island to the southwest corner of Pier 7 North, Brooklyn; and south of a line drawn between the northeast corner of Pier 13, Manhattan, and the northwest corner of Pier 2 North, Brooklyn.

(2) [*Reserved*]

(3) *Location.* Marine Air Terminal, La Guardia Airport: All waters of Bowery Bay, Queens, New York, south of a line drawn from the western end of La Guardia Airport at approximate position 40°46'47"N., 073°53'05"W. (NAD 1983) to the Rikers Island Bridge at approximate position 40°46'51"N., 073°53'21"W. (NAD 1983) and east of a line drawn between the point at the Rikers Island Bridge to a point on the shore in Queens, New York, at approximate position 40°46'36"N., 073°53'31"W. (NAD 1983).

(4) *Location.* All waters of the East River bound by the following points: 40°44'37"N., 073°58'16.5"W. (the base of East 35<sup>th</sup> Street, Manhattan), then east to 40°44'34.5"N., 073°58'10.5"W. (about 175 yards offshore of Manhattan), then northeasterly to 40°45'29"N., 073°57'26.5"W. (about 125 yards offshore of Manhattan at the Queensboro Bridge), then northwesterly to 40°45'31"N., 073°57'30.5"W. (Manhattan shoreline at the Queensboro Bridge), then southerly to the starting point at 40°44'37"N., 073°58'16.5"W. All nautical positions are based on North American Datum of 1983.

(5) *Location.* All waters of the East River north of a line drawn from a line drawn from approximate position 40°44'37"N., 073°58'16.5"W. (the base of East 35<sup>th</sup> Street, Manhattan), to approximate position 40°44'23"N., 073°57'44.5"W. (Hunters Point, Long Island City), and south of the Queensboro Bridge. All nautical positions are based on North American Datum of 1983.

(6) The security zone will be activated 30 minutes before the dignitaries' arrival into the zone and remain in effect until 15 minutes after the dignitaries' departure from the zone.

(7) The activation of a particular zone will be announced by facsimile and marine information broad-

casts.

(b) *Regulations.* (1) The general regulations contained in 33 CFR 165.33 apply.

(2) All persons and vessels shall comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene-patrol personnel. These personnel comprise commissioned, warrant, and petty officers of the Coast Guard. Upon being hailed by a U.S. Coast Guard vessel using siren, radio, flashing light, or other means, the operator of a vessel shall proceed as directed.

**§165.165 Regulated Navigation Area; Kill Van Kull Channel, Newark Bay Channel, South Elizabeth Channel, Elizabeth Channel, Port Newark Channel and New Jersey Pierhead Channel, New York and New Jersey.**

(a) Regulated Navigation Area (RNA). All waters of the Kill Van Kull (KVK) Channel east of KVK Light 16A (LLNR 37340) in North of Shooters Island Reach, east of Shooters Island Light 2 (LLNR 37375) in South of Shooters Island Reach, and west of KVK Channel Junction Lighted Bell Buoy 'KV' (LLNR 37265) in Constable Hook Reach; all waters of Newark Bay Channel south of Newark Bay Light 19 (LLNR 37505); all waters of South Elizabeth Channel, Elizabeth Channel, Port Newark Channel, and New Jersey Pierhead Channel south of New Jersey Pierhead South Channel Lighted Buoy 5 (LLNR 37020).

(b) Description of Work Areas in the RNA.

(1) Work Area (1): The waters bounded by a line connecting the following points:

40°38'40.0"N., 74°03'45.0"W.  
40°38'50.4"N., 74°04'16.0"W.  
40°38'57.9"N., 74°04'11.8"W.  
40°39'03.8"N., 74°04'43.8"W.  
40°39'04.5"N., 74°05'07.6"W.  
40°39'01.8"N., 74°05'14.8"W.  
40°39'05.0"N., 74°05'17.1"W.  
40°39'10.3"N., 74°05'05.0"W.  
40°39'09.3"N., 74°04'27.8"W.  
40°39'00.2"N., 74°03'45.1"W.  
40°38'58.0"N., 74°03'34.9"W.  
40°38'40.0"N., 74°03'45.0"W.

(2) Work Area (2): The waters bounded by a line connecting the following points:

40°38'50.4"N., 74°04'16.0"W.  
40°38'57.5"N., 74°04'37.8"W.  
40°38'59.2"N., 74°04'55.4"W.  
40°38'57.4"N., 74°05'12.9"W.  
40°38'47.5"N., 74°05'33.8"W.  
40°38'45.8"N., 74°05'43.6"W.  
40°38'49.4"N., 74°05'44.7"W.  
40°38'51.0"N., 74°05'35.7"W.  
40°39'04.7"N., 74°05'06.6"W.  
40°39'03.7"N., 74°04'29.5"W.  
40°38'57.9"N., 74°04'11.8"W.  
40°38'50.4"N., 74°04'16.0"W.

(3) Work Area (3): The waters bounded by a line connecting the following points:

40°38'45.8"N., 74°05'43.6"W.  
40°38'49.4"N., 74°05'44.7"W.  
40°38'51.2"N., 74°05'35.8"W.

## COAST PILOT 2 (Continued)

40°39'01.8"N., 74°05'14.8"W.  
 40°39'05.0"N., 74°05'17.1"W.  
 40°38'57.5"N., 74°05'32.3"W.  
 40°38'53.8"N., 74°05'44.1"W.  
 40°38'53.1"N., 74°05'56.8"W.  
 40°38'55.3"N., 74°06'38.1"W.  
 40°38'41.5"N., 74°07'18.3"W.  
 40°38'38.2"N., 74°07'41.4"W.  
 40°38'38.5"N., 74°07'46.0"W.  
 40°38'35.2"N., 74°07'49.0"W.  
 40°38'31.2"N., 74°07'50.0"W.  
 40°38'30.1"N., 74°07'41.3"W.  
 40°38'33.9"N., 74°07'15.1"W.  
 40°38'44.0"N., 74°06'45.7"W.  
 40°38'46.7"N., 74°06'25.9"W.  
 40°38'44.8"N., 74°05'49.6"W.  
 40°38'45.8"N., 74°05'43.6"W.

(4) Work Area (4): The waters bounded by a line connecting the following points:

40°38'31.2"N., 74°07'50.0"W.  
 40°38'35.2"N., 74°07'49.0"W.  
 40°38'36.6"N., 74°08'01.2"W.  
 40°38'28.2"N., 74°08'51.0"W.  
 40°38'35.2"N., 74°09'06.2"W.  
 40°38'30.0"N., 74°09'12.0"W.  
 40°38'24.8"N., 74°09'02.6"W.  
 40°38'24.0"N., 74°08'52.0"W.  
 40°38'31.5"N., 74°08'07.4"W.  
 40°38'31.8"N., 74°07'54.6"W.  
 40°38'31.2"N., 74°07'50.0"W.

(5) Work Area (5): The waters bounded by a line connecting the following points:

40°38'35.2"N., 74°07'49.0"W.  
 40°38'38.5"N., 74°07'46.0"W.  
 40°38'40.7"N., 74°08'01.3"W.  
 40°38'34.0"N., 74°08'41.0"W.  
 40°38'40.0"N., 74°08'52.0"W.  
 40°38'50.0"N., 74°08'55.0"W.  
 40°38'35.2"N., 74°09'06.2"W.  
 40°38'28.2"N., 74°08'51.0"W.  
 40°38'36.6"N., 74°08'01.2"W.  
 40°38'35.2"N., 74°07'49.0"W.

(6) Work Area (6): The waters bounded by a line connecting the following points:

40°39'17.0"N., 74°08'38.0"W.  
 40°40'21.0"N., 74°08'00.0"W.  
 40°40'34.3"N., 74°07'54.0"W.  
 40°40'35.9"N., 74°08'03.9"W.  
 40°40'33.2"N., 74°08'12.0"W.  
 40°40'26.6"N., 74°08'17.9"W.  
 40°39'34.3"N., 74°08'55.8"W.  
 40°39'30.8"N., 74°08'58.2"W.  
 40°39'21.6"N., 74°08'50.2"W.  
 40°39'17.0"N., 74°08'38.0"W.

(7) Work Area (7): The waters bounded by a line connecting the following points:

40°40'26.7"N., 74°08'17.9"W.  
 40°41'14.4"N., 74°09'35.0"W.  
 40°41'18.9"N., 74°09'31.9"W.  
 40°40'46.1"N., 74°08'38.9"W.

40°40'44.5"N., 74°08'30.2"W.  
 40°40'33.2"N., 74°08'12.0"W.  
 40°40'26.7"N., 74°08'17.9"W.

(8) Work Area (8): The waters bounded by a line connecting the following points:

40°39'30.8"N., 74°08'58.2"W.  
 40°39'40.6"N., 74°09'22.5"W.  
 40°39'43.5"N., 74°09'25.8"W.  
 40°39'44.8"N., 74°09'24.9"W.  
 40°39'32.8"N., 74°08'55.2"W.  
 40°39'30.8"N., 74°08'58.2"W.

and

40°39'21.6"N., 74°08'50.2"W.  
 40°39'17.0"N., 74°03'38.0"W.  
 40°38'50.0"N., 74°08'55.0"W.  
 40°38'30.0"N., 74°09'12.0"W.  
 40°38'33.3"N., 74°09'19.5"W.  
 40°38'46.8"N., 74°09'22.8"W.  
 40°39'07.7"N., 74°08'58.8"W.  
 40°39'21.6"N., 74°08'50.2"W.

(9) Work Area (9): The waters bounded by a line connecting the following points:

40°40'34.3"N., 74°07'54.0"W.  
 40°41'08.5"N., 74°07'38.5"W.  
 40°41'11.6"N., 74°07'50.8"W.  
 40°41'17.6"N., 74°07'56.4"W.  
 40°41'20.0"N., 74°08'00.3"W.  
 40°41'42.3"N., 74°08'21.2"W.  
 40°41'59.4"N., 74°09'11.0"W.  
 40°41'55.8"N., 74°09'13.1"W.  
 40°41'39.1"N., 74°08'24.6"W.  
 40°41'21.0"N., 74°08'07.6"W.  
 40°40'46.1"N., 74°08'38.9"W.  
 40°40'44.5"N., 74°08'30.2"W.  
 40°40'50.4"N., 74°08'30.3"W.  
 40°41'13.4"N., 74°08'09.7"W.  
 40°41'13.7"N., 74°08'05.6"W.  
 40°41'03.2"N., 74°07'55.7"W.  
 40°40'54.4"N., 74°07'55.7"W.  
 40°40'35.9"N., 74°08'03.9"W.  
 40°40'34.3"N., 74°07'54.0"W.

(c) Projected dates for each work area. Dredging is scheduled to commence in Work Area (2) on April 19, 1999. As contracts are let for dredging of each of the remaining work areas, commencement dates will be made available via the Local Notice to Mariners, marine information broadcasts, facsimile, and at New York Harbor Operations Committee meetings.

(d) Regulations. (1) No vessel shall enter or transit any work area where drill barges and/or dredges are located without permission of Vessel Traffic Service New York (VTSNY).

(2) Each vessel transiting in the vicinity of the work areas, where drill barges and/or dredges are located, is required to do so at no wake speed.

(3) No vessel shall enter the RNA when they are advised by the drilling barge or VTSNY that a misfire or hangfire has occurred. Vessels already underway in the RNA shall proceed to clear the impacted area immediately.

(4) Vessels, 300 gross tons or greater, and tugs with

**COAST PILOT 2 (Continued)**

tows are prohibited from meeting or overtaking other vessels when transiting alongside an active work area.

(5) Vessels, 300 gross tons or greater, and tugs with tows transiting with the prevailing current (as measured from the Battery tide station) are regarded as the stand-on vessel.

(6) Prior to entering the RNA, the master, pilot or operator of each vessel, 300 gross tons or greater and tugs with tows, shall ensure that they have sufficient propulsion and directional control to safely navigate the area under the prevailing conditions, and shall notify VTSNY as to their decision regarding the employment of assist tugs while transiting the RNA.

(7) Hawser or wire length must not exceed 100 feet, measured from the towing bit on the tug to the point where the hawser or wire connects with the towed vessel or barge, for any vessel with another vessel/barge in tow.

(8) Waiver. The Captain of the Port, New York may, upon request, authorize a deviation from any regulation in this section if it is found that the proposed operations can be done safely. An application for deviation must be received not less than 24 hours before the intended operation and must state the need and describe the proposal.

(9) Tugs with tows includes a tug with a vessel or barge in tow, alongside, or being pushed.

(CL 810/99; FR 4/15/99; 33CFR 165;  
CL 1235/00) 26/01

Page 254—Paragraph 145, lines 10 to 17; read:  
at the entrance to the inlet are: covered 22 feet about 0.6 mile south-southwest of the jetty light in about 40°31'55"N., 73°57'00"W.; covered 20 feet about 0.5 mile south-southeast of the jetty light in about 40°31'55"N., 73°56'11"W.; covered 19 feet about 0.6 mile south-southeast of the jetty light in about 40°31'55"N., 73°56'00"W.; covered 15 feet about 0.3 mile southwest of the jetty light in about 40°32'15"N., 73°56'48"W.; and covered 19 feet about 0.3 mile south of the jetty light in about 40°32'08"N., 73°56'27"W.  
(NOS 12350) 26/01

Page 254—Paragraph 158, lines 4 to 9; read:  
clearance of 35 feet crosses the inlet. The channel is marked by buoys. It is reported that with local knowledge a depth of 12 feet can be carried at midchannel through the channel and inlet to the head of Shell Bank Creek. Mariners are advised to follow the buoys in the channel closely, as a ....  
(NOS 12350) 26/01

**COAST PILOT 4            32 Ed 1999            Change No. 25  
LAST NM 20/01**

Page 113—Paragraph 2529, line 4; read:  
to detect vessels which may attempt to enter the danger zone.  
(6) No person shall enter or remain within a 2-acre area surrounding a waterborne refueling training operation, in either the Grey Point Sector, Farnell Bay Sector, or Morgan Bay Sector as described in paragraph (b) of this section, for the duration of the training operation after a notice to conduct a waterborne refueling training operation has been published in the local notice to mariners and has been broadcast

over the Marine Band radio network. The 2-acre area surrounding a waterborne refueling training operation will be patrolled and persons and vessels shall clear the area under patrol upon being warned by the surface patrol craft.  
(CL 479/01; FR 03/21/01) 26/01

Page 292—Paragraph 102, line 6; read:  
controlling depth of 18 feet in May 2000, from Hawk Channel to ...  
(CL 928/00) 26/01

Page 294—Paragraph 128, lines 5 to 6; read:  
Garrison Bight. In October 1999, the controlling depth was 6.5 feet (7.6 feet at midchannel) with 8.0 feet in the turning basin. An overhead ...  
(CL 218/00) 26/01

Page 306—Paragraph 183, lines 4 to 5; read:  
River at **Mile 575.6.**  
(CL 684/01) 26/01

Page 323—Paragraph 545, line 4; read:  
industrial area. In March 2001, the reported controlling depth was 5 feet.  
(CL 739/01) 26/01

Page 324—Paragraph 572, line 2; read:  
over the waterway with a clearance of 12 feet at the center.  
**MacArthur Causeway, ...**  
(CL 708/01) 26/01

**COAST PILOT 5            28 Ed 2000            Change No. 16  
LAST NM 16/01**

Page 243—Paragraph 44, line 2; read:  
MOBARPI, by telephone (334-432-2639 or 334-432-2630), by radiotelephone ...  
(CL 164/01) 26/01

Page 245—Paragraph 86, line 9; read:  
harbormaster can be reached by telephone (334-441-7251)  
(CL 163/01) 26/01

Page 322—Paragraph 168, lines 3 to 4; read:  
the first fixed bridge. In February 2001, the controlling depth was 6.0 feet (8.0 feet at midchannel). The highway bridge ...  
(CL 570/01; CO 030/00) 26/01

Page 329—Paragraph 289, lines 5 to 7; read:  
miles. In January 2001, the controlling depth was 2.6 feet (3.9 feet at midchannel) to the mouth of the bayou, thence 2.9 feet (4.8 feet at midchannel) for about 2.0 miles farther upstream.  
(CL 570/01; CO 030/00) 26/01

Page 331—Paragraph 325, lines 6 to 8; read:  
small settlement about 7 miles up the bayou. In February 2000, the controlling depth was 3.0 feet to Light 27; thence

**COAST PILOT 5 (Continued)**

in August 1999, the controlling depth was 2.0 feet to the railroad bridge. The entrance ...

(CL 570/01; CO 030/00; LL/00) 26/01

Page 332—Paragraph 333, lines 10 to 11; read:

Bluff is dredged. In January 2001, the controlling depth was 3.8 feet (4.2 feet at midchannel). The channel is marked by buoys.

(CL 570/01; CO 030/00) 26/01

Page 332—Paragraph 335, line 8; read:

March 2001, the controlling depth was 11.3 feet (12.0 feet at midchannel).

(CL 570/01; CO 030/00) 26/01

Page 343—Paragraph 60, lines 7 to 8; read:

March 2001, the controlling depth was 11.3 feet (12.0 feet at midchannel).

(CL 570/01; CO 030/00) 26/01

Page 354—Paragraph 251, lines 4 to 5; read:

inside the pass. In November 2000, the controlling depth was 7.0 feet (8.0 feet at midchannel) in the channel and 8.0 feet in the basin.

(CL 570/01; CO 030/00) 26/01

Page 354—Paragraph 256; read:

In November 2000, the controlling depth was 12.0 feet (13.0 feet at midchannel) in the channel and 13.0 to 14.0 feet in the turning basin, thence 13.0 feet in the connecting channel to Conn Brown Harbor and in the harbor.

(CL 570/01; CO 030/00) 26/01

Page 355—Paragraph 271, line 3; read:

September 2000, the controlling depth was 15.7 feet in the channel; ...

(CL 570/01; CO 030/00) 26/01

Page 355—Paragraph 272, lines 11 to 13; read:

January 2001, the controlling depth was 4.0 feet (6.0 feet at midchannel) in the channel; thence in 1982, a reported depth of 12 feet was in the connecting channels. The Industrial Park, in various stages of construction, ...

(CL 570/01; CO 030/00) 26/01

Page 356—Paragraph 289, lines 7 to 8; read:

January 2001, the controlling depth was 7.8 feet (8.1 feet at midchannel) to the turning basin, thence 14.0 feet in the turning basin and 12.0 feet in the shrimp boat basin.

(CL 570/01; CO 030/00) 26/01

Page 359—Paragraph 359, lines 3 to 5; read:

turning basin at Port Brownsville. In September 2000, the channel leading into Brownsville Fishing Harbor had a controlling depth of 15.0 feet, thence 14.0 feet in the connecting channel with 14.0 to 15.0 feet in ...

(CL 570/01; CO 030/00) 26/01

Page 380—Paragraph 412, lines 5 to 6; read:

July 2000-February 2001, the channel had a controlling depth of 1.0 foot. The Gulf entrance to the flood discharge ...

(CL 570/01; CO 030/00) 26/01

Page 380—Paragraph 413, lines 3 to 4; read:

Terminal. In September 1999-February 2001, the controlling depth was 1.5 feet (2.6 feet at midchannel) from the Intra-coastal Waterway to ...

(CL 570/01; CO 030/00) 26/01

**COAST PILOT 5      28 Ed 2000      Change No. 17**

Page 39—Paragraphs 144 to 147; read:

The Flower Garden Banks National Marine Sanctuary (the Sanctuary) consists of three separate areas of ocean waters over and surrounding the East and West Flower Garden Banks and Stetson Bank, and the submerged lands thereunder including the Banks, in the northwestern Gulf of Mexico. The area designated at the East Bank is located approximately 120 nautical miles (nmi) south-southwest of Cameron, Louisiana, and encompasses 19.20 NM<sup>2</sup>. The area designated at the West Bank is located approximately 110 nmi southeast of Galveston, Texas, and encompasses 22.50 NM<sup>2</sup>. The area designated at Stetson Bank is located approximately 70 nmi southeast of Galveston, Texas, and encompasses 0.64 NM<sup>2</sup>. The three areas encompass a total of 42.34 NM<sup>2</sup> (145.09 square kilometers). The boundary coordinates for each area are listed in appendix A to the subpart.

**§922.121 Definitions.**

In addition to those definitions found at §922.3, the following definition applies to this subpart:

*No activity zone* means the two geographic areas delineated by the Department of the Interior in stipulations for OCS lease sale 112 over and surrounding the East and West Flower Garden Banks, and the geographic area delineated by the Department of the Interior in stipulations for OCS lease sale 171 over and surrounding Stetson Bank, as areas in which activities associated with exploration for, development of, or production of hydrocarbons are prohibited. The precise aliquot part description of these areas around the East and West Flower Garden Banks are provided in appendix B of this subpart; the no-activity zone around Stetson Bank is defined as the 52 meter isobath. These particular aliquot part descriptions for the East and West Flower Garden Banks, and the 52 meter isobath around Stetson Bank, define the geographic scope of the “no-activity zones” for purposes of the regulations in this subpart. The descriptions for the East and West Flower Garden Banks no-activity zones are based on the “ $\frac{1}{4}$   $\frac{1}{4}$   $\frac{1}{4}$ ” system formerly used by the Department of the Interior, a method that delineates a specific portion of a block rather than the actual underlying isobath.

(CL 28/01; FR 12/22/00) 26/01

Page 41—Paragraph 179, line 4; read:

Sanctuary, 216 West 26<sup>th</sup> Street, Suite 104, Bryan, TX 77803.

(CL 28/01; FR 12/22/00) 26/01

## COAST PILOT 5 (Continued)

Page 41—Paragraph 183, line 5; read:  
any activity authorized by the permit.

**Appendix A to Subpart L of Part 922—Flower Garden Banks National Marine Sanctuary Boundary Coordinates**

This appendix contains a second set of boundary coordinates using the geographic positions of the North American Datum of 1983 (NAD 83). FGBNMS coordinates are now provided in both North American Datum of 1927 (NAD 27) and NAD 83

Table 1:

Point	Latitude (N)	Longitude (W)
<b>East Flower Garden Bank: (NAD 27)</b>		
E-1	27°52'53.83"	93°37'41.30"
E-2	27°53'34.83"	93°38'23.35"
E-3	27°55'13.64"	93°38'40.34"
E-4	27°57'30.72"	93°38'33.27"
E-5	27°58'27.67"	93°37'46.12"
E-6	27°59'01.41"	93°35'31.75"
E-7	27°59'00.51"	93°35'09.69"
E-8	27°55'22.38"	93°34'14.79"
E-9	27°54'04.06"	93°34'18.89"
E-10	27°53'26.71"	93°35'05.01"
E-11	27°52'52.07"	93°36'57.23"
<b>West Flower Garden Bank: (NAD 27)</b>		
W-1	27°49'10.16"	93°50'45.27"
W-2	27°50'12.36"	93°52'10.47"
W-3	27°51'12.83"	93°52'51.63"
W-4	27°51'32.41"	93°52'50.67"
W-5	27°52'49.89"	93°52'24.77"
W-6	27°55'00.93"	93°49'43.68"
W-7	27°54'58.33"	93°48'37.54"
W-8	27°54'35.26"	93°47'10.35"
W-9	27°54'14.80"	93°46'49.29"
W-10	27°53'35.64"	93°46'51.26"
W-11	27°52'57.34"	93°47'15.26"
W-12	27°50'40.26"	93°47'22.14"
W-13	27°49'10.90"	93°48'42.72"
<b>Stetson Bank: (NAD 27)</b>		
S-1	28°09'30.07"	94°18'31.34"
S-2	28°10'09.24"	94°18'29.57"
S-3	28°10'06.89"	94°17'23.26"
S-4	28°09'27.70"	94°17'25.04"
<b>East Flower Garden Bank: (NAD 83)</b>		
E-1	27°52'54.84"	93°37'41.84"
E-2	27°53'35.80"	93°38'23.89"

Table 1:

Point	Latitude (N)	Longitude (W)
E-3	27°55'14.61"	93°38'40.89"
E-4	27°57'31.68"	93°38'33.81"
E-5	27°58'28.63"	93°37'46.67"
E-6	27°59'02.38"	93°35'32.29"
E-7	27°59'01.47"	93°35'10.23"
E-8	27°55'23.35"	93°34'15.32"
E-9	27°54'05.02"	93°34'19.42"
E-10	27°53'27.68"	93°35'05.54"
E-11	27°52'53.04"	93°36'57.77"
<b>West Flower Garden Bank: (NAD 83)</b>		
W-1	27°49'11.14"	93°50'45.83"
W-2	27°50'13.34"	93°52'11.04"
W-3	27°51'13.81"	93°52'52.20"
W-4	27°51'33.39"	93°52'51.24"
W-5	27°52'50.86"	93°52'25.34"
W-6	27°55'01.91"	93°49'44.25"
W-7	27°54'59.30"	93°48'38.11"
W-8	27°54'36.23"	93°47'10.91"
W-9	27°54'15.78"	93°46'49.85"
W-10	27°53'36.61"	93°46'51.82"
W-11	27°52'58.32"	93°47'15.82"
W-12	27°50'41.24"	93°47'22.70"
W-13	27°49'11.88"	93°48'43.28"
<b>Stetson Bank: (NAD 83)</b>		
S-1	28°09'31.03"	94°18'31.98"
S-2	28°10'10.20"	94°18'30.21"
S-3	28°10'07.84"	94°17'23.90"
S-4	28°09'28.66"	94°17'25.68"

**Appendix B to Subpart L of Part 922—Coordinates for the Department of the Interior Topographic Lease Stipulations for OCS Lease Sale 112**

(CL 28/01; FR 12/22/00)

26/01

Page 41—Paragraph 195 to Page 42—Paragraph 209; read:  
 $E^{1/2}$ ;  $E^{1/2}$ ,  $NW^{1/4}$ ;  $E^{1/2}$ ,  $NW^{1/4}$ ,  $NW^{1/4}$ ,  $SW^{1/4}$ ,  $NW^{1/4}$ ,  $NW^{1/4}$ ;  
 $E^{1/2}$ ,  
 $SW^{1/4}$ ,  $NW^{1/4}$ ;  $NW^{1/4}$ ,  $SW^{1/4}$ ,  $NW^{1/4}$ ,  $SW^{1/4}$ .  
Block A-376  
 $W^{1/2}$ ,  $NW^{1/4}$ ,  $SW^{1/4}$ ;  $SW^{1/4}$ ,  $SW^{1/4}$ ,  $SW^{1/4}$ .  
Block A-388  
 $NE^{1/4}$ ;  $E^{1/2}$ ,  $NW^{1/4}$ ;  $E^{1/2}$ ,  $NW^{1/4}$ ,  $NW^{1/4}$ ;  $NE^{1/4}$ ,  $SW^{1/4}$ ,  $NW^{1/4}$ ;  
 $E^{1/2}$ ,  
 $NE^{1/4}$ ,  $SW^{1/4}$ ;  $NW^{1/4}$ ,  $NE^{1/4}$ ,  $SW^{1/4}$ ;  $NE^{1/4}$ ,  $NW^{1/4}$ ,  $SW^{1/4}$ ;  
 $NE^{1/4}$ ,  
 $SE^{1/4}$ ,  $SW^{1/4}$ ,  $NE^{1/4}$ ;  $NE^{1/4}$ ,  $NE^{1/4}$ ,  $SE^{1/4}$ ;  $W^{1/2}$ ,  $NE^{1/4}$ ,  $SE^{1/4}$ ;  
 $NW^{1/4}$ ,  
Block A-389  
 $NE^{1/4}$ ,  $NW^{1/4}$ ;  $NW^{1/4}$ ,  $NW^{1/4}$ ;  $SW^{1/4}$ ,  $NW^{1/4}$ ;  $NE^{1/4}$ ,  $SE^{1/4}$ ,

**COAST PILOT 5 (Continued)**

NW<sup>1</sup>/<sub>4</sub> ; W<sup>1</sup>/<sub>2</sub> ,

SE<sup>1</sup>/<sub>4</sub> , NW<sup>1</sup>/<sub>4</sub> ; N<sup>1</sup>/<sub>2</sub> , NW<sup>1</sup>/<sub>4</sub> , SW<sup>1</sup>/<sub>4</sub> .

Block A-383 *Texas Leasing Map No. 7C (High Island Area East Addition South Extension)*

E<sup>1</sup>/<sub>2</sub> , SE<sup>1</sup>/<sub>4</sub> , SE<sup>1</sup>/<sub>4</sub> ; SW<sup>1</sup>/<sub>4</sub> , SE<sup>1</sup>/<sub>4</sub> , SE<sup>1</sup>/<sub>4</sub> .

(CL 28/01; FR 12/22/00) 26/01

Page 42—Paragraph 215; read:

SW<sup>1</sup>/<sub>4</sub> , SW<sup>1</sup>/<sub>4</sub> , NW<sup>1</sup>/<sub>4</sub> ; NW<sup>1</sup>/<sub>4</sub> , SW<sup>1</sup>/<sub>4</sub> ; NW<sup>1</sup>/<sub>4</sub> , SW<sup>1</sup>/<sub>4</sub> , SW<sup>1</sup>/<sub>4</sub> .

(CL 28/01; FR 12/22/00) 26/01

Page 42—Paragraphs 226 to 233; read:

Block 134 *Official Protraction Diagram NG15-02 (Garden Banks)*

That portion of the block north of a line connecting a point on the east boundary of Block 134, X=1,378,080.00', Y=10,096,183.00', with a point on the west boundary of Block 134, X=1,367,079,385', Y=10,096,183,000', defined under the Universal Transverse Mercator grid system.

Block 135 *Official Protraction Diagram NG15-02 (Garden Banks)*

That portion of the block northwest of a line connecting the southeast corner of Texas Leasing Map No. 7C, Block A-398, X=1,383,293,840', Y=10,103,281,930', with a point on the west boundary of Official Protraction Diagram NG15-02, Block 135, X=1,378,080,000', Y=10,096,183,000', defined under the Universal Transverse Mercator grid system.

(CL 28/01; FR 12/22/00) 26/01

Page 103—Paragraph 2352; read:

29°14'29"N., 93°43'00"W.

(iv) *Sabine Bank Offshore (East) Anchorage Area*. The area enclosed by rhumb lines joining points at:

29°26'06"N., 93°38'52"W.

29°26'06"N., 93°37'00"W.

29°24'06"N., 93°37'00"W.

29°24'06"N., 93°38'52"W.

(CL 31/01; FR 12/28/00) 26/01

**COAST PILOT 5            28 Ed 2000            Change No. 19**

Page 60—Paragraph 806, line 4; read:

the draw need open only on the hour and on the half-hour for the passage of vessels. The draw shall ...

(CL 330/01; FR 02/22/01) 26/01

Page 183—Paragraph 21, lines 4 to 5; read:

basin just inside the entrance of Garrison Bight. In October 1999, the controlling depth was 6.5 feet (7.6 feet at midchannel) with 8.0 feet in the ...

(CL 218/00) 26/01

Page 186—Paragraph 76, line 6; read:

controlling depth of 18 feet in May 2000, from Hawk Channel to ...

(CL 928/00) 26/01

Page 186—Paragraph 88, lines 3 to 6; read:

is about 0.2 mile SSW of the SW point of Cow Key. In November 1999, the reported controlling depths were 3.7 feet in the channel to a point about 0.6 mile above the entrance, thence 3.6 feet to the highway bridges about 0.9 mile above the entrance. In ...

(CL 969/00) 26/01

Page 191—Paragraph 187, line 2; read:

reported controlling depth of 6 feet in August 1999. However, local ...

(CL 651/00) 26/01

Page 195—Paragraph 257, lines 3 to 5; read:

upstream. In April 2000, the reported controlling depth was 3.5 feet in the privately dredged entrance channel; thence in 1983, a reported depth of 7 feet was in the creek. The channel to the creek entrance and the ...

(CL 649/00) 26/01

Page 217—Paragraph 266, lines 10 to 15; read:

cables at the bridge have a minimum clearance of 30 feet.

(CL 466/00) 26/01

Page 234—Paragraph 192, line 2; read:

with depths of 7.3 to 16.4 feet. There are several piers for light-draft ...

(BPs 174129-30) 26/01

Page 234—Paragraph 196, lines 7 to 8; read:

March 2001, the controlling depth was 3.6 feet (8.8 feet at midchannel). The channel is marked by lights and daybeacons. State Route 392 bridge has a ...

(BPs 174131-32; LL/2000) 26/01

Page 239—Paragraph 283, line 12; read:

of the N arm, has a 29-foot fixed span with a clearance of 7 feet. In March 2001, the railroad bridge was being removed.

(CL 332/01) 26/01

Page 239—Paragraph 284, lines 10 to 13; read:

highway bridge, about 0.5 mile upstream, has a clearance of 13 feet.

(CL 446/01) 26/01

Page 244—Paragraph 66, lines 1 to 3; read:

**Prominent features.**-From about the center of the bay, the industrial complex on Hollingers Island and the battleship ALABAMA moored at the ...

(CL 193/01) 26/01

Page 249—Paragraph 158, lines 2 to 4; read:

craft, a U.S. Customs boat, and pilot boat moor. On the S side of the anchorage basin, just inside the inlet, there are eight surfaced launching ramps, five piers, and a bulkhead docking area.

(CL 195/01) 26/01

## COAST PILOT 5 (Continued)

Page 249—Paragraph 159, lines 1 to 4; read:

A large marina on the W shore of the bay has a 7-ton mobile hoist. Engine and electronic repairs are available, as well as open and covered storage. Berths, electricity, gasoline, diesel fuel, ...

(CL 194/01) 26/01

Page 339—Paragraph 480, lines 3 to 4; read:  
29 feet.

(CL 307/00) 26/01

Page 339—Paragraph 481, lines 6 to 7; read:  
marina on a dredged basin at the campground at which a launching ramp, berths, and lodging are available. The entrance channel and slips had a reported depth of 3 feet in November 1999. The ...

(CL 307/00; CL 291/00) 26/01

Page 343—Paragraph 56, line 6; read:

Marine lifts to 70 tons are available ...

(CL 291/00; NOS 11322) 26/01

Page 355—Paragraph 272, line 6; read:

marked by daybeacons and an ...

(CL 98/01) 26/01

Page 362—Paragraph 39, line 7; read:

In 1986, 4 feet was reported available in the channel. In August 1999, the channel was reported no longer being maintained. The ...

(CL 968/00; NOS 11425) 26/01

Page 364—Paragraph 79, lines 4 to 5; read:

turning basin at the marina. In September 2000, 8 feet was reported in the channel; thence in 1987, 7.5 feet was reported in the turning basin. The small-craft facilities ...

(CL 1591/00) 26/01

Page 364—Paragraph 86, lines 4 to 5; read:

Club and Trailer Estates Marina. In 1986, a depth of 4 feet was reported in the channel; thence in 1982, a depth of 5 feet was reported in the basin. In June 2000, the channel was reported no longer being maintained. Berths, gasoline, water, ...

(CL 932/00; NOS 11425) 26/01

Page 379—Paragraph 397, line 8; read:

16 and works on channel 13; call sign KQU-648. In February 2001, a fixed highway bridge with a design clearance of 73 feet was under construction close west of the pontoon drawbridge; upon completion, it will replace the pontoon drawbridge.

(CL 229/01; 05/01 CG8) 26/01

Page 405—Paragraph 590; read:

**Prominent features.-** An abandoned lighthouse tower on **Punta Meseta** is prominent in the daytime. Power transmission towers located on either side of the channel and a 39-

foot water tower NW of Punta Meseta are visible from seaward. Once inside the harbor, the most prominent objects are: two stacks at the sugar mill, a cupola at a large house near the sugar mill, and a fixed crane at the fertilizer wharf 0.5 mile N of Punta Meseta.

(08/00 CG7; LL/99) 26/01

Page 405—Paragraph 595, line 3; read:

a mile SE from Punta Meseta. Foul ground is between it, the N ...

(08/00 CG7; LL/99) 26/01

Page 405—Paragraph 596, line 1; read:

**Corona La Laja**, 0.9 mile S of Punta Meseta, is about ...

(08/00 CG7; LL/99) 26/01

Page 405—Paragraph 600, line 1; read:

**Routes.-**From position 2.5 miles S of Punta Meseta ...

(08/00 CG7; LL/99) 26/01

Page 405—Paragraph 607, lines 2 to 4; read:

conveyor, 0.5 mile N of Punta Meseta, has 28 feet reported alongside. A chemical pier with dolphins, 0.7 mile N of Punta Meseta, has 25 feet reported alongside; a conveyor system and ...

(08/00 CG7; LL/99) 26/01

## COAST PILOT 7      32 Ed 2000      Change No. 8 LAST NM 17/01

Page 52—Paragraph 431, line 13; read:

304 of the NMSA, and sections 2305 and 2306 of the HINMSA.

(c) Section 304(e) of the NMSA requires the Secretary to review management plans and regulations every five years, and make necessary revisions. Upon completion of the five year review of the Sanctuary management plan and regulations, the Secretary will re-propose the Sanctuary management plan and regulations in their entirety with any proposed changes thereto. The Governor of the State of Hawaii will have the opportunity to review the re-proposed management plan and regulations before they take effect and if the Governor certifies any term or terms of such management plan or regulations as unacceptable, the unacceptable term or terms will not take effect in State waters of the Sanctuary.

(CL 1097/00; FR 11/29/99) 26/01

Page 52—Paragraph 433, line 5 to Paragraph 460; read:

cutting across the mouths of rivers and streams:

(1) To the 100-fathom (183 meter) isobath from Kailiu Point eastward to Mokolea Point, Kauai;

(2) To the 100-fathom (183 meter) isobath from Puaena Point eastward to Mahie Point, and from the Kapahulu Groin in Waikiki eastward to Makapuu Point, Oahu;

(3) To the 100-fathom (183 meter) isobath from Cape Halawa, Molokai, south and westward to Ilio Point, Molokai; southwestward to include Penguin Banks; eastward along the east side of Lanai; to the waters seaward of the three nautical mile limit north of Kahoolawe, to the Hana-

**COAST PILOT 7 (Continued)**

manoia Lighthouse on Maui, and northward along the shoreline to Lipoa Point, Maui;

(4) To the deep water area of Pailolo Channel from Cape Halawa, Molokai, to Lipoa Point, Maui, and southward;

(5) To the 100-fathom (183 meter) isobath from Upolu Point southward to Keahole Point, Hawaii.

(b) Excluded from the Sanctuary boundary are the following commercial ports and small boat harbors:

*Hawaii (Big Island)*

Kawaihae Boat Harbor & Small Boat Basin

*Lanai*

Kaumalapau Harbor, Manele Harbor

*Maui*

Lahaina Boat Harbor

Maalae Boat Harbor

*Molokai*

Hale o Lono Harbor

Kaunakakai Harbor

*Oahu*

Kuapa Pond (Hawaii Kai)

(c) The coordinates of the lateral extents of each boundary area within the Sanctuary boundary appear in Appendix A of this subpart Q.

(CL 1097/00; FR 11/29/99)

26/01

Page 53—Paragraph 492, line 8; read:

applicable laws and regulations (e.g., MMPA, ESA, and CWA).

(c) Any Sanctuary fishery regulations shall not take effect in Hawaii State waters until established by the State Board of Land and Natural Resources.

(CL 1097; FR 11/29/99)

26/01

Page 54—Paragraph 494, line 7; read:

agency and the Governor of the State of Hawaii. Emergency regulations shall not take effect in State waters of the Sanctuary until approved by the Governor of Hawaii.

(CL 1097/00; FR 11/29/99)

26/01

Page 54—Paragraph 500, line 12 to Page 62—Paragraph 501, line 1; read:

view and analysis of all environmental requirements.

**Appendix A to Subpart Q—Hawaiian Islands Humpback Whale, National Marine Sanctuary Boundary Description and Coordinates of the Lateral Boundary Closures and Excluded Areas.**

Appendix A provides a text and pictorial (see Figures 1-3) description of the Sanctuary boundary with specific lateral closure points and exclusion areas. The lateral extends (bounds) of each boundary area are closed by straight lines defined by at least two points. It may be necessary to extend these lines beyond the defining points to intersect the actual 100 fathom contour or the shoreline. Each point corresponds to a bounds number indicated in Figure 2. Digital files of the Sanctuary boundary (available in three common formats, ESRI Shape File, MapInfo Table and an ASCII Exchange format) are available from the Sanctuary office in Kihei,

Maui, at the address listed above or by calling (808) 879-2818. These digital geographies are the best available representation of the verbal legal delineation and were derived from: the Hawaiian shoreline as supplied by State of Hawaii through the Office of Planning GIS Office, the NOAA and State of Hawaii agreed upon lateral boundary and exclusion areas, and the 100 fathom isobath digitized from the following 1:80,000 scale NOAA nautical charts:

19327 — West Coast of Hawaii (9<sup>th</sup> ED, 4/29/89),

19347—Channels between Molokai, Maui, Lanai, and Kahoolawe (17<sup>th</sup> ED, 12/13/97),

19351—Channels between Oahu, Molokai, and Lanai (8<sup>th</sup> ED, 7/01/89),

19357— Island of Oahu (20<sup>th</sup> ED, 9/21/96), and

19381—Island of Kauai (8<sup>th</sup> ED, 7/17/1993).

For the portion of the Lanai region of the HIHWNMS west of Chart 19351, [157°42.8'W.] the 100 fathom contour was derived from the 1:250,999 chart 19340—Hawaii to Oahu (24<sup>th</sup> ED, 1/09/1993).

All digital geography data have been referenced to WGS84 (NAD83) and have been converted to geographic (latitude and longitude) coordinates.

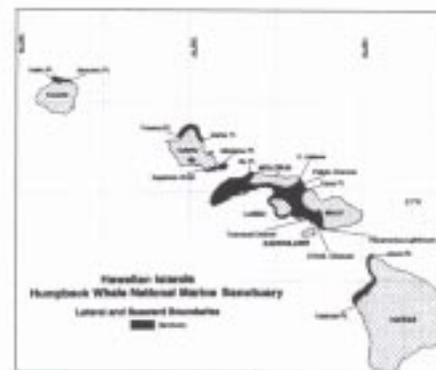


Figure 1

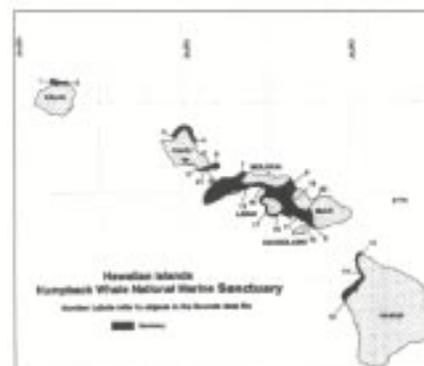


Figure 2

## COAST PILOT 7 (Continued)

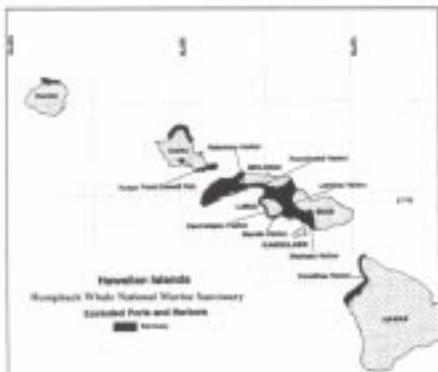


Figure 2

**Sanctuary Boundary**

A. As defined by the specific lateral boundaries in B, and except for excluded areas described in paragraph C of this section, the Hawaiian Islands Humpback Whale National

Marine Sanctuary consists of the submerged lands and waters off the coast of the Hawaiian Islands seaward from the shoreline, cutting across the mouths of rivers and streams (see Figure 1):

1. To the 100-fathom (183 meter) isobath from Kailiu Point eastward to Mokolea Point, Kauai;
2. To the 100-fathom (183 meter) isobath from Puaena Point eastward to Mahie Point, and from the Kapahulu Groin in Waikiki eastward to Makapuu Point, Oahu;
3. To the 100-fathom (183 meter) isobath from Cape Halawa, Molokai, south and westward to Ilio Point, Molokai; southwestward to include Penguin Banks; eastward along the east side of Lanai; to the waters seaward of the three nautical mile limit north of Kahoolawe, to the Hanamanoia Lighthouse on Maui, and northward along the shoreline to Lipoa Point, Maui;
4. To the deep water area of Pailolo Channel from Cape Halawa, Molokai, to Lipoa Point, Maui, and southward;
5. To the 100-fathom (183 meter) isobath from Upolu Point southward to Keahole Point, Hawaii.

Bound No. (Fig. 2)	Geographic name	No. of points	Latitude	Longitude
1	Kailiu Pt., Kauai	2	22°13'24.7" 22°16'33.5"	- 159°34'52.2" - 159°35'59.4"
2	Mokolea Pt., Kauai	2	22°13'29.9" 22°14'55.4"	- 159°22'55.8" - 159°22'19.3"
3	Puaena Pt., N. Oahu	2	21°38'24.6" 21°36'08.4"	- 158°08'26.0" - 158°06'24.5"
4	Mahie Pt., N. Oahu	2	21°33'37.3" 21°35'32.2"	- 157°51'51.9" - 157°50'05.5"
5	Kapahulu Groin, S. Oahu	3	21°15'05.7" 21°16'06.1" 21°16'06.2"	- 157°50'27.5" - 157°49'25.7" - 157°49'23.8"
6	Makapuu Pt. S. Oahu	2	21°18'39.6" 21°19'44.7"	- 157°38'56.7" - 157°35'46.1"
7	Ilio Pt., Molokai	2	21°13'25.7" 21°13'27.0"	- 157°18'45.8" - 157°15'14.4"
8	Pailolo Channel, C. Halawa to Lipoa Pt.	2	21°01'29.8" 21°09'29.5"	- 156°38'22.0" - 156°42'37.2"
9	Hanamanoia Lighthouse, Maui	2	20°34'21.8" 20°34'58.4"	- 156°26'51.1" - 156°24'45.2"

## COAST PILOT 7 (Continued)

10	3 NM closure around Kahoolawe	51	20°35'58.1" 20°35'59.9" 20°36'03.9" 20°36'06.6" 20°36'16.3" 20°36'25.7" 20°36'34.6" 20°36'39.9" 20°36'43.8" 20°36'50.8" 20°36'S9.0" 20°37'08.7" 20°37'18.1" 20°37'27.0" 20°37'35.5" 20°37'43.4" 20°37'50.9" 20°37'56.4" 20°37'59.0" 20°38'06.0" 20°38'08.6" 20°38'10.8" 20°38'17.2" 20°38'18.9" 20°38'23.4" 20°38'30.3" 20°38'36.6" 20°38'42.4" 20°38'43.4" 20°38'46.4" 20°38'51.5" 20°38'56.0" 20°38'59.8" 20°39'03.0" 20°39'04.0" 20°39'04.4" 20°39'05.3" 20°39'06.8" 20°39'08.6" 20°39'08.9" 20°39'09.7" 20°39'10.1" 20°39'11.0" 20°39'12.1" 20°39'12.5" 20°39'12.4" 20°39'12.6" 20°39'12.2" 20°39'11.8" 20°39'11.7" 20°39'11.3"	- 156°29'32.0" - 156°29'33.0" - 156°29'35.5" - 156°29'36.9" - 156°29'43.1" - 156°29'49.9" - 156°29'57.3" - 156°30'02.2" - 156°30'05.5" - 156°30'12.1" - 156°30'16.5" - 156°30'22.7" - 156°30'29.5" - 156°30'36.8" - 156°30'44.8" - 156°30'53.4" - 156°31'02.4" - 156°31'10.0" - 156°31'13.2" - 156°31'22.7" - 156°31'26.8" - 156°31'29.9" - 156°31'39.9" - 156°31'43.0" - 156°31'48.4" - 156°31'58.0" - 156°32'07.9" - 156°32'18.3" - 156°32'20.5" - 156°32'25.9" - 156°32'36.7" - 156°32'47.7" - 156°32'59.1" - 156°33'10.7" - 156°33'15.7" - 156°33'17.0" - 156°33'21.1" - 156°33'28.7" - 156°33'40.7" - 156°33'44.4" - 156°33'49.6" - 156°33'53.8" - 156°34'00.3" - 156°34'12.4" - 156°34'24.4" - 156°34'25.4" - 156°34'30.5" - 156°34'42.6" - 156°34'47.7" - 156°34'48.9" - 156°34'55.8"
11	Technical Closure	2	20°41'39.2" 20°41'45.0"	- 156°37'07.5" - 156°38'03.6"
	North of Kahoolawe			
12	Upolu Pt., Hawaii (Big Island)	2	20°16'05.3" 20°17'59.9"	- 155°51'00.5" - 155°51'17.2"
13	Keahole Pt., Hawaii (Big Island)	2	19°43'39.6" 19°43'41.5"	- 156°03'42.7" - 156°04'14.5"

## COAST PILOT 7 (Continued)

14	Kawaihae Harbor, Big Island exclusion	2	20°02'14.3" 20°02'25.3"	- 155°50'02.5" - 155°49'57.7"
15	Haleolono Harbor, Molokai exclusion	2	21°05'03.5" 21°05'04.8"	- 157°14'58.6" - 157°14'55.2"
16	Kaunakakai Harbor, Molokai exclusion	4	21°05'13.9" 21°04'49.2" 21°04'38.5" 21°05'07.4"	- 157°01'35.7" - 157°01'58.3" - 157°01'41.2" - 157°01'15.0"
17	Kaumalapau Harbor, Lanai exclusion	2	20°47'09.2" 20°47'01.1"	- 156°59'32.2" - 156°59'31.3"
18	Manele Harbor, Lanai exclusion	2	20°44'33.2" 20°44'35.2"	- 156°53'12.9" - 156°53'14.1"
19	Lahaina Harbor, Maui exclusion	2	20°52'18.3" 20°52'18.8"	- 156°40'45.0" - 156°40'44.0"
20	Maalaea Harbor, Maui exclusion	2	20°47'32.1" 20°47'24.8"	- 156°30'35.0" - 156°30'39.6"
21	Western closure Kuapa Pond (Hawaii Kai), Oahu	2	21°17'07.0" 21°17'06.5"	- 157°43'07.7" - 157°43'07.0"
22	Eastern closure Kuapa Pond (Hawaii Kai), Oahu	2	21°16'53.3" 21°16'51.9"	- 157°42'42.7" - 157°42'40.3"

B. Lateral Closure Bounds for the Hawaiian Islands Humpback Whale National Marine Sanctuary Boundary (see Figure 2).

C. Excluded Ports and Harbors Bounds (See Figure 3).

### Title 33, Navigation and Navigable Waters

#### Part 26, Vessel Bridge-to-Bridge Radiotelephone Regulations

§26.01 Purpose (a) The purpose of this part is to implement ...  
(CL 1079/00; FR 12/29/99) 26/01

Page 330—Paragraph 178, lines 4 to 5; read:  
In August 2000, the controlling depth was 4.8 feet to the basin; thence in 1996, depths of 1 to 3 feet were in the basin with much lesser ...  
(BP 172423) 26/01

Page 369—Paragraph 86, line 3; read:  
**Point No Point Light** (47°54'42"N., 122°31'36"W.), 27 feet above the water, is ...  
(LL/00) 26/01

#### COAST PILOT 7      32 Ed 2000      Change No. 9

Page 1—Paragraph 2, line 2; read:  
**through U.S. Coast Guard Local Notices to Mariners, or by contacting the NOS internet website address, <http://critcorr.ncd.noaa.gov>. A subscription ...**  
(44/00 CG5) 26/01

Page 90—Paragraph 1632, line 1; read:  
The draws of the Camas Prairie railroad ...  
(CL 1112/00; FR 6/29/2000) 26/01

Page 90—Paragraph 1647, line 1; read:  
The draws of the Portland and Western railroad ...  
(CL 1112/00; FR 6/29/2000) 26/01

Page 90—Paragraphs 1648 to 1649; strike out.  
(CL 1112/00; FR 6/29/2000) 26/01

Page 91—Paragraph 1651, line 1; read:  
The draw of the Portland and Western railroad bridge, mile ...  
(CL 1112/00; FR 6/29/2000) 26/01

Page 91—Paragraph 1673, line 1; read:  
(a) The draw of the Portland and Western railroad ...  
(CL 1112/00; FR 6/29/2000) 26/01

Page 95—Paragraphs 1793 to 1795; read:  
**§117.1063 Willapa River South Fork**  
The draw of the Washington State Parks and Recreation Commission bridge across the South Fork Willapa River, mile 0.3, at Raymond, shall open on signal if at least 24 hours notice is given.  
(CL 1112/00; FR 6/29/2000) 26/01

Page 179—Paragraph 17, line 1; read:  
When entering the harbor, the buoys marking the channel and Ballast Point are ...  
(CL 379/01) 26/01

Page 180—Paragraph 26; strike out.  
(CL 379/01; CL 323/01) 26/01

Page 180—Paragraph 27, line 7; read:  
NNW of Ballast Point. A fog signal is on the pier.  
(CL 379/01) 26/01

**COAST PILOT 7 (Continued)**

Page 180—Paragraph 29, lines 6 to 7; read:  
display a white daymark with orange borders and the words  
“DANGER SUBMERGED JETTY.”  
(CL 379/01) 26/01

Page 180—Paragraph 32, line 1; read:  
In 2000, a rock awash was reported about 80 yards NW of  
...  
(CL 379/01) 26/01

Page 180—Paragraph 40, line 7; read:  
to Glorietta Bay. Racons and fog signals mark the bridge.  
(CL 379/01) 26/01

Page 181—Paragraph 60; read:  
**Coast Guard.**-San Diego Coast Guard Station, Air Sta-  
tion, and a Marine Safety Office (see appendix for address)  
are on the mainland just NE of the E end of Harbor Island.  
(CL 379/01) 26/01

**COAST PILOT 7            32 Ed 2000            Change No. 10**

Page 184—Paragraph 97, line 5 to Paragraph 98; read:  
has a clearance of 31 feet under the N span and 38 feet under  
the S span.  
(CL 773/90; NOS 18765; CL 379/01) 26/01

Page 185—Paragraph 122; strike out.  
(CL 379/01) 26/01

Page 191—Paragraph 286; strike out.  
(NOS 18751) 26/01

Page 192—Paragraph 306, line 3; read:  
Approach Channel Lighted Buoy 1. Supertankers and very  
deep laden ...  
(LL/00; CL 1626/00; NOS 18749) 26/01

Page 198—Paragraph 447; strike out.  
(NOS 18744) 26/01

Page 200—Paragraph 485, lines 2 to 4; read:  
around the shores of the harbor are two red and white striped  
stacks at a ...  
(CL 757/00) 26/01

Page 201—Paragraph 528, line 4; read:  
lights. A fog signal is at the S jetty light.  
(LL/00) 26/01

Page 201—Paragraph 529, line 5; read:  
Whistle Buoy 2V and the breakwater entrance.  
(CL 565/00; LL/00) 26/01

Page 201—Paragraph 530, lines 2 to 5; read:  
between the jetties, then turns E into the harbor. In March

2000, the reported controlling depths were 15 feet in the  
entrance thence 14 feet in the channel extending to the S end  
of the harbor. The ...  
(CL 565/00) 26/01

Page 201—Paragraph 531, lines 2 to 3; read:  
private waterfront home development called **Ventura Keys**.  
In March 2000, depths of 14 feet were reported in the devel-  
opment.  
(CL 565/00) 26/01

Page 201—Paragraph 532, lines 5 to 7; read:  
assignments. The harbormaster monitors VHF-FM channels  
16 and 12, from 1800 to 0200 daily.  
(CL 565/00) 26/01

Page 239—Paragraph 366, lines 3 to 4; read:  
clearance of 135 feet over the main channel. The bridge is  
marked at mid span by racon. An overhead power cable with  
...  
(CL 620/98; LL/2000) 26/01

Page 246—Paragraph 396; strike out.  
(CL 55/01) 26/01

Page 275—Paragraph 87, lines 10 to 11; read:  
hull and engine repairs. The Noyo River Coast Guard Station  
monitors VHF-FM channel 16 or can be reached at 707-964-  
6612. A Coast Guard cutter is stationed on the S bank of the  
river, just above the fisheries dock. The phone number for  
the Noyo Mooring Basin Harbormaster is 707-964-4719.  
(CL 58/01) 26/01

Page 286—Paragraph 33; read:  
The Coast Guard has a seasonal lifeboat station in the boat  
basin that operates from June to mid-September and can be  
reached on VHF-FM channel 12.  
(CL 214/01) 26/01

**COAST PILOT 7            32 Ed 2000            Change No. 11**

Page 288—Paragraph 77, lines 3 to 5; read:  
provides for a depth of 13 feet from the entrance to Bandon,  
about 1 mile above the entrance. In September 2000, the  
controlling depth was 8 feet (12 feet at ...  
(BP 172409) 26/01

Page 327—Paragraph 112, lines 2 to 4; read:  
by U.S. Route 101 highway drawbridge at Aberdeen, about  
1.4 miles above Cow Point. The bridge has a clearance of 35  
feet. The bridgetender of the highway ...  
(CL 1774/00) 26/01

Page 427—Paragraph 375; strike out.  
(CL 1427/00) 26/01

## COAST PILOT 7 (Continued)

- Page 427—Paragraph 382, line 4 to Paragraph 383; read:  
licensed pilot on board. Pilotage is available through the Honolulu Pilots Association; they can be reached at (808) 532-7233.  
(CL 1427/00) 26/01
- Page 428—Paragraph 392; read:  
berthing space along NW side, 3 to 18 feet reported alongside; ...  
(CL 1427/00) 26/01
- Page 428—Paragraph 394, line 2; read:  
all piers; gasoline and diesel fuel are trucked in. Bunker C fuel can be obtained ...  
(CL 1427/00) 26/01
- Page 440—Paragraph 641, line 3; read:  
concrete tower. A reef extends 0.6 mile ...  
(39/00 CG11; 42/00 CG11; LL/2000) 26/01
- Page 469—Paragraph 49, lines 3 to 4; read:  
Service. Published quarterly and available free from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, Riverdale, MD 20737-1199; telephone 1-800-638-8972.  
(40/00 CG11) 26/01
- Page 469—Paragraph 74; read:  
**Pilotage.**—Pilotage is compulsory; pilots board vessels in the vicinity of Tanapag Harbor Approach Lighted Buoy T.  
(LL/00; CL 530/01) 26/01
- Page 472—Paragraph 173; read:  
San Diego Air Station (32°43.6'N., 117°10.9'W.). In North San Diego Bay.  
(CL 379/01) 26/01
- Page 476—Paragraph 423; strike out.  
(CL 55/01) 26/01
- COAST PILOT 7                    32 Ed 2000                    Change No. 12**
- Page 184—Paragraph 112, line 1; read:  
**Charts 18740, 18774, 18758.-Carlsbad**, 30 miles N of Point ...  
(CL 1650/98; NOS 18758) 26/01
- Page 276—Paragraph 120, lines 8 to 9; read:  
launching ramp is at the head of the cove. Shelter cove is used extensively ...  
(CL 334/01) 26/01
- Page 280—Paragraph 215, line 2 to Paragraph 219, line 3; read:  
124°10'50"W.): 1,060 feet long; 33 feet alongside; deck height, 10 feet; open and covered storage; shipment of pulp; owned and operated by Louisiana Pacific Corp.  
Louisiana Pacific Chip Export Wharf: 0.8 mile S of Louisiana Pacific Chip Wharf; 1,386 feet of berthing space with dolphins; 38 feet alongside; deck height, 20 feet; pneumatic chip loader, loading rate 1,200 tons per hour; shipment of wood chips; owned and operated by Louisiana Pacific Corp.  
Fairhaven Terminal Wharf: 1.0 mile S of Louisiana Pacific Corp. Chip Wharf; 500 feet long, 700 feet of berthing space with dolphins; 38 feet alongside; deck height, 10 feet; shipment of pulp; owned by Simpson Paper Co., operated by Fairhaven Terminal Co.  
Humboldt Bay Forest Products (40°44'00"N., 124°13'06"W.): 600 feet long; 35 feet alongside; shipment of logs and cars; owned and operated by Stanford A. Murphy.  
Fields Landing Boat Yard: 0.6 mile S of Olson Terminal; 18 to 26 alongside; deck height, 10 feet; travel lifts to 150 tons; mooring for ...  
(CL 32/00) 26/01
- Page 285—Paragraph 8, lines 4 to 5; read:  
weather. The Coast Guard has established Chetco River Entrance Small Boat Warning Sign, a **rough bar advisory sign** 13 feet above the water, visible from the channel looking ...  
(CL 321/01; LL/2000) 26/01
- Page 286—Paragraph 22, line 3; read:  
and reefs break the swell. In approaching the bight, pass to ...  
(CL 252/01) 26/01
- Page 286—Paragraph 24, lines 6 to 7; read:  
to bear 352° and steer for it on that bearing until up to the area abreast the group of rocks 0.5 mile N of Mack Arch.  
(CL 252/01) 26/01
- Page 286—Paragraph 27, line 1; read:  
**Hunters Cove**, a small constricted cove under the SE ...  
(CL 312/01) 26/01
- Page 286—Paragraph 34, lines 1 to 2; read:  
The Coast Guard has established Rogue River Entrance Small Boat Warning Sign, a seasonal **rough bar advisory sign**, on the N side of the river, 0.6 mile upstream of the ...  
(CL 321/01; LL/2000) 26/01
- Page 288—Paragraph 79, lines 1 to 2; read:  
The Coast Guard has established Coquille River Entrance Small Boat Warning Sign, a seasonal **rough bar advisory sign**, 29 feet above the water, visible from the channel ...  
(CL 321/01; LL/2000) 26/01
- Page 289—Paragraph 99, lines 1 to 4; read:  
The Coast Guard has established Coos Bay South Slough Small Boat Warning Sign, a **rough bar advisory sign**, on the E end of the breakwater at Charleston Boat Basin in about 43°20'48"N., 124°19'18"W., to promote safety for small-boat operators.  
(CL 321/01; LL/2000) 26/01



## COAST PILOT 8 (Continued)

ject to the provisions of this chapter.

(i) Commercial fishing shall be administered pursuant to A cooperatively developed State/federal park fisheries management plan, international conservation and management treaties, and existing federal and Non-conflicting State law. The management plan shall provide for the protection of park values and purposes, the prohibition on any new or expanded fisheries, and the opportunity to study marine resources.

(ii) Commercial fishing or conducting an associated buying or processing operation in wilderness waters is prohibited.

(iii) A new or expanded fishery is prohibited. The Superintendent shall compile a list of the existing fisheries and gear types used in the outer waters and follow the procedures in §§1.5 and 1.7 of this chapter to inform

(iv) Maps and charts showing which marine areas of Glacier Bay are closed to commercial fishing are available from the Superintendent.

(3) *What types of commercial fishing are authorized in Glacier Bay?* Three types of commercial fishing are authorized in Glacier Bay non-wilderness waters: longline fishing for halibut; pot and ring fishing for Tanner crab; and trolling for salmon.

(i) All other commercial fishing, or a buying or a processing operation not related to an authorized fishery is prohibited in Glacier Bay.

(ii) On October 1, 2000, each fishery will be limited to fishermen who qualify for a non-transferable commercial fishing lifetime access permit (see paragraph (a)(4) of this section). Commercial fishing without a permit issued by the superintendent, or other than in accordance with the terms and conditions of the permit, is prohibited.

(iii) The Superintendent shall include in a permit the terms and conditions that the superintendent deems necessary to protect park resources. Violating a term or condition of the permit is prohibited.

(4) *Who is eligible for a Glacier Bay commercial fishing lifetime access permit?* A Glacier Bay commercial fishing lifetime access permit will be issued by the superintendent to fishermen who have submitted documentation to the superintendent, on or before October 1, 2000, which demonstrates to the satisfaction of the superintendent that:

(i) They possess valid State limited entry commercial fishing permits for the district or statistical area encompassing Glacier Bay for each fishery for which a lifetime access permit is being sought; and,

(ii) They have participated as limited entry permit holders for the district or statistical area encompassing Glacier Bay for each fishery for which a lifetime access permit is being sought.

(A) For the Glacier Bay commercial halibut fishery, the Applicant must have participated as a permit holder for at least two years during the period 1992-1998.

(B) For the Glacier Bay salmon or Tanner crab commercial fisheries, the applicant must have participated as a permit holder for at least three years during the period 1989-1998.

(5) *What documentation is required to apply for a com-*

*mercial fishing lifetime access permit?* The required documentation includes:

(i) The applicants full name, date of birth, mailing address and phone number;

(ii) A notarized affidavit, sworn by the applicant, attesting to his or her history of participation as a limited permit holder in Glacier Bay, during the qualifying period, for each fishery for which a lifetime access permit is being sought;

(iii) A copy of the applicant's current State of Alaska limited entry permit and in the case of halibut an International Pacific Halibut Commission quota share, that is valid for the area that includes Glacier Bay, for each fishery for which a lifetime access permit is sought;

(iv) Proof of the applicant's permit and quota share history for the Glacier Bay fishery during the qualifying period;

(v) Documentation of commercial landings for the Glacier Bay fishery during the qualifying periods, i.e., within the statistical unit or area that includes Glacier Bay: for halibut, regulatory sub-area 184; for Tanner crab, statistical areas 114-70 through 114-77. For salmon, the superintendent will consider landing reports from District 114; however, the superintendent may require additional documentation that supports the applicant's declaration of Glacier Bay salmon landings. For halibut and Tanner crab, the superintendent may consider documented commercial landings from the unit or area immediately adjacent to Glacier Bay (in Icy Strait) if additional documentation supports the applicant's declaration that landings occurred in Glacier Bay.

(vi) Any additional corroborating documentation that might assist the superintendent in a timely determination of eligibility for the access permits.

(6) *Where should the documentation for a lifetime access permit be sent?* Before October 1, 2000, all required information (as listed in paragraph (a)(5) of this section) should be sent to: Superintendent, Attn: Access Permit Program, Glacier Bay National Park and Preserve, P.O. Box 140, Gustavus, Alaska 99826.

(7) *Who determines eligibility?* The superintendent will make a written determination of a applicant's eligibility for the lifetime access permit based on information provided. A copy of the determination will be mailed to the applicant. If additional information is required to make an eligibility determination, the applicant will be notified in writing of that need and be given an opportunity to provide it.

(8) *Is there an appeals process if a commercial fishing lifetime access permit application is denied?* Yes-If an applicant's request for a commercial fishing lifetime access permit is denied, the superintendent will provide the applicant with the reasons for the denial in writing within 15 days of the decision. The applicant may appeal to the Regional Director, Alaska Region, within 180 days. The appeal must substantiate the basis of the applicant's disagreement with the Superintendent's determination. The Regional Director (or his representative) will meet with the applicant to discuss the appeal within 30 days of receiving the appeal. Within 15 days of receipt of written

**COAST PILOT 8 (Continued)**

materials and the meeting, if requested, the Regional Director will affirm, reverse, or modify the Superintendent's determination and explain the reasons for the decision in writing. A copy of the decision will be forwarded promptly to the applicant and will be the final agency action.

(9) *How often will commercial fishing lifetime access permit be renewed?* The superintendent will renew lifetime access permit at 5-year intervals for the lifetime of a permittee who continues to hold a valid State limited entry commercial fishing permit, and for halibut an International Pacific Halibut Commission quota share, and is otherwise eligible to participate in the fishery under federal and State law.

(10) *What other closures and restrictions apply to commercial fishermen and commercial fishing vessels?*—The following are prohibited:

(i) Commercial fishing in the waters of Geikie, Tarr, Johns Hopkins and Reid Inlets.

(ii) Commercial fishing in the waters of the west arm of Glacier Bay north of 58°50'N latitude, except commercial fishermen who have been authorized by the superintendent to troll for salmon may troll for king salmon during the period October 1 through April 30, in compliance with state commercial fishing regulations.

(iii) Commercial fishing in the east arm of Glacier Bay, north of an imaginary line running from Point Caroline through the southern point of Garforth Island and extending to the east side of Muir Inlet, except commercial fishermen who have been authorized by the superintendent to troll for salmon may troll for king salmon south of 58°50'N latitude during the period October 1 through April 30, in compliance with state commercial fishing regulations.

(36 CFR 13.65) 26/01

Page 76—Paragraphs 1378 to 1379; read:

(5)-(6) [Reserved]  
(36 CFR 13.65) 26/01

Page 251—Paragraph 99, lines 2 to 3; read:

Island, is marked by **Point Adolphus Light** (58°17'12"N., 135°47'00"W.), 20 feet above the water and shown from a small ...

(LL/00) 26/01

Page 259—Paragraph 241, lines 7 to 8; read:

(58°10'18"N., 135°15'30"W.), 69 feet above the water, is shown from a radio tower at the S end of the N island. An aero radiobeacon ...

(LL/00; 39/00 CG17) 26/01

**COAST PILOT 8            23 Ed 1999            Change No. 8**

Page 43—Paragraphs 252 to 255, line 1; read:

(6) Each barge.  
(7) Each public vessel.  
(8) United States or Canadian flag vessels, except tank ...  
(CL 1112/2000; FR 6/29/2000) 26/01

Page 183—Paragraph 88, line 6 to Paragraph 89, line 7; read:

the ice field. Both glaciers, **Sawyer Glacier** and **South Sawyer Glacier**, can be very active, and huge blocks of ice fall off their faces into very deep water. These can generate waves that have been observed as high as 25 feet; however, a small boat can ride the waves safely if it keeps a few miles distance from the glacier face and avoids getting packed in the ice flow. It is recommended that vessels use extreme caution and avoid navigating in proximity to the glacier faces. In the N branch of Tracy Arm, which extends from **Sawyer Island** (57°52'45"N., 133°11'25"W.) to Sawyer Glacier, there is a shoal area on the E side of the arm which reaches a minimum depth of 0.8 fathom at MLLW and extends to 57°53'44"N., 133°10'51"W. (about 300 yards from a waterfall on shore). Caution is advised in this area. Tracy Arm, with its deep water, numerous waterfalls, and bold shores, is one of the outstanding fjords of SE Alaska.

The entrance to the arm is about 1.75 miles wide. The navigable channel, only 0.4 mile wide, has a depth of 6.5 fathoms and is marked by two unlighted buoys, a **215** lighted range on the NE end of Harbor Island, a light on the E shore of the arm, and heavy kelp beds in the summer on the SE side. Both the buoys and lighted ranges are seasonal. The buoys may become submerged during periods of strong current. Tidal swirls, in conjunction with very strong currents, will be met in the entrance except at slack water. Caution ...

(CL 685/00; NOS 17311) 26/01

**COAST PILOT 9            19 Ed 1998            Change No. 20  
LAST NM 16/01**

Page 194—Paragraph 760; read:

**Carlsen Point**, the S entrance point to Zachar Bay, is low and appears as a bluff when off the entrance. Care should be taken with several rocks which lie about 200 yards off the N shore of the entrance.

(CL 141/01) 26/01

Page 194—Paragraph 762, line 2; read:

0.3 mile NW from the NE tip of Carlsen Point.

(CL 141/01) 26/01

Page 195—Paragraph 778, lines 2 to 6; read:

6 miles S of Harvester Island. Depths inside the bay are 10 to 40 fathoms; the N shore slopes steeply to the flat bottom, while the S shore slopes more gradually. From its head, a trail leads over a low divide to the Karluk River. A large cannery is on the W side of the spit that separates Larsen Bay from Uyak Bay. Gasoline, kerosene, and diesel oil are stored for cannery use ...

(CL 141/01) 26/01

Page 195—Paragraph 778, lines 10 to 12; read:

available but no doctor is in residence. There is a row of public pay telephones S of the cannery office.

(CL 141/01) 26/01

## COAST PILOT 9 (Continued)

Page 195—Paragraph 779, lines 2 to 10; read:  
the N shore and a 20-foot islet about 150 yards from the S shore. There is a reef in the middle of the entrance that uncovers at low water; a lighted triangular daydeacon is mounted from a pile on the reef. Two narrow crooked channels lead on either side of the reef. The preferred S channel, between the mid-entrance reef and the 20-foot islet, 200 yards SE of it, is marked by a **248°** range. The front range is a pile on the flats bearing a circular orange disk, and the rear range is another circular orange disk painted under the gable of a building. This channel has a least depth of 19 feet on the ...  
(CL 141/01) 26/01

Page 195—Paragraph 780, lines 2 to 6; read:  
600 yards N of the small island on the S side of the bay, and about 800 yards W of the cannery pier. This anchorage is in about 20 fathoms of water with mud bottom. In W weather, the winds blow down the bay with great force. The holding ground is good. On the S side of the small island there is a harbor for small vessels that is bordered by three breakwaters. Depths in the harbor range from 10 to 18 feet.  
(CL 141/01) 26/01

Page 195—Paragraph 784, line 2; read:  
an estimated velocity of 4 to 5 knots. Steep waves will build at the entrance when strong easterly winds blow opposing the ebb current.  
(CL 141/01) 26/01

Page 195—Paragraph 789; read:  
The **pier** built out over the shoal water is 1,190 feet long and has a depth of 11 feet at its outer end. A 3-ton crane is on the pier. Water is available through a pipeline during the summer months only.  
(CL 141/01) 26/01

## COAST PILOT 9 19 Ed 1998 Change No. 21

Page 116—Paragraph 636, line 6; read:  
5.5 fathoms at both ends extends NE about 2 miles from a point ...  
(CL 527/01) 26/01

Page 193—Paragraph 737, line 5; read:  
highest of a group of rocks, known as **Bird Rock**, is 0.5 mile SE from Chief Point and is 110 feet ...  
(CL 141/01) 26/01

Page 193—Paragraph 739, lines 2 to 3; read:  
Island. It extends 12 miles inland in an ESE direction. Broken ground, with a least depth of 4.5 fathoms, extends about 0.6 mile NW from the point on the S side of the ...  
(CL 141/01) 26/01

Page 193—Paragraph 740, line 7; read:  
0.3 mile. Then change to **135°** and anchor as desired.  
(CL 141/01) 26/01

Page 194—Paragraph 743, line 6; read:  
largest. There are several dangerous rocks, shoals and ledges amongst these islets and between Auguk Island and the S shore. These islands should be given a berth of at least 0.25 mile.  
(CL 141/01) 26/01

Page 194—Paragraph 745, line 2; read:  
Spiridon Bay, is 0.3 mile wide and has depths of 5 to 7 fathoms in the middle, sand and ...  
(CL 141/01) 26/01

Page 194—Paragraph 747, line 1; read:  
**Bear Island**, 249 feet high and grass covered, is about 0.8 ...  
(CL 141/01) 26/01

Page 194—Paragraph 749, line 6; read:  
dangers show above water. Once entrance is made and the reefs are passed, favor the E side of the channel to avoid a 2.7-fathom shoal that is about 0.3 mile SSW of the NW tip of Harvester Island.  
(CL 141/01) 26/01

Page 194—Paragraph 755, line 2; read:  
and then haul NW, round the light at 100 yards, and steer **335°** for ...  
(CL 141/01) 26/01

Page 194—Paragraph 758 to Paragraph 759, line 1; read:  
**Chart 16597.-Zachar Bay**, about 7 miles SE of Harvester Island, is 0.8 ...  
(CL 141/01) 26/01

## COAST PILOT 9 19 Ed 1998 Change No. 22

Page 146—Paragraph 1179, lines 6 to 10; read:  
the entrance channel are maintained by local interests. In September 2000, the controlling depth in the entrance channel was 15 feet (17 feet at midchannel) to the beginning of the piers thence 7.5 feet to the end of the project. In 1998 there were depths of 14 to 20 feet in the SE part of the basin and 10 to 15 feet in ...  
(BPs 173379-80) 26/01

Page 170—Paragraph 221, lines 5 to 7; read:  
an extensive surrounding ledge. **Hanin Rock Light** (57°50'06"N., 152°18'54"W.), 43 feet above the water, is shown from a skeleton tower on the SW rock. A reef, mostly bare at low ...  
(LL/00) 26/01

Page 175—Paragraph 300; read:  
A small-boat harbor, protected by two lighted breakwaters on its SW side, is at the head at **St. Herman Bay**, known locally as Dog Bay, between **Uski Island** and **Near Island**. In June 2000, the controlling depths were 1.48 to 1.75 fath-

**COAST PILOT 9 (Continued)**

oms in the entrance channel and basin.  
(BPs 172450-52)

26/01

are about 180 yards E and 440 yards SSW of Thistle Rock,  
respectively.  
(CL 141/01)

26/01

Page 193—Paragraph 742, lines 2 to 5; read:

rocks, about 10 feet high, 0.8 mile NE of Clover Rock. It is  
always bare and affords a good mark in clear weather. There  
are three dangerous rocks in the vicinity of the Thistle Rock.  
One rock, about 250 yards NW of Thistle Rock uncovers 2  
feet. The other two are submerged 1.3 and 2.9 fathoms and

Page 337—Paragraph 174, line 3; read:

Oliktok Point to Beechey Point. In January 2000, a 2-foot  
shoal was reported 3.8 miles ENE of Oliktok Point in about  
70°32'12.8"N., 149°41'46.4"W.  
(4/00 CG 17)

26/01

**RADIO NAVIGATIONAL AIDS CORRECTIONS****PUB 117****Ed 2001****LAST NM 25/01**

(1) No.	(2) Name	(3) Type	(4) Position Rx Tx	(5) Frequency	(6) Range	(7) Procedure	(8) Remarks
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**CANADA**

The VHF direction finding stations of Canada are for emergency use only. All stations are remotely controlled by a Marine Communications and Traffic Services Center (MCTS). The following details of operation are common to all of these stations:

- A. Ch.16.
- B. Ch.16 (distress only).
- C. Ch.16 (distress only).

*1002.36 Banks.	RDF	44 28 30 N 80 20 56 W				MCTS Thunder Bay (VBA).	26/01
*1002.37 Brougham.	RDF	43 55 13 N 79 06 51 W				MCTS Prescott (VBR).	26/01
*1002.38 Cape Croker.	RDF	44 57 30 N 80 57 53 W				MCTS Thunder Bay (VBA).	26/01