

SECTION II  
NAVIGATION PUBLICATIONS

NM 8/04

**SAILING DIRECTIONS CORRECTIONS**

**PUB 172            9 Ed 2001            LAST NM 5/04**

Page 170—Line 28/R; insert after:

Vessels not using the Vopac Enoc Terminal are requested to remain outside the restricted area surrounding the terminal.

(4(312)04 Taunton) 8/04

Page 211—Line 20/R; insert after:

**Khawr al Batin** (24°28'N., 54°18'E.), entered between breakwaters located about 6 miles SW of the entrance to Mina Zayed, eventually leads, via a channel with a reported (2004) depth of 5.5m, to Mossafah New Port (Mussafah New Port) (24°23'N., 54°30'E.) in the Mossafah Industrial Area (Mussafah Industrial Area). It has been reported (2004) that the facility, which has a 340m long main quay and two 40m long side quays, is now operational.

(PUBS 001-04; BA NP 63, Supp. 8/01;  
US CH 62403) 8/04

Page 221—Lines 36/L to 3/R; read:

berthing, unberthing, or shifting berth, as follows:

1. Tankers—Lengths greater than 200m, beam greater than 40m, or draft greater than 8m.
2. Dry cargo vessel—Lengths greater than 200m, beam greater than 40m, or draft greater than 9m.

Pilotage for all vessels is provided by the Musay'id Port Operations Department. Vessels should send their ETA at Mishut Lighted Buoy (25°15.9'N., 51°46.7'E.) by cable, telex, or e-mail (E-mail address: mportops@qp.com.qa) 72 hours in advance, with confirmations sent 48 hours, 24 hours, and 12 hours prior to arrival, stating the following information:

1. Arrival and departure drafts.
2. Quantity of cargo.
3. Maximum loading rate required.
4. Deballasting time.
5. Whether vessel is able to load and discharge ballast at the same time.
6. Any crew changes and/or medical treatment required.

The pilot boards about 1 mile NE of Umm Said Approach Lighted Buoy.

**Regulations.**—A Vessel Traffic Control Service (VTCS) operates in the approaches to the port. All vessels must obtain clearance from the VTCS before entering the channel. All vessels must keep a listening watch, even when alongside, on VHF channel 11.

All vessels bound for Umm Said are required to call Musay'id Traffic Control 6 hours before arrival at Mishut Lighted Buoy. Vessels are also required to report their status when within 5 miles of Mishut Lighted Buoy. In addition, a vessel should contact the VTCS when transiting inbound or outbound on passing the following:

1. Mishut Lighted Buoy.
2. Hul Lighted Buoy (Mesaieed West Channel).

3. Approach Lighted Buoy (Mesaieed East Channel).
  4. Lighted Buoy E-04 (Mesaieed East Channel).
  5. Lighted Buoy E-15 (Mesaieed East Channel).
  6. SE Arif Lighted Buoy.
  7. No. 1 Inner Lighted Buoy.
  8. Turning Lighted Buoy.
  9. Fairway Lighted Buoy (inbound only).
- (BA NP 286(3); BA NM 4/04, Section VI) 8/04

Page 263—Line 40/L; read:

**Caution.**—It has been reported that the terminal is no longer in use. More recent reports (2004) state that two of the four berths may be reopened for use as early as April, 2004.

(PUBS 001-04) 8/04

**COAST PILOT CORRECTIONS**

**COAST PILOT 1            33 Ed 2003            Change No. 23**  
**LAST NM 6/04**

Page 10—Paragraph 170, line 7; read:

operating 24 hours a day. (See Internet website: <http://www.weather.gov/>) Marine services are also provided ...  
(Internet/04) 8/04

**COAST PILOT 4            35 Ed 2003            Change No. 22**  
**LAST NM 7/04**

Page 153—Paragraph 2317, line 3; read:  
U.S.C. 1226.

**§165.765 Regulated Navigation Area; Port Everglades Harbor, Fort Lauderdale, Florida.**

(a) *Location.* The following area in Port Everglades harbor is a regulated navigation area; all waters of Port Everglades harbor, from shore to shore, encompassed by a line commencing at the south mid-point tip of Harbor Heights approximately 26°05.67'N., 080°06.684'W.; thence south across Bar Cut to a point north of the Nova University Marina approximately 26°05.552'N., 80°06.682'W., thence southwesterly to a point near the center of Lake Mabel approximately 26°05.482'N., 080°06.793'W., thence northwesterly to a point near the Quick Flashing Red #12 approximately 26°05.666'N., 080°06.947'W., thence east to south mid-point tip of Harbor Heights (starting point) approximately 26°05.687'N., 080°06.684'W.

(b) *Regulations.* Vessels less than 150 meters entering and transiting through the regulated navigation area shall proceed at a slow speed. Nothing in this section alleviates vessels or operators from complying with all state and local laws in the area including manatee slow speed zones. Nor should anything in this section be construed as conflicting with the requirement to operate at safe speed under the Inland Navigation Rules, 33 U.S.C. 2001 *et seq.*

(c) *Definition.* As used in this section, *slow speed* means the speed at which a vessel proceeds when it is fully off plane, completely settled in the water and not creating exces-

**COAST PILOT 4 (Continued)**

sive wake. Due to the different speeds at which vessels of different sizes and configurations may travel while in compliance with this definition, no specific speed is assigned to slow speed. A vessel is not proceeding at slow speed if it is;

- (1) On a plane;
  - (2) In the process of coming up on or coming off of plane; or
  - (3) Creating an excessive wake.
- (CL 1728/03; FR 11/12/03) 8/04

Page 291—Paragraph 251, lines 3 to 4; read:  
Oriental. In 1987, the midchannel controlling depth to the basin was 6.5 feet; thence in 1977-1987, 8.5 feet in the basin. In ...  
(BP 181964) 8/04

**COAST PILOT 5                    31 Ed 2004                    Change No. 6  
LAST NM 7/04**

Page 10—Paragraph 171, line 7; read:  
operating 24 hours a day. (See Internet website: <http://www.weather.gov/>). Marine services are also provided ...  
(Internet/04) 8/04

Page 203—Paragraph 3621, line 4; read:  
Naval Observatory.  
*Pelagic sargassum* means the species *Sargassum natans* or *S. fluitans*, or a part thereof.  
(CL 1616/03; FR 10/10/03) 8/04

Page 395—Paragraph 278, line 1; read:  
**Ship Island Light**(30°12'45"N., 88°57'59"W.), 30 ...  
(02/04 CG8) 8/04

Page 568—Paragraph 383, line 7; read:  
have a clearance of 73 feet. In November 2003, replacement fixed bridges were under construction with a design clearance of 74 feet.  
(CL 1814/03; 44/03 CG8) 8/04

**COAST PILOT 7                    35 Ed 2003                    Change No. 26  
LAST NM 7/04**

Page 407—Paragraph 266 to Paragraph 267, line 6; read:  
The entrance to Tillamook Bay is protected by jetties. The N jetty extends about 650 yards offshore. A dredged entrance channel crosses the bar and leads between the jetties, thence the channel continues through the N end of Tillamook Bay to a turning basin just W of Miami Cove. An access channel leads N from the turning basin to a mooring basin at the town of Garibaldi. In July 2002-June 2003, the controlling depths were 15 feet in the entrance and through the channel to Garibaldi Light 19, thence 9 feet along the N edge of the turning basin in the approach to the mooring basin; thence in 1999, depths of 1 to 3 feet were in the turning basin; thence in 1996-2000, a depth of 10 feet was available in the access channel to the mooring basin with depths of 6 to 9 feet in the basin. The project for the turning basin is inactive and has not been maintained for several years.

A lighted whistle buoy is 1.25 miles W of the seaward end

of the N jetty. The N jetty is marked by a light and fog signal. The entrance and channel to Garibaldi is marked by buoys, lights and a daybeacon. The area from the whistle buoy to the bay entrance frequently shoals which causes heavy breakers. Mariners are advised that ...  
(BP 178568; BPs 181271-72;

CL 1222/03; LL/03; CEM-Portland/90) 8/04

**COAST PILOT 7                    35 Ed 2003                    Change No. 27**

Page 181—Paragraph 3050; insert after:  
**§165.1317 Security and Safety Zone; Large Passenger Vessel Protection, Puget Sound and adjacent waters, Washington.**

(a) *Notice of enforcement or suspension of enforcement.*  
The large passenger vessel security and safety zone established by this section will be enforced only upon notice by the Captain of the Port Puget Sound. Captain of the Port Puget Sound will cause notice of the enforcement of the large passenger vessel security and safety zone to be made by all appropriate means to effect the widest publicity among the affected segments of the public including publication in the **Federal Register** as practicable, in accordance with 33 CFR 165.7(a). Such means of notification may also include but are not limited to, Broadcast Notice to Mariners or Local Notice to Mariners. The Captain of the Port Puget Sound will issue a Broadcast Notice to Mariners and Local Notice to Mariners notifying the public when enforcement of the large passenger vessel security and safety zone is suspended.

(b) *Definitions.* The following definitions apply to this section:

*Federal Law Enforcement Officer* means any employee or agent of the United States government who has the authority to carry firearms and make warrantless arrests and whose duties involve the enforcement of criminal laws of the United States.

*Large Passenger Vessel* means any cruise ship over 100 feet in length carrying passengers for hire, and any auto ferries and passenger ferries over 100 feet in length carrying passengers for hire such as the Washington State Ferries, M/V COHO and Alaskan Marine Highway Ferries. Large Passenger Vessel does not include vessels inspected and certificated under 46 CFR, Chapter I, Subchapter T such as excursion vessels, sight seeing vessels, dinner cruise vessels, and whale watching vessels.

*Large Passenger Vessel Security and Safety Zone* is a regulated area of water established by this section, surrounding large passenger vessels for a 500-yard radius to provide for the security and safety of these vessels.

*Navigable waters of the United States* means those waters defined as such in 33 CFR part 2.

*Navigation Rules* means the Navigation Rules, International-Inland.

*Official Patrol* means those persons designated by the Captain of the Port to monitor a large passenger vessel security and safety zone, permit entry into the zone, give legally enforceable orders to persons or vessels within the zone and take other actions authorized by the Captain of the Port. Persons authorized in paragraph (l) to enforce this section are designated as the Official Patrol.

## COAST PILOT 7 (Continued)

*Public vessel* means vessels owned, chartered, or operated by the United States, or by a State or political subdivision thereof.

*Washington Law Enforcement Officer* means any General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, or Specially Commissioned Washington Peace Officer as defined in Revised Code of Washington section 10.93.020.

(c) *Security and safety zone.* There is established a large passenger vessel security and safety zone extending for a 500-yard radius around all large passenger vessels located in the navigable waters of the United States in Puget Sound, WA, east of 123°30' West Longitude. [Datum: NAD 1983].

(d) *Compliance.* The large passenger vessel security and safety zone established by this section remains in effect around large passenger vessels at all times, whether the large passenger vessel is underway, anchored, or moored. Upon notice of enforcement by the Captain of the Port Puget Sound, the Coast Guard will enforce the large passenger vessel security and safety zone in accordance with rules set out in this section. Upon notice of suspension of enforcement by the Captain of the Port Puget Sound, all persons and vessels are authorized to enter, transit, and exit the large passenger vessel security and safety zone, consistent with the Navigation Rules.

(e) The Navigation Rules shall apply at all times within a large passenger vessel security and safety zone.

(f) When within a large passenger vessel security and safety zone all vessels must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 100 yards of a large passenger vessel that is underway or at anchor, unless authorized by the on-scene official patrol or large passenger vessel master. No vessel or person is allowed within 25 yards of a large passenger vessel that is moored.

(g) To request authorization to operate within 100 yards of a large passenger vessel that is underway or at anchor, contact the on-scene official patrol or large passenger vessel master on VHF-FM channel 16 or 13.

(h) When conditions permit, the on-scene official patrol or large passenger vessel master should:

(1) Permit vessels constrained by their navigational draft or restricted in their ability to maneuver to pass within 100 yards of a large passenger vessel in order to ensure a safe passage in accordance with the Navigation Rules; and

(2) Permit vessels that must transit via a navigable channel or waterway to pass within 100 yards of an anchored large passenger vessel or within 25 yards of a moored large passenger vessel with minimal delay consistent with security.

(i) When a large passenger vessel approaches within 100 yards of any vessel that is moored or anchored, the stationary vessel must stay moored or anchored while it remains within the large passenger vessel's security and safety zone unless it is either ordered by, or given permission by the Captain of the Port Puget Sound, his designated representative or the on-scene official patrol to do otherwise.

(j) *Exemption.* Public vessels as defined in paragraph (b)

of this section are exempt from complying with paragraphs (c), (d), (f), (g), (h), and (i), of this section.

(k) *Exception.* 33 CFR part 161 contains Vessel Traffic Service regulations. When measures or directions issued by Vessel Traffic Service Puget Sound pursuant to 33 CFR part 161 also apply, the regulations govern rather than the regulations in this section.

(l) *Enforcement.* Any Coast Guard commissioned, warrant or petty officer may enforce the rules in this section. In the navigable waters of the United States to which this section applies, when immediate action is required and representatives of the Coast Guard are not present or not present in sufficient force to provide effective

enforcement of this section in the vicinity of a large passenger vessel, any Federal Law Enforcement Officer or Washington Law Enforcement Officer may enforce the rules contained in this section pursuant to 33 CFR 6.04-11. In addition, the Captain of the Port may be assisted by other federal, state or local agencies in enforcing this section.

(m) *Waiver.* The Captain of the Port Puget Sound may waive any of the requirements of this section for any vessel or class of vessels upon finding that a vessel or class of vessels, operational conditions or other circumstances are such that application of this section is unnecessary or impractical for the purpose of port security, safety or environmental safety.

(FR 1/14/04)

8/04

## COAST PILOT 7      35 Ed 2003      Change No. 28

Page 218—Paragraphs 3864 to 3878; read:

**§334.1220 Hood Canal, Bangor; naval restricted areas.**

(a) Hood Canal, Bangor; Naval restricted areas—(1) Area No. 1. That area bounded by a line commencing on the east shore of Hood Canal at latitude 47°46'18"N, longitude 122°42'18"W; thence

latitude 47°46'32"N, longitude 122°42'20"W; thence to latitude 47°46'38"N, longitude 122°42'52"W; thence to latitude 47°44'15"N, longitude 122°44'50"W; thence to latitude 47°43'53"N, longitude 122°44'58"W; thence to latitude 47°43'17"N, longitude 122°44'49"W.

(2) Area No. 2. Waters of Hood Canal within a circle of 1,000 yards diameter centered on a point located at latitude 47°46'26"N, longitude 122°42'49"W.

(3) The regulations—(i) Area No. 1. No person or vessel shall enter this area without permission from the Commander, Naval Submarine Base Bangor, or his/her authorized representative.

(ii) Area No. 2. (A) The area will be used intermittently by the navy for magnetic silencing operations.

(B) Use of any equipment such as anchors, grapnels, etc., which may foul underwater installations within the restricted area, is prohibited at all times.

(C) Dumping of any nonbuoyant objects in this area is prohibited.

(D) Navigation will be permitted within that portion of this circular area not lying within Area No. 1 at all times except when magnetic silencing operations are in progress.

(E) When magnetic silencing operations are in

**COAST PILOT 7 (Continued)**

progress, use of the area will be indicated by display of quick flashing red beacons on the pier located in the southwest quadrant of the area.

(4) Enforcement. The regulations in this subsection shall be enforced by the Commander, Naval Submarine Base Bangor, or his/her authorized representative.  
(FR 1/5/04; CL 23/04) 8/04

Page 244—Paragraph 52, line 4; read:  
and any other U.S. port, are subject to pilotage. Further information regarding pilotage requirements are detailed in the Pilotage section of the **Port of San Diego Tariff**, available through the ship's agent or directly from the Port District at (619) 686-6343.  
(CL 70/04) 8/04

Page 244—Paragraph 54, lines 4 to 11; read:  
monitors VHF-FM channels 16 and 12, 1 hour prior to scheduled vessel arrivals; VHF-FM channel 12 is used as a working frequency. If contact with the pilot is needed prior to 1 hour in advance of arrival, information should be relayed via the ship's agent.

The San Diego Bay Pilots have two pilot boats; a 65-foot white vessel with the word PILOT on the front of the fly bridge and a 38-foot white monohull with the word PILOT on the front of the wheelhouse. Both boats display the International Code flag 'H' while engaged in pilotage duties during daylight hours and white over red lights at night.

Arrangements for pilots are made via ship's agent and boarding information via radio by calling "San Diego Pilots" on VHF-FM channel 12. Pilots request ...  
(CL 70/04) 8/04

Page 245—Paragraph 55, lines 2 to 6; read:  
Approach Lighted Whistle Buoy SD (32°37'18"N., 117°14'48"W.) When approaching San Diego, vessels should pass to the S and E of the buoy leaving it on the port side when making the approach, unless otherwise directed by the pilot. When boarding, pilots request vessels maintain a speed of 7 knots and rig the pilot ladder 6 feet above the water on the lee side.  
(CL 70/04; LL/03) 8/04

**COAST PILOT 7      35 Ed 2003      Change No. 29**

Page 506—Paragraph 14, line 22; read:  
sound). **To report an oil spill call 1-800-258-5990.**

The **U.S. Coast Guard** and the **Puget Sound Harbor Safety Committee** have developed and adopted a Harbor Safety Plan that formally establishes a set of Standards of Care for Puget Sound and surrounding waters. The standards and protocols contained in the **Puget Sound Harbor Safety Plan** complement and supplement existing federal, state, and local laws. The Harbor Safety Plan is not intended to take the place of or otherwise intended to replace the good judgement of a ship's master in the safe operation of his/her vessel. These standards and protocols were developed and adopted by local experts for insuring greater safety. Some sections of the plan provide important safety info for professional mari-

ners transiting Puget Sound, while the Standards of Care formalize and document good marine practice. The Harbor Safety Plan can be obtained by going to the Seattle Marine Exchange website at [www.marineexchange.com](http://www.marineexchange.com) or contact (206) 443-3830.

(CL 36/04) 8/04

Page 523—Paragraph 142; strike out.  
(CL 766/99) 8/04

Page 642—Paragraph 71, lines 8 to 10; read:  
meters).  
(CL 1774/03; NOS 81076) 8/04

Page 642—Paragraph 74, lines 3 to 5; read:  
March 1999-August 2003, the channel had a controlling depth of 31 feet to the basin, thence depths of 36 to 40 feet were available in the basin.  
(CL 1774/03; NOS 81076) 8/04

**COAST PILOT 8      25 Ed 2003      Change No. 17  
LAST NM 7/04**

Page 10—Paragraph 155, line 7; read:  
operating 24 hours a day. (See Internet website: <http://www.weather.gov/>) Marine services are also provided ...  
(Internet/04) 8/04

Page 160—Paragraph 62, lines 2 to 3; read:  
The outer cove has a fair anchorage in about 6 to 15 fathoms (11.0 to 27.5m), rocky bottom. The inner cove has an ...  
(NOS 17432) 8/04

**COAST PILOT 9      21 Ed 2003      Change No. 16  
LAST NM 51/03**

Page 10—Paragraph 170, line 7; read:  
operating 24 hours a day. (See Internet website: <http://www.weather.gov/>) Marine services are also provided ...  
(Internet/04) 8/04

Page 135—Paragraph 228, lines 7 to 9; read:  
extremity of the cape. Three pinnacle rocks, with least depths of 2.4 fathoms, 2.8 fathoms and 3.9 fathoms are S of the cape and located at: 59°44.7'N., 147°51.6'W., 59°44.4'N., 147°51.6'W., and 59°44.3'N., 147°51.8'W., respectively. The cape should be given a berth of at least 2.5...  
(CL 1569/03) 8/04

Page 135—Paragraph 229, line 3; read:  
and gravel bottom. **Cape Cleare was subjected to extensive upheaval during the March 1964 earthquake. Shoaling and other scattered dangers exist in the area. Mariners should exercise extreme caution when navigating in depths under 10 fathoms or areas of uneven bottom.**  
(CL 1569/03) 8/04

**COAST PILOT 9 (Continued)**

Page 173—Paragraph 661, lines 2 to 3; read:  
low and wooded. The entire island is surrounded by reefs  
and rocks extending to 0.1 mile along the south side and to  
0.5 mile to the northwest. A kelp bed extends from...  
(CL 1569/03) 8/04

Page 177—Paragraph 718, line 4; read:  
the bay in 12 to 22 fathoms, sand and mud bottom of...  
(CL 1569/03) 8/04

Page 181—Paragraph 775, lines 2 to 3; read:  
Light, are a group of small islets and jagged rocks, the high-  
est rising to about 70 feet. There are twelve principal islets,  
with a...  
(CL 1569/03) 8/04

Page 214—Paragraph 1182, lines 8 to 13; read:  
September 2002-September 2003, the controlling depth in  
the entrance channel was 17 feet (20 feet at midchannel) to  
the beginning of the piers, thence 10 feet to the end of the  
project.  
(BPs 179234-35; BPs 181795-96) 8/04

Page 216—Paragraph 1200, lines 14 to 17; read:  
The project depths in the entrance channel and basin are 8  
feet and 2 feet above MLLW, respectively. The channel is  
narrow and difficult ...  
(CEM-Alaska/02; NOS 16661) 8/04

Page 473—Paragraph 618, lines 10 to 12; read:  
above the mouth of Snake River. In June 2003, the control-  
ling depth was 7.2 feet in the basin; thence 6.6 to 8 feet in the  
basin with lesser ...  
(BP 181401) 8/04